

# Village of Port Henry

Adopted Comprehensive Plan Update

6/13/2016



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**Acknowledgements**

**Village Board of Trustees**

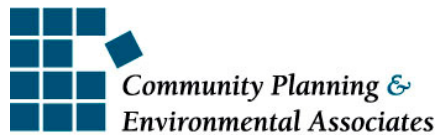
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## Introduction

Port Henry is a unique village settled in the beautiful and stunning Champlain Valley. Nestled between the Green Mountains of Vermont and the majestic Adirondack Peaks of New York, the Village evolved on a hillside during the Industrial Revolution. Commerce bustled and the Village of Port Henry blossomed into a centralized community hosting a wealth of downtown shops, parks, and churches. By the late 19<sup>th</sup> century the Village was one of the most prosperous villages in New York and featured many “High Style” architectural buildings that still exist today. With the decline of the demand for iron ore, the area went through a period of quick decline and has eventually bottomed out.



Today the Village of Port Henry still remains the business and community center for the Town of Moriah area. Organized efforts have taken place to draw and attract other companies to the area with the help of the Essex County IDA and other regional agencies. While this has helped the area somewhat, it has become increasingly evident that significant economic revitalization is the major issue facing the Village.

*A plan shows that a community is active in its future, and knows where it is going. A plan attracts sound investment and wins support for community projects and interests.*

## Planning to Move Forward

Realizing that growth and sustainability will need to happen by a concentrated effort from all who live, work, and represent the area, the Village of Port Henry has prepared this Comprehensive Plan to capitalize on the strengths and assets of our community, and identify areas of concerns that need improvement in order for Port Henry to become a destination that will draw people to visit, relocate, and stay. By strategizing locally with area organizations to incorporate amenities, services, and attractions for the area, Port Henry can become a prosperous community that capitalizes on the breathtaking scenic beauty and nature that living in the Adirondacks provides.



### *A Vision for Port Henry*

The general statements of goals, objectives, principles and policies of this Comprehensive Plan represent the start of a long-term “roadmap” for growth and shaping the future of our community. By actively managing Port Henry’s future, we can ensure that quality of life for all residents will improve. By working with local groups, organizations, and other area governments we can attract viable business investment to our downtown area while supporting community projects and interests.

This plan builds on the centrality of downtown, our scenic waterfront vistas, and our rich historic resources to take advantage of all the small village conveniences Port Henry can offer, and does offer. It is our hope that with careful and strategic planning the residents of the village will again enjoy an upbeat bustling community that truly represents the personality of the area.

Port Henry Village Board

## About this Plan

This Comprehensive Plan is designed to play a pivotal role in shaping the Village of Port Henry for the next 10 to 15 years. By design and definition, this Comprehensive Plan provides an overall framework for future public and private decision-making in Port Henry and should be considered a “road map” for future economic, financial, civic, recreational, growth, and land use activities. This Plan articulates a vision for the Village, establishes long-term goals, and outlines how Port Henry can achieve that vision and goals.

New York State law (Village Law 722-a) grants municipalities the authority to prepare and adopt comprehensive plans. A comprehensive plan is a document that identifies goals, objectives, principles, and policies for the immediate and long-range protection, enhancement, growth, and development of a community. It provides guidance to municipal leaders, government agencies, community organizations, local businesses, and residents, and helps to ensure that the community’s needs are met, both now and in the future. New York’s laws also require that land use regulations that are adopted shall be in accordance with a comprehensive plan.

## Planning Process

The Village initiated this planning process over several years. In 2008, a public survey was distributed (See Appendix A for all public input results). There was a 13% return rate (87 surveys) for that survey. The survey was followed by a public workshop April 2, 2008 to identify strengths, weaknesses, opportunities, and vision for the Village. Downtown revitalization was a key topic explored in a session on April 16, 2008, and the gateway/waterfront issues discussed at a public meeting on May 7, 2008. These efforts resulted in development of a set of goals and recommendations that were summarized in a 2014 draft Comprehensive Plan for the Village and later adopted by the Village in January 2015. However, in 2014 through 2015, the Village received a grant to finalize the plan and to adopt zoning consistent with that plan and as recommended by the Village of Port Henry Zoning Commission. A public hearing was held June 2016, and this Plan was subsequently adopted by the Village Board.

**This Plan should be reviewed and updated every five years to gauge progress on implementation and perform needed updating to ensure that the Plan remains relevant to Port Henry.** Revisions should update existing conditions, verify community vision and goals, and summarize completed action items and the addition of other steps based on the changing needs of Port Henry. The Plan should be a vital document that remains a centerpiece for discussion and decision-making at the Village Board and Planning Board level. To ensure this, the Plan includes an action plan designed to help the Village Board implement the recommended actions over time.

### ***Effect of Having a Comprehensive Plan***

Once a comprehensive plan is adopted, there are several other important implications. First, all government agencies involved in planning capital projects in Port Henry must first consider this plan. That means the Village now has a much larger stake in what other governmental agencies want to do when they are proposing a capital project in Port Henry. Second, it is the policy of New York State to encourage comprehensive planning for the sake of protecting the health, welfare and safety of its citizens. Therefore, most State agencies recognize, if not require, a comprehensive plan as a condition for grants and other funding assistance. This assures that public funds are spent in pursuit of a well-defined public goal.

Other implications of having a Comprehensive Plan include:

- Programs and regulations may be adopted to implement the Plan to protect the Village's resources and encourage desired development and growth.
- Community consensus and support can be built on the shared vision, goals, and strategies presented in the Plan.
- Comprehensive plans also help the Village be successful in obtaining grant monies to implement items contained in the Plan.

### ***This Plan is Not a Law***

In addition to providing the basis for future decision-making, the comprehensive plan provides a framework for local land use laws such as subdivision and site plan review. This Comprehensive Plan will be implemented, in part, through new or updated local laws and other programs initiated by the Village Board over time. As such, this Plan includes recommendations related to improving Port Henry's existing local land use-related laws.

This Plan is not a local law itself however. Any change to or development of new land use laws would need to be adopted according to NYS Village Law procedures through a separate process after adoption of this Plan. The adoption process for a local law includes public hearing(s), an environmental review, and County Planning Board review.

The issues, goals and recommended strategies detailed in this Comprehensive Plan are also based on information gathered about the Village of Port Henry, new public input, and relevant information from the old plan. Specific sources of information used to prepare this plan included:

- Background study of land use patterns in Port Henry

- Population and demographic information, including housing (number of units, type of units, etc.)<sup>1</sup>
- Community facilities and services
- Transportation resources
- Recreation and educational resources
- Environmental conditions in the Village
- Analysis of the regional growth patterns and trends that have affected, and will continue to affect the area’s growth.
- Village of Port Henry Comprehensive Plan (2014)
- Village of Port Henry Local Waterfront Revitalization Program
- Review and Analysis of Village’s land use regulations (Development Review Law)
- Zoning Commission Report (August 2013)

Maps developed for this plan include:

- Aerial Photographs
- Roads and Property Boundaries
- Property Classes (Land Uses)
- Topography and Steep Slopes
- State Lands, Trails and Protected Lands
- Wetlands and Flood Hazards

## Topics Covered in Plan

In New York State, the comprehensive plan is the policy foundation upon which communities are built. It is a long-term “roadmap” for growth—a guide for decisions and actions by local government officials in shaping the future of their municipality. A comprehensive plan identifies needs and recommends goals, objectives, and strategies to improve the community for the health, safety, and general welfare of its residents.

With this in mind, it is logical to begin moving forward with focus on the following areas:

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<sup>1</sup>This data included demographic information from the Village of Port Henry Dissolution Study (Laberge Group, 2015)



- Housing and Neighborhoods.
- Waterfront and Natural Resources.
- Downtown District and Historical Aesthetics.
- Economic development.
- Infrastructure.
- Quality of Life and Sustainability.



## About Port Henry

### *Demographic Trends in Port Henry*

Data from the US Census helps characterize what the conditions are in the Village of Port Henry. Understanding those demographics identifies important trends facing the village area. Appendix B offers charts showing comparison of major demographic features of the Village of Port Henry, the Town of Moriah, and for Essex County.

- Recent population levels have increased. From 1999 to 2000, population rose by 4.6% in the County. Between 2000 and 2010 it increased from 1,152 people to 1,194 (a 3.65% increase). At the same time, population levels in Moriah decreased by 1.66% and in Essex County increased slightly. Between 2000 and 2010, Port Henry grew more than the other areas. However, population levels are estimated by the US Census to decrease in the future.
- While total population increased in the Village, the growth was not from adding young children in the community. The Village had a 7.72% decrease in the number of households having children under the age of 18 years. Both Essex County and the Town also lost households with school-aged children, especially the County (a 16.65% loss). The US Census estimates a continuing moderate increase in senior citizens living in the Village (from 18.1% of the total population in 2010 to an estimate of 21.2% in 2020). This has implications for schools as well as services for senior citizens.
- The median age in the County is 44.5 years compared to 38 for New York State as a whole. In the Town of Moriah, the median age in 2010 was 41.7 years. In Port Henry, the median age is younger and more closely aligned with that of the State at 37.4 years.
- At the same time that Port Henry experienced a 3.7% population increase, the number of households and the number of housing units increased by about 5%. Similarly, both Essex County and the Town of Moriah also gained in both households and housing units.
- There were 627 total housing units in Port Henry in 2010. Most of those are occupied units. Of those occupied units, most were owner-occupied units. There were 23 rental units. Of the 93 vacant units in 2010, 31 were considered seasonal residence. Compared to housing data from 2000, there has been a decrease in the percentage of housing units that are vacant, an increase in owner-occupied units, and a slight increase in the number of rental units.
- The median household income in 2010 at the County level was \$46,629, \$44,609 in the Town of Moriah. In Port Henry, the median household income was \$36,818. Overall, the number of lower income households in the Village (earning less than \$50,000 has decreased and the number of households with higher incomes has increased over the past decade.

- The number of people living below the poverty level has increased over time and over all locations in the County. In Port Henry, 20.4% of the population was living below the poverty level (using 2013 estimates).
- There were 514 people from the Village that were employed (2010). The most common industry of employment for these workers were in education, healthcare and social assistance (108 people). Manufacturing (79 people) followed by retail (68 people) and professional/scientific/management/administration (61 people) were also common industries.
- 28% of Village residents work in Port Henry and the remaining commute with a mean travel time to work of 34 minutes.

### **Existing Land Use**

Major land uses within the Village of Port Henry include waterfront areas, the downtown area, the bluffs, and residential areas (See Property Class Map). The number of parcels and acreage for each type of land use is shown in the table below:

<b>Property Class</b>	<b>Number of Parcels</b>	<b>Acres</b>	<b>Percent of Land Area</b>
<i>Residential</i>	441	325.9	42.3%
<i>Commercial</i>	46	45.4	5.9%
<i>Industrial</i>	3	2.4	0.3%
<i>Recreation and Entertainment</i>	5	62.7	8.1%
<i>Community Services</i>	17	19.0	2.5%
<i>Public Services</i>	4	18.8	2.5%
<i>Wild, Forested, Conservation Lands and Public Parks</i>	1	21.1	2.7%
<i>Vacant Land</i>	116	223.6	29.0%
<i>Other Areas (under water, road right-of-ways)</i>	NA	51.5	6.7%
<b>Grand Total</b>	<b>633</b>	<b>770.4</b>	<b>100.0%</b>

<b>Residential Property Class</b>	<b>Number of Parcels</b>	<b>Percent of Residential Parcels</b>	<b>Acres</b>	<b>Percent of Residential Acres</b>
<i>Single Family</i>	383	86.8%	219.7	67.4%
<i>Two Family</i>	24	5.4%	8	2.5%
<i>Three Family</i>	4	0.9%	2	0.6%
<i>Multiple</i>	4	0.9%	1	0.3%
<i>Apartment/Condominium</i>	7	1.6%	3.5	1.1%
<i>Mobile Home</i>	18	4.1%	9.9	3.0%
<i>Seasonal</i>	1	0.2%	81.8	25.0%
<b>Grand Total</b>	<b>441</b>		<b>325.9</b>	

<b>Commercial Property Class</b>	<b>Number of Parcels</b>	<b>Percent of Commercial Parcels</b>	<b>Acres</b>	<b>Percent of Commercial Acres</b>
<i>Auto</i>	3	6.5%	1.4	3.1%
<i>Bank</i>	2	4.3%	0.9	1.2%
<i>Dining</i>	4	8.7%	4.3	9.5%
<i>Funeral Home</i>	1	2.2%	3.6	7.9%
<i>Lodging</i>	1	2.2%	4.1	9.0%
<i>Multipurpose</i>	30	65.2%	19.7	43.4%
<i>Retail</i>	3	6.5%	4.0	8.8%
<i>Storage and Distribution</i>	2	4.3%	7.3	16.1%
<b>Grand Total</b>	<b>46</b>		<b>45.4</b>	

Waterfront land uses include:

- The Village's Municipal Beach and Campground. It is located on 13+ acres between the Delaware and Hudson Railroad and the shoreline. Access is via Beach Street and a narrow entrance road. The facility is well used, especially as a campground, and also has approximately 20 small boat docks and a swimming beach. The Town and Village completed a variety of site improvements along the shoreline. Now known as Powerhouse Park, the facility provides public access opportunities. 35 Installation of benches, picnic tables, a pedestrian trail and landscaping, informational signage 36 and kiosk were completed in the late-1990s.
- The Port Henry Marina, a privately-owned boating facility on 6 + acres of land with approximately 20 boat slips, upland boat storage, and two off-shore anchored barges used for additional docking,
- The public boat launch facility owned by the New York State Department of Environmental Conservation on an approximately five-acre parcel. Besides the boat launch ramp, the site includes a large parking lot and a relatively new breakwater extending roughly 130 ft. from the shoreline adjacent to the launch ramp.
- The earthen pier owned by the New York State Canal Corporation extends approximately 530 ft. from the shore. The facility is well used by the public for passive uses, such as on-shore fishing, ice fishing, and picnicking. Substantial improvements were undertaken in 2000 including sidewalks, lighting, and floating dock. Ongoing maintenance is important to ensuring the pier remains an asset on the waterfront. In addition, siltation, especially along the northern side requires annual maintenance.
- The Port Henry Oil Company, a commercial facility on a 6+ acre tract of land.
- Undeveloped wetlands adjacent to Mill Brook.
- Various parcels of different sizes of privately owned and undeveloped land.
- The Van Slooten Marina, a privately-owned marina on 6+ acres of land with 36 boat slips, upland boat storage, and several mobile home structures used for a restaurant and other services.
- The Village's sewage treatment plant, located on a 3.25-acre shoreline parcel.

- The Town of Moriah Park and Campground, a major waterfront facility located on a 30-acre tract. The park is sited on land created largely from the deposition of mine tailings associated with past iron processing industries. The facility is used extensively for a variety of recreational activities, such as camping, swimming, and fishing. The park also has a boat launch ramp, in need of repairs, and several off-shore boat moorings.
- The Delaware and Hudson Railroad forms the western boundary of this area and together with the 100-200 ft. high bluffs, separates the waterfront area from the Village's downtown business district.

### ***About Downtown Port Henry***

Port Henry's downtown business district plays a number of roles. It is the commercial center of not only the village, but of the town as a whole; it meets the day-to-day needs of area residents, attracts shoppers from outside town to specialty stores and caters to travelers. Many people also live downtown – both in the upper floors of the downtown commercial blocks and in single-family homes. The downtown is a center of civic affairs – hosting a library, post office, fire station, municipal office and several churches. It is the center of community events like Labor Day, Champ Day and Midnight Madness.

#### **Overview**

While there is currently a diverse mix of commercial activity occurring downtown, there has long been a concern about the overall economic health of the business district. There is a high vacancy rate in commercial buildings and many ground floor units are currently being used for office, residential or other non-retail uses. While several established commercial “anchors” have been open for decades, there is a high rate of turnover for new start-up businesses. The 2007 survey indicated that many residents do the majority of their shopping for basic goods and services outside the Village. This trend continues.

A state highway, Route 9N/22, serves as Port Henry's Main Street. The amount of traffic it brings into the downtown is both a blessing and a curse. On the positive side, Main Street is a designated scenic byway and bikeway that attracts tourists who are potential customers for downtown businesses. In addition to customers, however, the busy highway brings noise, dirt and congestion. Traffic calming and safety are issues that need to be addressed to make our downtown an attractive retail district. Parking is also a major problem in the business district. Merchants and property owners cite a lack of convenient parking as a limiting factor to growing their businesses and renting building space, especially upper-floor residential units.

Downtown Port Henry has few direct connections to the village's other major asset – the waterfront. Terrain, historic development patterns and the rail line separate the two, but the community's future success will depend on fully utilizing and integrating both assets. Much work has been done over the past two decades to enhance Port Henry's waterfront. While there is still room for more improvement,

there is general recognition of the progress that has been made. The same attention has not been paid to the downtown, which is evident in the number of vacant storefronts, building facades in need of sprucing up, and a streetscape generally lacking in public amenities and character. The architectural fabric and historic character of the downtown remains largely intact, however, including several impressive structures listed or eligible for listing on the National Register of Historic Places.

### **Downtown's History**

Port Henry developed as a commercial center due to its access to Lake Champlain. The lake served as an important travel corridor and following completion of the Champlain Canal in 1823, commercial traffic increased substantially. The lumber industry was the first to use the lake for its shipping and soon after, the lake was being used by many types of commercial vessels. As railroads replaced the canal system, a rail line was built along the shoreline.

The village grew into a commercial center throughout the 1800s. The earliest industries were grist and saw mills, which eventually disappeared as demand for iron ore increased. Railroads were subsequently built to connect the shoreline furnaces with inland iron ore mines. Port Henry prospered from the mining industry for over 70 years. During the Great Depression of the 1930s, the mining industry ceased operation and only resumed sporadically thereafter. The mines eventually closed never to reopen.

The health of Port Henry's downtown business district flourished and declined with the mining industry.

### **Current Land Uses and Ownership**

The amount of land and building space occupied by civic, religious or non-profit uses is a distinguishing characteristic of downtown Port Henry. This situation creates both opportunities and challenges for revitalization efforts. Overall, the buildings owned by public and non-profit entities are the best maintained in the downtown. These entities are the community's major employers as well. The large percentage of the business district in public or quasi-public use does pose some difficulties for the village, however. Civic, religious and non-profit entities are generally exempt from property tax.

Additionally, the non-retail use of so much first-floor space has a negative impact on the economic viability of the entire business district. Think of a downtown as a shopping mall – in malls, there is virtually no space along the “sidewalk” that is not a store or restaurant with glass fronts or display windows that are interesting to look at. In our downtown, there are spaces between the businesses – some storefronts have been converted to residences or offices, while others are vacant and empty. This discourages people from “window shopping” and walking the entire business district. While not all the first floor space needs to be used for stores or restaurants, consideration needs to be given to what can be seen from the sidewalk and finding ways to make our storefronts (whether retail, office, vacant or otherwise used) interesting to look at.

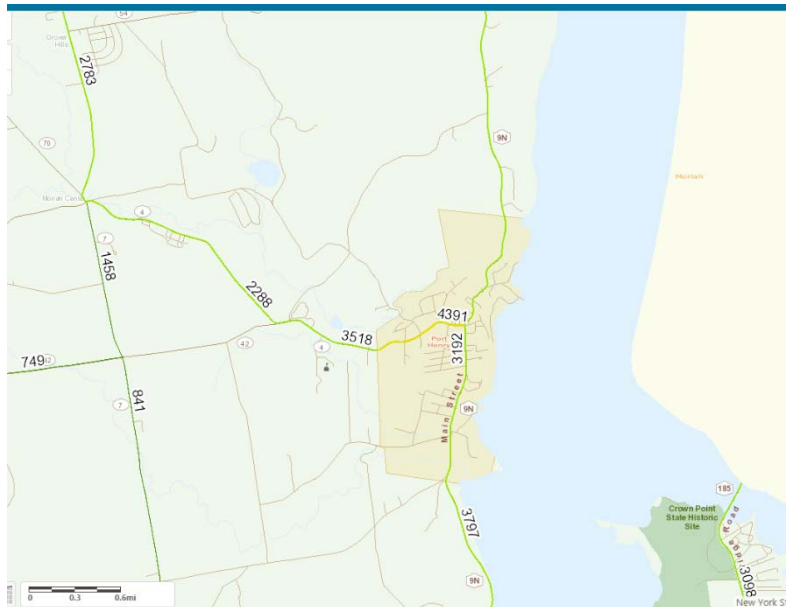
## Commercial Space and Business Activity

The downtown business district includes major commercial block buildings. See the land use tables, above for acreage and number of parcels in commercial use. Port Henry is fortunate to have several anchor businesses downtown that include a grocery store, pharmacy and liquor store. Our recent experience in 2006 when the grocery store was closed for nearly a year illustrated the importance of these businesses to the whole community. These businesses should be retained within the downtown business district.

## Parking and Transportation

The fact that downtown Port Henry developed and thrived in the era before automobiles is evident in the design of downtown streets and the amount of available parking. In addition to the need to accommodate ever-increasing traffic flows, downtown has also suffered the loss of its once majestic elms to disease and the shortsighted demolition of the bandstand that once gave our village a central focal point and identifying landmark. This has left our downtown's public realm undefined, allowing asphalt and automobiles to dominate the landscape.

Port Henry's Main Street is also New York State Route 9N/22. Recent traffic counts show 3,192 average annual daily traffic (AADT) along Route 9n within the Village. South of the Village on Route 9N, traffic is 3797 AADT. Along Route 4 from Route 9N, AADT is 4,391 vehicles within the Village boundaries, and 3518 heading west beyond the boundary. The closest major highway is the Adirondack Northway (Route 87) which has 6409 AADT.



Newer businesses along Main Street include Dollar General and Stewarts. Traffic is especially heavy during the summer months and on holiday weekends. Main Street is designated as part of the Lakes-to-Locks Scenic Byway and is a popular touring route for individuals and organized groups. Each June thousands of motorcyclists attending the Americade Rally in Lake George also travel through the village.

Parking is an issue of concern to downtown business owners as much of the available on-street parking is used by district residents or employees and is therefore not available for short-term customer use. Many downtown buildings have no off-street parking and no land to provide spaces for those who live

or work on-site. Public off-street parking could address both the needs of downtown employers and residents by providing long-term parking within the business district. The lack of parking is a constraint to economic revitalization and to full utilization of downtown buildings.

There are marked on-street parking spaces within the business district. Most of these are perpendicular parking along Main, Broad and Church Streets. The safety issues posed by the perpendicular parking along the Aubuchon block and along lower Broad Street are widely recognized. Given the limited amount of parking currently available, eliminating these spaces or converting them to parallel spaces would not be supported by the business community. The changes to existing on-street parking that clearly are required to improve safety cannot be made unless part of a larger project to provide public off-street parking conveniently located for customers, employees and residents.

The Main Street – Broad Street intersection also needs to be redesigned to improve safety. The current “circle” that replaced the historic bandstand is not appropriately sized to control vehicle turning movements. As a result, drivers can turn at the intersection without slowing significantly, increasing the likelihood of accidents at this busy intersection where limited sight distance already poses safety concerns. The village would need to coordinate with the Department of Transportation to develop engineered plans as any reworking of the intersection would likely involve changes within the right-of-way of the state highway. This intersection is the center of village and could once again be a defining part of our identity. Options like a fountain, monument or piece of public art should be considered to create a downtown focal point.

In the 1990s, a streetscape improvement program was initiated that resulted in reconstructing sidewalks to include brick paving and planting of street trees. The project was not sustained and a number of the improvements made are now in need of rehabilitation. The planting of street trees was largely unsuccessful; many of the trees have since died and been removed, while those remaining are barely surviving. This experience points to the need not for one-time projects, but for an ongoing program of maintenance, communication and education to ensure the long-term viability of improvements. The village needs to take a holistic approach to solving its parking and transportation problems. Piecemeal actions intended to address these issues over the years have not been successful and have generated a sense of futility towards further efforts.

### **Building Facades**

Downtown building facades are the public face that the village presents to everyone who passes through. The character and condition of Port Henry’s downtown building facades speak to the history of a village that flourished a century ago and has struggled economically for decades. Some buildings are well maintained while others have been allowed to deteriorate. Most buildings, however, retain their architectural integrity and interesting details.





*Original Bandstand*

## **Residences**

With the Lee House and Mountain Lake Services located in downtown Port Henry, there is a large population of residents with special needs. The Lee House provides units for elderly and disabled residents. The ability of these residents to safely walk to the grocery store, pharmacy, post office, et cetera provides further impetus for improving the walkability of our downtown. In rural areas, there are relatively few places where people can live without needing to drive to access basic goods and services. With the exception of medical services, someone living in downtown Port Henry can largely get by without driving. There is limited public transit available in Port Henry via the Champ bus, which runs twice daily on weekdays between Ticonderoga and Elizabethtown, and the town's senior bus, which will transport senior citizens for medical appointments, shopping and recreational activities.

## Local Laws

The following laws are identified for the Village of Port Henry. The laws that are in **bold** indicate land use-related laws in the Village.

Year	Law #	Title of Law
1968	1	Public Notice Relating to Adoption of Local Laws
1968	2	Stop Intersections for Certain Streets
1968		Amendment to Village Ordinance (Parking of Vehicles)
1969	1	Removal of Ice Fish Shanties
1970	1	Compensation of Village Officers
1970	2	Conduct of Officers and Employees
1972	1	<b>Regulation of Automobile Junk Yards</b>
1972	2	<b>Dumps</b>
1973	1	Dog Leash Law (Repealed and Replaced by 2009 Law 2)
1973	2	Public Notice Relating to Adoption of Local Laws
1973	3	General Powers of the Village Board
1974	1	Stop & Yield Intersections
1975	2	Use of Village Water (Repealed and Replaced by 2011 Law 2)
1975	2	<b>Flood Prone Areas</b>
1976	1	Providing for the Regulation of Hawkers, Peddlers and Solicitors
1976	2	Exemption Percentages for Commercial Industries (Repealed)
1977	1	Open Meeting Law
1978	1	Requiring Written Notice of Alleged Defective Highway
1979	1	Overnight Parking (Abolished)
1979	2	Tax Abatement
1981	1	<b>Rubbish and Abandoned Vehicles</b>
1983	1	Open Container
1984	2	<b>Flood Control</b>
1985	1	Sewer Rates – Point System (with 1986 amendment)
1987	1	<b>Flood Damage Prevention</b>
1988	1	Regulation of Parking along Main and Broad Streets
1989	1	<b>Development Review Law</b>
1990	1	Abolish Police Department
1991	1	Sewer Rent Increase
1994	1	Administer and Enforcement of NYS Fire Protection and Building Codes (Repealed and Replaced by 2009 Law 3)
1994	2	Assessing Unit Terminated
1995	1	Property Maintenance Regulations (Repealed by 2012 Law 3)
2003	1	<b>Restricting Adult Uses</b>
2004	1	<b>Prohibiting Skateboards, Scooters, etc. from Main Street</b>
2004	2	<b>Prohibiting Farm Animals in the Village</b>
2007	1	<b>Development Review Law (Revised)</b>
2007	2	<b>Outdoor Furnace Regulations</b>
2009	1	Administration/Enforcement – NYS Uniform Fire Prevention & Bldg Code
2009	2	Regulation of Dogs in the Village
2011	1	<b>Establishing a Moratorium on Street Level Residential Development (Expired)</b>
2011	2	Water Law (Repealed and Replaced 1975 Law 1) Water Consumption Rate Schedule (May, 2011; Revised August, 8 2011) Water Consumption Rate Schedule (Effective May 1, 2012) Water Consumption Rate Schedule (Effective May 1, 2015)

2011	3	Requiring Certificate of Occupancy
2011	4	Extending the Moratorium on Street Level Residential Development (Expired; Extension on 2012 Law 2)
2012	1	Tax Cap Override
2012	2	Extending the Moratorium on Street Level Residential Development (Expired; Extension on 2013 Law 2)
2012	3	Unsafe Structure Law
2013	1	Tax Cap Override
2013	2	Extending the Moratorium on Street Level Residential Development (Expired; Extension on 2013 Law 3)
2013	3	Extending the Moratorium on Street Level Residential Development (Expired; Extension on 2014 Law 2)
2014	1	Tax Cap Override
2014	2	Extending the Moratorium on Street Level Residential Development (Expired; Extension on 2014 Law 3)
2014	3	Extending the Moratorium on Street Level Residential Development (Expired; Extension on 2015 Law 2)
2015	1	Tax Cap Override
2015	2	<b>Extending the Moratorium on Street Level Residential Development in a Portion of the Village</b>

### *Village-Owned Property*

In addition to the Village Hall, the Village of Port Henry owns nine other properties, including:

**Beach House:** 54 Dock Lane in Champ RV Park and Campground.

**Bath House:** 54 Dock Lane in Champ RV Park and Campground.

**Water Filtration Plant:** Pump House Road.

**Storage Tank:** Pump House Road.

**Storage Building:** Pump House Road.

**Chain Fence:** Pump House Road.

**Pump House:** 27 Bulwagga Drive.

**New Sewer Plant:** 27 Bulwagga Drive.

**Highway Garage & Salt Sheds:** Rear 4303 Main Street.

**Fire House:** 10 Church Street.

## ***Public Services and Other Resources***

A variety of services are provided by the Village or in the Village of Port Henry (See Community Services Map). These include:

- **Village Clerk and Village Treasurer** – these are appointed full time positions. The Clerk also covers tax collector duties.
- **Code Enforcement Officer** – the Village has a part-time CEO with approximately 8 hours per week for the Village.
- **Law enforcement services** are provided by the Town of Moriah, County Sheriff, and New York State Police. The Village contributes funding to the Town of Moriah for law enforcement and court services.
- **Streets** are maintained by the Port Henry DPW. They take care of snow removal, street maintenance, street cleaning, and sidewalks. The DPW also does garbage and recycling pick up. All refuse goes to the transfer station.
- **Recreation** - The Village owns and operates a campground and this is a major recreational resource in the Village (See Parks, Recreation and Natural Communities Map). Three seasonal lifeguards are hired and the Village contributes to other recreational opportunities such as Joint Recreation Projects and the Moriah Youth Program. The lakefront campground and beach is open May to October.
  - The Campground has both lakefront and non-lakefront sites providing water hookups, restrooms, pay showers, dump stations and pump outs, playground, basketball court, laundry, and a beach. Campers as well as boaters, fisherman, cyclists and day users are welcome. The campground is adjacent to the New York State Boat Launch and Port Henry Pier.
- The Village supports the **Sherman Free Library** and several annual celebrations. The Library building is on the National Register of Historic Places.
- Village of **Port Henry Fire Department** - Dating back to 1874, the fire department is one of the oldest in New York State. The original firehouse is still in existence and is listed in the National Register of Historic Places. The community members take pride in their large volunteer fire department and have honored their firefighters on Inspection Day and Labor Day. Village fire services are provided by the Port Henry Volunteer Fire Department. Unlike the Town, the Village's fire department is governed by the Village which is included in the general municipal



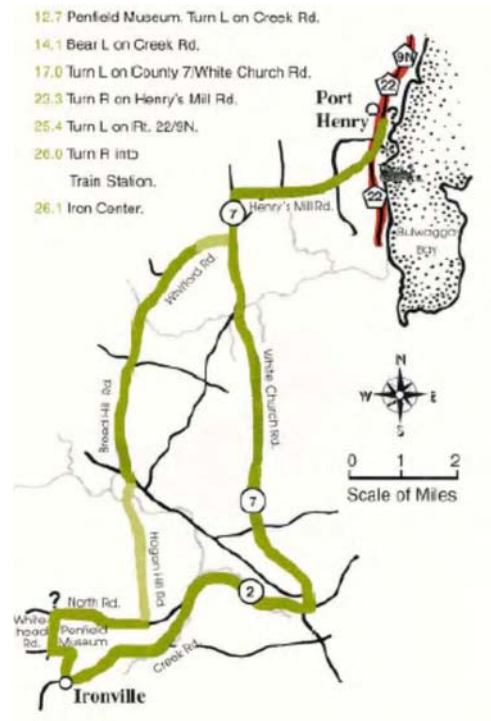
budget. Fire services include fire suppression, accident victim extrication, surface ice boat rescue, boat/water rescue, and dive rescue capabilities. Equipment includes 3 fire engines, 1 rescue van, 1 bush truck, and 1 rescue boat. In the Village, all areas have hydrants. There are 53 members whom are all volunteers.

- The residents of the Town are also served by two all-volunteer fire districts (Moriah and Mineville-Witherbee). Together, with the Village of Port Henry Fire Department, the three also provide fire service to a large geographic area of the Town known as the Town of Moriah fire protection district. None provide EMS service, although each assists the Town with a separate volunteer ambulance squad when needed and responds (along with the ambulance squad) to motor vehicle accidents (MVAs). When there is a structure fire anywhere in the Town, all three fire companies are activated. Essex County Dispatch, located in the Town of Elizabethtown, handles dispatch for all of the companies. The stations are strictly volunteer and are not staffed in the night, but firefighters can be contacted by pager when dispatchers activate their company. In the event of an emergency, Moriah fire district is the designated emergency operation center for the Town.
- **Water** –The Village operates a water treatment plant with a 5-person DPW crew with responsibilities that included water-related maintenance and repair on water transmission lines. The Village is metered and charges accordingly, with no property tax for its Water Fund. (The Town is unmetered and charges on a per-user basis (i.e., one hookup, one charge) for operations and maintenance costs as well as an ad valorem property tax levy to cover debt service.) Both the Town and Village have recently constructed state-of-the-art water filtration plants with significant subsidies from various state and federal sources. The peak demand for the Village is approximately 200,000 gpd per day (gpd) and 450,000 gpd for the Town. The Village’s water filtration plant recently underwent significant improvements in 2009.
- **Sewer** - The original sewage treatment plant was built in 1964 and served only the Village. However, in 1986, the Town and Village jointly undertook a major upgrade and connected the Town into the plant that is located in the Village and discharges into Lake Champlain. The Village of Port Henry has a joint sanitary sewer system that was almost entirely rebuilt in 2000 in order to upgrade and connect the Town. Two employees operate the treatment plant (the same employees operate the Village’s filtration plant). As with the water filtration plants, there appears to be a large amount of capacity respective to peak flow demand on record of 1.7 million gallons per day (gpd) and with a total capacity of 2,750,000 gpd (while average daily flow is approximately 400,000 gpd).

Port Henry has a diversity of other recreational opportunities (See Parks, Recreation and Natural Communities Map). These include:

- The Iron Center Museum
- Public Art tour consisting of 17 locations of murals and signs

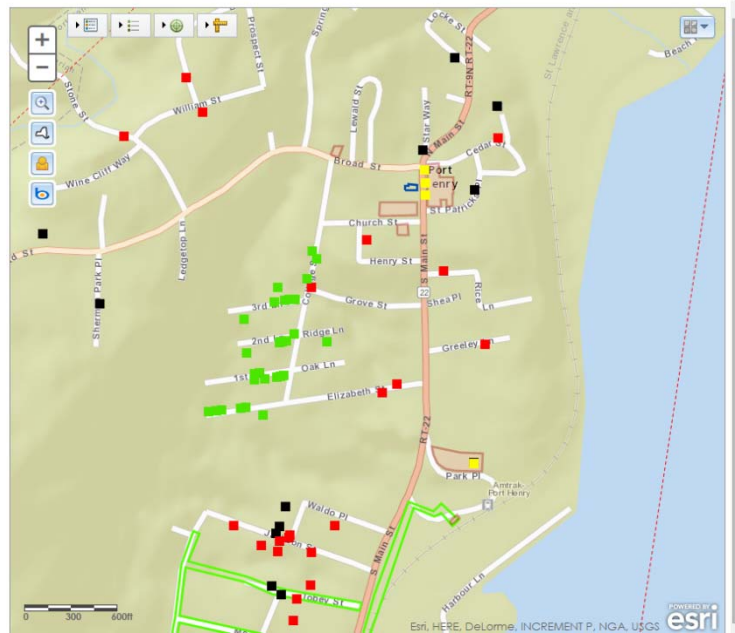
- Lake Champlain Fish and Game Club
- Port Henry Walking tour
- Lakes to Locks Scenic Byway - The Byway follows the interconnected waterway of the Upper Hudson River, Champlain Canal, Lake George, Lake Champlain, Richelieu River and Chambly Canal through six counties in New York State: Rensselaer, Saratoga, Washington, Warren, Essex, and Clinton.
- Iron to Iron Biking Trail, a 26.1 mile bike trail that starts at the Iron Center in the Village.
- A variety of events including the Labor Day Celebration:
  - New York State operates a boat launch in Port Henry. This location has parking for 45 cars and trailers and has designated accessible parking, an accessible privy and a path to loading docks.
  - The Port Henry Pier offers a beautiful view of the lake and the Champlain Bridge as well as fishing access. It is adjacent to the New York State Boat Launch.



## Historic Resources

The historic character and intact resources in the Village of Port Henry are significant (See Historic Resources Map). The following structures are listed on the State and National Historic Registers:

- Mount Moriah Presbyterian Church
- Van Ornam and Murdock Block:
  - National Bell Store (4316 Main Street)
  - Van Ornam Building (4322 S. Main Street)
  - Lee House Hotel (4318 S. Main Street)
- Sherman Free Library
- Port Henry Fire Department Building
- Moriah Town Office Building
- Delaware and Hudson Railroad Depot



**Figure 1 Historic Status of Structures in Port Henry. Yellow is listed on the state and national register. Green is eligible for listing. Black is undetermined, and red is not eligible.**

In addition, there are 25 other structures that have been identified as ‘eligible’ structures for listing on the historic registers including Christ Church and Glens Falls National Bank building. Many eligible structures are located primarily along College Street, 3<sup>rd</sup> Lane, 2<sup>nd</sup> Lane, Ridge Lane, 1<sup>st</sup> Lane and Elizabeth Street. There are other buildings in the Village that have been evaluated but deemed ineligible.

## Environmental Resources

### Topography and Geology

Port Henry is located within the Western Adirondack Hills subdivision of the Adirondack Upland physiographic region. The landforms in this region are largely the result of Pleistocene-epoch glaciation (10,000 years ago), although man-made actions have also had a considerable impact on the landscape of the Village's waterfront. Soils within the waterfront area consist of glacial lake-deposited clay, glacial till, and considerable amounts of artificial fill. Sub-surface geology is comprised of glacial deposits overlying limestone bedrock. The average depth to bedrock is generally greater than 4 feet, although rock outcrops occur along steep slopes.

The topography of the waterfront area is characterized by a relatively narrow width of flat land extending from the Lake Champlain shoreline to the rail tracks, sloping to a rolling upland area. The slopes are very steep, especially in the northern portion, and include grades of 50% in some locations (See Steep Slope Map) . The steep slopes not

only pose a limitation on development, but also inhibit pedestrian access from the downtown to the shoreline area.

Much of the Village's waterfront area is also the result of fill and other man-made actions. The site of the Town Park and Campground, for example, was largely created from the deposition of iron ore tailings associated with the iron production industry which formerly occupied the area. The Canal Pier in the North End also represents a man-made feature.

### **Soils**

There are five major soil types in the Village. Much of the Village is Pittsfield-Chatfield soil complex or Chatfield-Hollis soil complex. These are very rocky and very stony soils often found on steep slopes of 15% to 25% slope. Less steep areas are generally silty, clay loam soils with less than 15% slopes. These include the Vegennes and Kingsbury silty clay loams.

### **Wetlands**

The Adirondack Park Agency has identified four freshwater wetlands within the Village, including two along McKenzie Brook in the southern portion of the waterfront, one along Mill Brook at its confluence with the lake (See Wetlands and Flood Hazard Map), and one in the extreme northern portion of the waterfront. Wetlands serve a variety of valuable purposes, including habitat for fish and wildlife, erosion and flood control, natural pollution treatment, groundwater protection, and aesthetic open space and development activities on or adjacent to them are restricted pursuant to the Freshwater Wetland 3 Act.

### **Flood Hazards**

The Federal Emergency Management Agency has identified and designated much of the immediate Lake Champlain shoreline area of the Village as a flood hazard area with a 1percent chance of being inundated each year (See Wetland and Flood Hazard Map). Flooding is particularly common at the mouths of Mill Brook and McKenzie Brook. Since recreational parks and boating facilities occupy almost all of the waterfront, very little, if any, structural damage occurs as a result of flooding. With respect to erosion, some damage does occur during the winter and spring as a result of ice breaking up on the lake, particularly during periods of strong winds. The Canal Pier, in particular, has experienced ice damage.

### **Natural Heritage Communities**

There is an area along the Port Henry/Town of Moriah border identified as a Natural Heritage Community. This area contains both red cedar rocky summit uplands, and limestone woodland uplands. It is located roughly along the banks of Lake Champlain and the adjacent railroad bed. These communities have been recently confirmed, in 1995.

The red cedar rocky summit is described as: Steep rocky outcrop overlooking Lake Champlain (and railroad); about 30 or more acres of dry rock outcrops on east-facing slope grading into limestone woods at summit, and down slope to lake. In a landscape mixed with forests, agricultural land, and residential and commercial areas. It has very dry, open rocky summits and slopes supporting a sparse woodland. The tree canopy has 20% cover including *Juniperus virginiana* (10%), *Thuja occidentalis* (5%), *Quercus rubra* (5%) and *Ostrya virginiana*. The shrub layers have 20% cover including *Rhus typhina* (15%), *Juniperus virginiana* (2%), *Rhus aromatica* (2%) and *Rosa acicularis*



(2%). The herb layer has 20% cover including *Schizachyrium scoparium* (10%), *Danthonia spicata* (5%) and *Corydalis aurea* (5%). The non-vascular layer has 40% cover including lichens (30%) and mosses (10%). Other characteristic species include *Arabis divaricarpa*, *Minuartia stricta*, *Polypodium virginicum*, *Carex eburnea*, *Saxifraga virginiana*, *Draba verna* and *Comandra umbellata*.

This habitat community is in good condition, but has some invasive exotic plants and expanding human land use impacts. It is generally growing to be a more forested state.

The limestone woodland is described as: Steeply sloping limestone rocky hill overlooking Lake Champlain. It has varied woods, some open canopy woodlands with some areas that are very rocky. It is found in a landscape mixed with forests, agricultural land, residential and commercial areas. It is a diverse woodland dominated by *Ostrya virginiana*, *Carya sp.*, *Acer saccharum*, *Fraxinus americana* and *Quercus rubra*, with *Thuja occidentalis*, *Carex eburnea*, and *Arabis divaricarpa* common. Other characteristic species include *Asplenium trichomanes*, *Asplenium platyneuron*, *Rhus aromatica*, and *Geranium robertianum*.

Within these Natural Heritage Communities, the following threatened or endangered species (all flowering plants) have been identified:

*Carex merritt-fernaldii* – Fernald’s Sedge

Last Documented: 1987

Protection Status: State – Threatened

Conservation Rank: State - S2S3

Federal - NA

Global: G5

*Corydalis aurea* – Golden Coydalis

Last Documented: 1995

Protection Status: State – Threatened

Conservation Rank: State - S2

Federal - NA

Global: G5

*Rosa acicularis* ssp. *Sayi*: Prickly Rose

Last Documented: 1987

Protection Status: State – Endangered

Conservation Rank: State – S1

Federal - NA

Global: G5T5

*Boechera grahamii*: Purple Rock-cress

Last Documented: 1987

Protection Status: State – Threatened

Conservation Rank: State - S2

Federal - NA

Global: G5

Recreational fishing is very popular throughout the lake and Port Henry is particularly renowned for ice fishing. During the winter large numbers of ice shanties can be found off-shore and this activity provides a considerable boost to the Village's economy. An aggressive stocking program has improved recreational fisheries within the lake and the need for additional shoreline and boater access has been identified as a regional priority for taking advantage of lake-related tourism opportunities.

Several non-native nuisance species have invaded the Lake, most notably the sea lamprey and zebra mussel, and compete for habitat with native species. Lampreys have been particularly injurious to salmonid populations and control measures have been implemented to develop and sustain a salmonid fishery.

## ***Maps***

The following maps are included in this Plan and illustrate the current and planned physical and natural conditions in the Village of Port Henry:

- Steep Slopes
- Wetland and Flood Hazards
- Property Class
- Historic Assets
- Aerial Photograph
- Parks and Recreation and Natural Heritage Communities
- Community and Public Services
- Future Land Use Map

## Strengths, Weaknesses, and Opportunities

**Strengths** are internal resources and capabilities that affect the Village.

**Weaknesses** are internal deficiencies in resources or capabilities that negatively impact Port Henry.

**Opportunities** are potential projects or programs that could be taken advantage of to improve the quality of life in the Village.

All public input received and data collected were analyzed through this analysis. Through this plan, the Village has identified a variety of goals, projects and actions that over time, can build on the strengths, take advantage of the opportunities, address weaknesses, and work to prevent the threats. This is the fundamental purpose of the Comprehensive Plan.

### Strengths

- Beautiful setting/natural beauty
- Access to the water
- The view of the Lake
- Scenic waterfront
- Lake Champlain and the Beach
- Proximity to ski areas
- Fishing (in the lake, Bass, and Ice Fishing)
- Walking distance to stores and other businesses
- The historic character and historic resources
- Friendliness of the people
- Security and peace of mind found in community
- Willingness of community to support organizations
- The informal, small town atmosphere
- Hamlet exclusion from APA regulations
- Year-round recreational resources and proximity to Adirondack resources, NYS Boat Launch, Pier
- Economic hub for Moriah
- Traditional Main Street/downtown character
- Lakes to Locks Scenic Byway
- Port Henry Fire Department
- Cultural resources including Sherman Free Library, Art Trail, Walking Trail and many community events
- Water and sewer infrastructure exists

## **Weaknesses**

### **Aesthetic:**

- Lack of street trees on Main Street
- There is need to improve the appearance of downtown
- Properties in the Village need to be better taken care of; eliminate trash on front porches and yards
- Improvements made to buildings results in higher property taxes so often those improvements are not done
- The Village entrances need “greening and grooming”
- Trees on Spring Street need to be trimmed (on public property) in order to preserve the view.
- Move tanks from Griffith Oil or build a screening to hide them
- Loss of Bandstand

### **Business:**

- Lack of businesses
- Lack of hotels and other lodging to take advantage of the Lake and historic features
- Lack of incentives and training for business
- High rate of business turnover
- High vacancy rate in commercial buildings
- Disconnect between waterfront and downtown
- Non-retail taking up spaces on first floor of Main Street buildings
- Decreasing number of families with school-aged children

### **Infrastructure:**

- Upgrades to water treatment facility are needed along with improvements to the joint sewer system with the Town.
- Lack of parking and safer locations for parking – on-street parking often used by residents or employees leaving few spaces for visitors/shoppers. Lack of off-street parking
- There are issues with traffic flow downtown and safety issues at the Main Street/Broad Street circle
- Powerhouse Park and the Pier need to be kept clean and in good repair
- Repair needed for other sidewalks and install sidewalks where they are absent
- Safety light at Sandy Beach Road
- Lack of ongoing and long-term follow through for projects – one-time project (such as tree planting) needs ongoing follow through
- Lack of walkability and safety on sidewalks downtown

### **Signage:**

- Illuminated signage needs to be reinstalled
- Signage needs to be more visible
- Improve the Welcome to Port Henry sign
- Remove excess and rusty signs
- Enforce annual maintenance of signs

### **Campsites:**

- Sites need to be more widely spaced and some campsites need to be eliminated to achieve this.
- Village and town residents should have priority to use campsites
- Campsites rentals need to have a time limit; and/or there needs to be some short term campsites rentals
- Campsite rental should be awarded by a lottery system

**Beaches:**

- Erosion at the beach
- Weed infestation at beach
- Lack of staff limits swimming
- Deterioration of the beach
- Beaches need to be dredged, cleaned of glass and seaweed
- Finance the cleaning of beach and walking trail

**Walkway and Bridge:**

- Remove the bridges to nowhere OR connect them with a walkway
- Find more funding and complete the walkway construction

**Planning:**

- Simplify application process for building houses/opening businesses
- Lack of enforcement of regulations

## *Opportunities*

**Infrastructure maintenance:**

- Improvement and repair of infrastructure
- Maintain facilities built during implementation of the Beach Master Plan
- Complete the Walkway
- Fix the “bridge to nowhere”
- Make parking spots for businesses clients and not employees
- Build municipal parking lot at various locations such as the old Grand Union Site or encourage people to park on Church Street
- Work with ARC to increase the number of parking spaces available
- Campground improvements and expansion as per the plans completed
- Develop historic walking tour
- Design and complete traffic calming and safety improvements, especially at the Main/Broad Street circle
- Better integrate downtown with waterfront
- Develop a “complete streets’ plan and implement it

**Aesthetic Improvements**

- Place fountain in the ‘circle’
- More flowers and trees on Main Street with long-term maintenance programs
- Form a Village Beautification Committee
- Screen oil tanks
- Display kiosk
- Improve window displays
- More downtown greenspaces

**Business Development:**

- Develop a logo
- Encourage/bring in more lodging options
- Attract more businesses tied to the lake, recreation and tourism
- Attract small and large business or a single business that could act as the “anchor” downtown
- Work toward becoming a tourist destination by improving “viewshed” i.e. signs
- Other businesses that would be supported by residents include a small theater, restaurants, bakery, craft and gift shops, services such as dentist, farmers market

- Attract new businesses by providing incentives through a Port Henry Business Association
- Offer training to individuals wishing to open new businesses
- Facilitate better communications between law makers and the public by having mailings, advertising on public TV channel, posting fliers about public meetings
- Provide education about new laws and changes to building code; put a paragraph explanation on the front of the code brochure
- Post a sign at the Crown Point Bridge and Vermont side of Bridge, along with a Port Henry sign as an Exit off I-87.

**Events:**

- Organize/attract events that should bring people to town or keep residents in town:
  - Snowmobile races
  - Bass fishing tournament
  - Parking for 200 cars and boats
  - Convenient launch
  - Lodging for participants
  - A facility to launch 4 boats at a time
  - Skating on the lake



## Long Term Goals and Recommended Strategies

In order to help Port Henry reach its vision, this Comprehensive Plan establishes several goals and offers many strategies to be worked on over the next five to ten years. These statements express both the desired changes Port Henry would like to make, the features they want to protect, and the actions they want to promote. They reflect community attitudes about certain topics, and establish general direction and expected results. In developing this set of goals, Port Henry evaluated its strengths (features to preserve), its weaknesses (features to avoid or eliminate), and its opportunities (features to achieve).

**Port Henry establishes the following long-term goals and strategies:**

### *Housing and Neighborhoods*

*The Village should:*

- Attract more residents by providing higher end housing options for the middle and working class.
- Allow for affordable housing options through adopting the zoning as recommended by the Port Henry Zoning Commission.
- Encourage rehabilitation of existing housing.
- Collaborate with the code enforcement officer to stay up to date with codes and standards on historic homes.
- Encourage mixed use buildings through adoption of the recommended zoning law (see Box 1), and allow first floor storefronts as retail uses and upper floors as residential uses in designated areas.
- Have a demolition inventory and schedule when buildings endanger the character and safety of a neighborhood.
- Maintain and restore the historic character of residential areas. Support landowners who desire to have their structures listed on the state and national historic registers. Consider doing an inventory of historic structures to document eligibility for historic register listing and consider nomination of downtown Port Henry for inclusion on the National Register of Historic Places as a historic district. The economic benefits of such a district enables landowners to benefit from the residential and commercial tax credits that are available through historic districts.
- Continue to provide and maintain recreational areas and amenities for all ages.

*The Village should:*

- Encourage a proper balance of water-oriented uses including access to and enjoyment of the waterfront area that will be compatible with other waterfront uses and objectives, and will promote the overall revitalization of downtown and Port Henry as a residential community. These uses include marinas, boat storage, ship repair, kayak/canoe rentals, and water-oriented restaurants and retail (e.g., fish tackle stores, campsites, beaches).
- Develop signage to direct visitors between the waterfront area and downtown.
- Complete and maintain the sidewalk system between downtown and waterfronts and implement the 2009 Waterfront Walk Concept Plan. This includes the pedestrian bridge to the waterfront over the railroad tracks.
- Discourage industrial uses, especially those uses that are responsible for pollution and/or interfere with public enjoyment of the waterfront area.
- Promote carefully designed and orderly development for the waterfront area including the Village beach.
- Place a high priority on protecting specific views and viewpoints, as well as on the general quality and maintenance of the landscape. Scenic resources are important in defining a community and can be seriously threatened by unchecked development.
- Build a community pavilion at the Village beach to be used as a venue to host community events and private parties, adding more value and tax revenue to the area.
- Protect the quality of the natural environment including the wetlands, streams and bluffs, as well as the small Village appeal.
- Encourage public use and enjoyment of the area by encouraging four season use of the area and attractions.
- Work on moving towards the possibility of leasing out the village beach to become more of a resort camping experience to increase profit while freeing up village resources of time and manpower.



- Work closely with local and county organizations to promote the natural wonders found throughout the area.

### *Downtown and Historical Character and Resources*

The community desires to revitalize downtown Port Henry, so that it will again be a place that residents take pride in and visitors are attracted to. Therefore, the following objectives have been established for downtown Port Henry:

1. Celebrate and expand downtown's role as an economic and social center.
2. Recognize and enhance downtown's historic scale and character.
3. Preserve downtown's mixed-use character and promote full utilization buildings and property.
4. Improve downtown's public infrastructure, address the parking problem and enhance walkability.
5. Strengthen the connection between downtown and the waterfront.

The Village should:

- Adopt the recommended zoning law from the Port Henry Zoning Commission (See Box, below). This law should guide commercial uses to the downtown business district to the greatest extent feasible. It should also address use of first floor storefront space by shops and restaurants and not residential uses.
- Support the local organizations that promote and enhance the downtown amenities.
- Ensure there is adequate night-lighting, in addition to the current standards.
- Create a pedestrian and business-friendly environment that encourages foot traffic, focusing on pedestrian routes to and around major destinations in the Village, such as the library, the train station, the waterfront area, and parks as well as the public school.
- Connect the downtown efficiently to the waterfront area.
- Use signage to direct visitors to the waterfront from the downtown area and from the downtown area to the waterfront.
- Consider having access to shuttle service between the waterfront and downtown during high tourist seasons and events.

- Protect Lake Champlain, as that is Port Henry’s most important natural resource and one of its primary identifying characteristics. Maintain and improve visual connections to the Lake from the downtown area. Encourage better connections between the waterfront and downtown to encourage visitors to further explore the Village.
- Develop convenient opportunities for parking, and address lack of local employee parking.
- Highlight and promote Port Henry’s significant and historical architecture through walking tours and promotional advertising. Seek opportunities to use vacant storefront windows for alternative displays promoting art, local history, and tourist attractions in the area.
- Explore the feasibility of redeveloping the rear facades of Main Street buildings to provide opportunities for enhancing the visual connections to the Lake.

### ***Economic Development***

#### ***The Village should:***

- Continue its commitment to beautifying Port Henry’s streetscapes and parks to provide an attractive vibrant community ready to welcome new businesses and visitors. Create long-term programs to enhance public spaces with trees, plants, and other streetscape amenities.
- Continue its commitment to pursue grant monies and regional opportunities to update and improve infrastructure that will attract new business to the area as well as sustain and support our existing businesses.
- Continue to work closely with local groups, organizations, and area governments; concentrating our efforts to ensure that all aspects recreation, tourism, cultural venues, and area improvements are working in unison to promote and encourage business growth. Consider pursuing ‘buy-local’ programs to encourage businesses to stock local products.
- Make certain zoning regulations are carefully constructed so they will help carry out municipal immediate and long-range planning goals that encourage growth that is thoughtful, understandable, and predictable and enhance the quality of life for all residents of the village.
- Streamline the permitting approval processes for businesses looking to locate in the downtown.
- Protect and encourage the use of existing buildings in the downtown district to aid sustainability, foot commerce, and concentrated retail use.

- Promote and support economic development programs. Explore the interest in and feasibility of programs such as the National Trust Main Street Program as an approach for downtown revitalization.

## *Infrastructure*

### *The Village should:*

- Measure programs, devices, and instruments intended to implement the goals and objectives of the various topics within the comprehensive plan against its existing infrastructure in order to maintain the best quality of service possible to its residents and businesses.
- Be aware demographic and socioeconomic trends and projections that may negatively or positively impact the uses of village infrastructure.
- Recognize and monitor existing and proposed educational, historical, cultural, recreational agencies and determine whether the actions they directly undertake, fund or approve may have a significant impact on the environment, and, if it is determined that the action may have a significant adverse impact, prepare or request an environmental impact statement as mandated by the State Environmental Quality Review Act (SEQRA).
- Employ a parking management strategy for downtown employers that will create less wear and tear on village streets while freeing up valuable public parking. The long-term goal is to make sure that the most convenient spaces are available to shoppers (e.g., merchants don't park in front of their stores), and that the less convenient spaces are used by people who park all day (merchants, workers, and even upstairs residents). Seek opportunities for additional off-street parking opportunities and to interconnect parking areas, improve the safety of on-street parking, and encourage shared parking lots.
- Provide bike racks and similar amenities to encourage cyclists following the Lake Champlain Bikeway to stop in downtown.
- Improve pedestrian used sidewalks to promote foot commerce and pedestrian circulation, especially between the waterfront, train station, and the downtown along with the villages adjoining higher-density neighborhoods. Sidewalk programs should incorporate traffic calming measures and marked or textured crosswalks to improve safety and accessibility.

- Provide safe, attractive, well-lit, and landscaped walkways throughout the area. Sidewalks and walkways are particularly important to connect to village destinations. Shade trees and pedestrian-oriented lighting should be provided along with benches.
- Build on the Healthy Streets inventory already completed in the Village and develop a full Complete Streets Plan. The inventory (included in Appendix D) offers specific information about sidewalk conditions and potential improvements that could be made. This inventory is an important first step in addressing the sidewalk, safety and walkability needs in the Village.

The Village has already adopted a resolution supporting complete streets in Port Henry. To continue this effort, consider grant funding through the NYS Consolidated Funding Application process or other grant opportunities to fund development of this complete streets plan. See Appendix C for additional information on a Complete Streets program.

**An ideal Complete Streets policy:**

- Includes a vision for how and why the community wants to complete its streets
- Specifies that ‘all users’ includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.

- Improve public and local transit to make Port Henry more environmentally sustainable and better able to offer its residents alternatives to a car-dependent lifestyle.
- Consider use of alternative sources of energy and methods for heating and cooling downtown buildings in order to reduce expenses for building owners and increase the desirability of locating downtown. The Village should explore use of solar energy for public facilities.

*The Village should:*

- Recognize that Port Henry has significant historical and cultural resources that enhance our character and livability. These resources also provide economic benefits, as businesses are attracted by livable communities and tourists come to explore a municipality's heritage. We must seek to protect and enhance these resources.
- Acknowledge part of Port Henry's charm is a small village atmosphere that has evolved over time. During this time the village has acquired many unique influences and traditions that must not be discouraged or discounted.
- Endeavor to have a simple set of Zoning Regulations, with a minimum number of additional restrictions as practical. This will both acceptably serve the citizens of Port Henry, and preserve the individuality of our village.
- Diligently recognize that our comprehensive plan is our governing body's process of careful consideration and forethought. Amendments and zoning ordinances must be periodically reviewed to serve the community's interest and use, along with protecting the welfare of our natural resources and environment.

**Box 1: Adopting Zoning in Port Henry**

The Village of Port Henry should adopt the recommended zoning described by the Port Henry Zoning Commission (August 2013). See Future Land Use Concept Map. Some of the basic components of this law are:

- Reduce time for review and approval of projects.
- Be flexible, simple, and open to future amendments.
- Incorporate the Development Review Law and include a minimum number of additional restrictions as practical.
- The law should be clear, with legal, and documented procedures that guide everyone, now and in the future to help the Village carry out a balanced zoning plan.

## **Implementing Priorities**

Implementing this Comprehensive Plan will require a series of policy decisions, program initiatives, and coordination with local, county, regional and state organizations and agencies. Some actions recommended in the Plan will also require funding.

This Plan details different types of actions including capital improvements, administrative actions, and establishment of programs and policies. Successful implementation of these actions over the next ten to fifteen years will be based on effectively setting priorities and allocating limited resources – people and funding – to the most important projects.

## ***Critical Implementation Steps***

### **A. Coordinate Implementation**

The Village Board will oversee all aspects of implementation of the Plan and will direct work to be done in the future. However, other groups and agencies should be called upon to assist the Board when needed including the Planning Board, Highway DPW, , Essex County, local organizations, professional advisors, and interested citizens.

### **B. Inform the Public**

The Village Board should ensure that copies of this plan are available at Village offices, in the Sherman Free Library, and on the Villages' website. All Plan materials should be available to the public including the maps. Ensure that a pdf of this Plan is posted on the website. The Village should also ensure that a full set of the maps are provided for use by the Planning Board, other committees and the Zoning Board of Appeals (after adoption of the recommended zoning law). The mapped data could also be made available for use by the Code Enforcement Officer, Village Clerk and others on a Village computer. That may be useful to have for use by the Planning Board as they review future projects.

### **C. Establish an Implementation Committee**

The Village Board should create and then appoint members to a Comprehensive Plan Implementation Committee to move the priority actions recommended in this Plan forward. The committee should be composed of a seven to nine members and represent a diverse group of interests from elected and appointed officials, to citizens, businesses and landowners to help guide implementation of the plan. To ensure this committee stays focused, it will be critical for the Village Board to clarify its expectations, and time frames, along with any funding or other assistance it may choose to make available for the committees implementation efforts.

#### **D. Keep the Comprehensive Plan Current**

The Village Board should update this plan every five years. However, the Village Board should review the list of actions on an annual basis to determine the status of efforts as well as to identify other actions that should be implemented next.

#### **E. Work on Priority Actions**

The Village Board should use the following chart below to help guide its implementation efforts. The following actions are identified as priorities for the Village Board to begin work on soon after adoption. The Village Board should make sure that a yearly review of the plan and the action table below is made part of the annual re-organization meeting. Whenever it takes place, this annual work session would be devoted to reviewing the action plan, identifying goals reached, retiring completed ones from the action list, and adding new actions in to be implemented.

#### **f. Seek Funding**

The Village Board should ensure they are a registered municipality with the New York State Grants Gateway. By registering for this, the Village can be informed of state-level funding opportunities that the Village is eligible for. The grants gateway is the portal for all applications for New York State funding so the Village should become familiar with its use. For certain projects, the Village may find it useful to have a professional grant writer to assist them in the application.

To prepare for grant opportunities, the Village should have a file of information ready for each priority project. This file should contain details on a description of the project, the need and desire outcome, partners that may be useful to work on implementation with, permits that may be needed, and cost estimates. Having this information together will help make the grant application preparation much more efficient and easier.

### **Implementation Matrix**

The following table provides a summary of the next steps the Village should take to implement this plan. These actions should be completed in one to three years after adoption. There are many other recommendations included in this plan that are mid to long term projects. In recognition that certain actions will require work over a longer time frame whereas others represent an ongoing need, the following time frames are used in the table, where

<b><u>Rank</u></b>	<b><u>Project Description</u></b>	<b><u>Term (years)</u></b>
1	Implement adequate Zoning Regulations to ensure the protection and enhancement of the physical and visual environment, public health and welfare of the community.	1-2
2	Improve parking availability for daily and evening trips to the village business district by acquiring available land when available and establishing parking ordinances	1-3
3	Implement alternative transportation routes to promote healthy lifestyles, reduce carbon footprints and decrease village congestion; walking, biking, hiking, bus transit, carpool, train, etc.	5-10
4	Enhance the waterfront park and beach to establish a destination experience to increase local and visitor use and overall enjoyment	2-5
5	Establish downtown continuity and quality by improving village lighting, storefronts, aesthetics and walkability to promote downtown amenities and attract downtown users	2-5
6	Attract a critical mass of residents by offering a range of housing types, park and recreation space and ensure safe and attractive neighborhoods	2-10



<b>Focus Area</b>	<b>Priority #</b>	<b>Strategy for Implementation</b>	<b>Resources</b>
<b>Waterfront and Natural Resources</b>	1 & 4, 5	<p>Adopt Zoning regulations</p> <p>Adopt Local Waterfront Revitalization Plan</p> <p>Hire firm to evaluate waterfront use</p> <p>Decrease stormwater overflows by upgrading infrastructure</p> <p>Market waterfront assets</p> <p>Inventory/assess &amp; promote scenic vistas</p>	<p>NYS DOS</p> <p>ROOST</p> <p>NYS OPRHP</p> <p>NYS DEC</p> <p>CVHN</p> <p>Essex County</p>
<b>Downtown and Historical Aesthetics</b>	2, 3 & 5	<p>Adopt and implement Complete Streets Policy</p> <p>Inventory existing, identify gaps in alternative transportation routes</p> <p>Adopt Climate Smart Community Policy</p> <p>Update Village lighting</p> <p>Develop &amp; Promote historic walking map/brochure</p> <p>Inventory/assess &amp; promote scenic vistas</p> <p>Acquire vacant land for parking</p>	<p>NYSERDA</p> <p>NYS DEC</p> <p>Scenic Byways</p> <p>NYS DOS</p> <p>NYS OPRHP</p> <p>NYS DOT</p> <p>Essex County</p>
<b>Economic Development</b>	1-6	<p>Beautify main street</p> <p>Adopt Zoning Regulations</p> <p>Infill &amp; reuse for business development</p> <p>Improve &amp; promote existing historic and cultural assets</p> <p>Upgrade sewer and water infrastructure</p>	<p>NYS DOS</p> <p>NYS DEC</p> <p>NYS CDBG</p> <p>CVHN</p> <p>ROOST</p> <p>NY Main Street</p> <p>Essex County</p> <p>IDA</p>
<b>Infrastructure</b>	2, 3, & 5	<p>Acquire vacant land for parking</p> <p>Adopt and implement Complete Streets policy</p> <p>Improve and promote existing cultural assets</p> <p>Update Village lighting</p> <p>Update water and sewer infrastructure</p> <p>Ensure roads, bridges and sidewalks are well maintained</p>	<p>NYS DOS</p> <p>NYS OPRHP</p> <p>NYS DEC</p> <p>Essex County</p> <p>NYSERDA</p> <p>NYS CDBG</p>
<b>Quality of Life and Sustainability</b>	1 & 5	<p>Adopt Zoning Regulations</p> <p>Improve and promote existing historic and cultural assets</p> <p>Upgrade parks and main street assets to promote the exploration of Port Henry's heritage</p>	<p>NYS DEC</p> <p>NYS OPRHP</p> <p>NYS Main Street</p> <p>NYS CDBG</p> <p>NYS DOT</p> <p>Scenic Byways</p>
<b>Housing &amp; Neighborhood</b>	5 & 6	<p>Adopt demolition needs plan</p> <p>Provide incentives and encourage improving rental units or home façade</p> <p>Zoning for mix-use, housing delineation</p> <p>Collaborate with code enforcement</p> <p>Maintain historic character</p> <p>Establish Rec. facility park &amp; playground areas</p>	<p>AHT</p> <p>HAPEC</p> <p>NYS CDBG</p> <p>NYS DOS</p> <p>NYS SHPO</p> <p>NTHP</p> <p>NYS OPRHP</p> <p>Restore</p> <p>Essex County</p>

## **Appendix A: Public Input Results**

This appendix documents the results of major public input gathered by the community. These include:

- Public opinion survey results (written comments are available at the Village Clerk's Office)
- Workshop 1 – Overall vision results
- Downtown revitalization results
- Gateways and waterfront results

# Port Henry Public Opinion Survey Results

675 surveys distributed • 79 surveys returned  
March 7, 2008

*Note: All results shown are percentages. Top vote getters shown in red.*

## 1. How important are the following to you?

Place an X in the appropriate box on the right that indicates how important issue is for you (Very Important, Somewhat Important, Not Important).	Very	Somewhat	Not	No Reply
<b>Economic Development</b>				
1. Increasing commercial activity in the village especially along Main and Broad Streets.	61	26	5	7
2. Increasing the number of businesses in the village that primarily serve tourist market.	39	51	6	5
3. Encouraging new businesses to locate in existing downtown buildings.	76	17	2	5
4. Allowing any new business to locate anywhere in the village that works for them.	33	26	34	6
5. Attracting national chain stores and restaurants to locate in the village.	41	36	16	7
<b>Housing</b>				
6. Keeping existing housing affordable for village residents.	85	10	1	3
7. Adding new affordable housing in the village.	41	36	16	7
8. Increasing the amount of owner-occupied housing.	45	37	11	7
9. Increasing the amount of elderly housing.	43	37	14	7
10. Increasing the amount of rental housing.	23	44	25	8
<b>Community Appearance</b>				
11. Improving the appearance of streets and buildings in downtown business area.	71	21	1	7
12. Improving the appearance of streets and buildings throughout the village.	70	24	2	3
13. Fixing up vacant and/or blighted properties.	69	20	7	5
14. Tearing down vacant and/or blighted buildings.	69	21	6	5
15. Planting trees and flowers throughout downtown business area.	48	30	16	6

Place an X in the appropriate box on the right that indicates how important issue is for you (Very Important, Somewhat Important, Not Important).	Very	Somewhat	Not	No Reply
<b>Roads and Parking</b>				
16. Increasing the safety of traffic on the main roads in the village.	54	29	10	7
17. Providing more public parking in the downtown business area.	48	32	13	7
18. Maintaining neighborhood streets.	70	20	5	6
19. Fixing up the intersection of Broad and Main Streets	48	32	13	7
20. Building and maintaining network of trails and sidewalks for walking and/or biking.	47	32	16	5
<b>Waterfront</b>				
21. Increasing access to the waterfront for residents and visitors.	54	34	8	3
22. Increasing commercial activity on the waterfront.	37	34	21	8
23. Attracting more boaters to the village's waterfront facilities.	47	34	14	5
24. Limiting further development along the shoreline.	23	39	31	7
25. Keeping town and village waterfront properties in public ownership.	61	21	13	6
<b>Natural, Scenic and Historic Resources</b>				
26. Preserving historic buildings.	62	28	3	7
27. Protecting scenic character, water quality, and the environment along the shoreline.	75	18	5	2
28. Preventing effects of runoff, flooding, erosion, & related property damage.	75	21	1	3
29. Limiting development on steep slopes.	44	28	22	7
30. Maintaining views of the lake from properties throughout the village.	54	29	13	5

# Port Henry Public Opinion Survey Results

675 surveys distributed • 87 surveys returned  
March 7, 2008

*Note: All results shown are percentages. Top vote getters shown in red.*

## 2. How much of the following goods or services does your household purchase from businesses located in the village?

Do you think there should be more businesses providing these goods/services?

*Place an X in the appropriate box (All, Most, Some, None) and check the box in the More column if you think there should be more of these businesses.*

	All	Most	Some	None	No Reply	More
1. Hardware	8	23	63	1	5	5
2. <b>Clothing</b>	3	2	30	59	6	25
3. Groceries	9	29	51	3	8	9
4. Pharmaceuticals/medical supplies	21	18	37	20	5	1
5. Gasoline	21	36	24	16	3	1
6. <b>Automobile service/repair</b>	25	17	25	25	7	8
7. Dining/take-out meals	7	23	54	8	8	21
8. Entertainment	2	0	24	62	11	23
9. Recreation	1	9	43	33	14	20
10. Hair, laundry, other personal services	17	16	34	25	7	6
11. Childcare	6	1	11	56	25	7
12. Professional services (legal, financial, insurance, medical care, etc.)	9	17	37	30	7	21

## 3. How long have you lived in Port Henry? (Check one)

1. Less than one year	5
2. 1 to 5 years	13
3. 5 to 10 years	13
4. 10 to 20 years	11
5. <b>20 or more years</b>	56
No Reply	2

## 4. Do you own or rent your home? (Check one)

1. <b>Own</b>	82
2. Rent	14
No Reply	5

## 5. How well do you think the following issues are being managed in the Village of Port Henry?

*Place an X in the appropriate box indicating Great, Okay or Poorly.*

	Great	Okay	Poorly	No Reply
1. Administration of Village government	11	57	22	9
2. Village budget and taxes	7	60	22	11
3. Road and sidewalk maintenance	21	44	30	6
4. Maintaining the waterfront	2	61	28	9
5. Water/sewer infrastructure	21	62	6	11
6. <b>Fire protection</b>	45	43	3	9
7. Public safety	24	62	7	7
8. Campground management	9	60	17	14
9. Development review	10	45	28	17
10. Code enforcement	14	45	28	14
11. Economic development	5	45	39	11
12. <b>Tourism promotion</b>	2	41	44	13

## 6. Where do the members of your household work? (Check all that apply. Percentages do not add to 100)

1. In the village	22
2. Elsewhere in the Town of Moriah	18
3. In Ticonderoga	14
4. In Elizabethtown	7
5. In Vermont	20
6. Other	21
7. <b>Retired</b>	43
No Reply	6

## 7. Which age group(s) are the members of your household in? (Check all that apply. Percentages do not add to 100)

1. Under age 18	10
2. 18 to 34	20
3. <b>35 to 64</b>	61
4. Age 65 or older	40
No Reply	7

# PORT HENRY PLANNING BOARD

*Village of Port Henry*

*4303 Main Street*

*Port Henry, NY 12974*

## PORT HENRY MASTER PLAN

### WORKSHOP 1: OVERALL VISION

*APRIL 2, 2008*

In Attendance: Dori Michener, Michelle Rabideau, George Daly, Ron Nesbit, Jr., Terrie Decker, Chris Maron, Thomas Maron, Gary Cooke, Joan Daby, Lohr McKinstry, Suzanne Maye, Pete Gilbo, Jackie Baker, Evelyn Celotti, Cathy Leveille, Tom Edwards, Mary Ellen Aitner, Carol Treadwell, Robin Roy, Brandy Saxton, Carol Treadwell

#### 1. What do you enjoy most about living in Port Henry?

- Access to the water
- The view! (2)
- The beach
- Proximity to ski areas
- Fishing (in the lake, bass, and ice fishing)
- Walking distance to stores and other businesses
- The historic character
- Friendliness of the people
- Security and peace of mind
- Willingness of community to support organizations
- The informal, small town atmosphere
- Hamlet exclusion from APA regulations
- There are no illuminated signs

#### 2. What do you think needs improvement?

##### **Aesthetic:**

- Work toward becoming a tourist destination by improving “viewshed” i.e. signs
- Properties in the village need to be better taken care of; eliminate trash on front porches and yards
- The village entrances need “greening and grooming”
- Trees on Spring Street need to be trimmed (on public property) in order to preserve the view

##### **Business:**

- Attract new businesses by providing incentives
- Offer training to individuals wishing to open new businesses

##### **Infrastructure:**

- More parking and safer location for parking downtown
- Powerhouse Park and the Pier need to be kept clean and in good repair

- Repair the sidewalks and install sidewalks where they are absent
- Safety light at Sandy Beach Road

**Signage:**

- Illuminated signage needs to be reinstalled
- Signage needs to be more visible

**Campsites:**

- Sites need to be more widely spaced and some campsites need to be eliminated to achieve this.
- Village and town residents should have priority to use campsites
- Campsites rentals need to have a time limit; and/or there needs to be some short term campsites rentals
- Campsite rental should be awarded by a lottery system

**Beaches:**

- Beaches need to be dredged, cleaned of glass and seaweed
- Finance the cleaning of beach and walking trail

**Walkway and Bridge:**

- Remove the bridges to nowhere OR connect them with a walkway
- Find more funding for the walkway construction

**Planning:**

- Simplify application process for building houses/opening businesses
- The Village Board (elected officials) should enforce regulations instead of Planning Board
- Facilitate better communications between law makers and the public by having mailings, advertising on public TV channel, posting fliers about public meetings
- Provide education about new laws and changes to building code; put a paragraph explanation on the front of the code brochure

**Other:**

- Combine the Town and Village
- Fill the empty store fronts
- Enforce NYS building regulations (Code enforcement)

**3. What would you *not* want to see change about the village?**

- Maintain property rights and keep past precedents and practices
- The historic character
- Keep the historic buildings; get grants to maintain and repair them
- Keep the village
- Keep the beaches

#### 4. What could be done to encourage more community pride, a more positive outlook on the future, and more involvement by residents?

##### **Infrastructure maintenance :**

- Improvement and repair of infrastructure
- Encourage collaboration between Town and Village to maintain infrastructure
- Maintain facilities built during implementation of the Beach Master Plan
- Complete the walkway!
- Connect the walkway to the village

##### **Business Development:**

- Encourage/bring in more lodging options
- Attract small and large business or a single business that could act as the “anchor” downtown (i.e. example of Coldwater Creek in Sandy Creek, ID)

##### **Events:**

- Organize/attract events that should bring people to town or keep residents in town:
  - Snowmobile races
  - Bass fishing tournament
  - Parking for 200 cars and boats
  - Convenient launch
  - Lodging for participants
  - A facility to launch 4 boats at a time

#### 5. Top 3 Planning Actions

- Encourage business and residential development (encourage development in general in order to broaden the tax base)
- Maintain/repair/enforce building codes
- Integrate the beach with the village downtown

# Port Henry Master Plan

## Downtown Revitalization

*April 16, 2008*

### 1. Do you want to see new businesses downtown, where, what type?

- A Movie Theater; a small theater that could fit into an existing building in downtown. For example: Williston has an eight screen theater, approximately 40 seats in each, with stadium type seating.
- A Play House; a setting for producing plays which involve the community, especially youths.
- A Youth Center with facilities to allow support for the theater productions – set building, painting, sound tech., lighting, and special affects. This facility could also host a Summer Youth Program to draw together community groups, churches, school drama club.
- Store fronts should be filled with retail space
- A Hotel. Renovate the 3 story building on Main Street, fix plumbing etc. Move the Seniors to a nicer facility off Main Street.
- A Restaurant with a view of the Lake/Bay on top of a downtown building.
- A Bakery (year around) selling bread, croissant, good coffee. For example: get the Crown Point Baker to expand, sell Middlebury COOP goods.
- A Gift Shop. Retail space for gifts for all occasions: weddings, graduation, showers. Local specialty items such as Adirondack Balsam, Champ items, Bulwaga Bay T-Shirts, I Love NY shirts, “Play on the Bay” T-Shirts.
- T-shirt Shop
- Craftsmen’s Guild. For example: Frog Hallow in Middlebury, VT, or Blue Moon in Lake Placid, NY. A venue that sells pottery and jewelry from local artisans.
- A Thrift Shop; selling second hand “nice” clothing; organized, selective, quality goods including furniture. Open a Goodwill; have them provide a job training program
- A Dentist Office
- A Law Office
- Skating Rink
- Small clean industry
- Back office industry
- A Farmer’s Market facility to sell local produce (Adirondack Harvest)
- SUNY Extension or NCCC classroom facility

#### **Other Businesses outside of Downtown:**

- A Marina with Restaurants
- A Small Ski Area with Bunny Hill to teach children to ski

#### **Other elements needed to boost downtown:**

- A Port Henry Downtown Business Association
- A Business incubator to provide a small business assistance program
  - This already exists. See the IDA and Empire Zone web site



- A viable Chamber of Commerce that represents Port Henry as a central entity
- Reintroduce PortHenry.com. Build a well constructed web site
- Events coordinated with Town and Village
- Further develop fishing and boating tourism
- Skating on the Lake
- Outdoor theater such as “Movies on the Pier”

## 2. What should be done to improve the appearance of downtown?

- Improve the appearance of the exterior and interior of buildings (get grants)
- Clean the old Chevrolet dealership and other trashy exterior sets.
- “Mask” empty store fronts by placing displays in the windows, washing the windows, placing furniture outside the building and refurbish building exteriors.
- 
- Create views down and uptown by cutting trees, (especially trash trees) and removing buildings
- Move and fix the “Circle.”
  - Place a fountain in the circle, for example a Champ theme fountain or Samuel D. Champlain with Champy
  - Put a brick walkway between the circle and the Bank
  - Brick the round-a-bout around the “Circle”
  - Plant flowers in the “Circle”
- Place more flowers and trees on Main Street;
  - flowers in pots,
  - flowering trees for example: Chinese Lilacs;
  - selective landscaping

### Reduce Trash:

- Remove “Yard Sale” signs promptly. (Enforce existing ordinance)
- Hold a Village/town “Green-up Day” for trash pick up and brush collection
- Hold educational program about throwing out trash
- Tax businesses with disposable containers i.e. McDonalds
- Set up camera’s to catch vandals
- Create a display kiosk in front of Max’s
- Straighten signs and replace rusted signs in the spring
- Employ a mechanism for “Rent Control” in order to deter land lords from raising rent to levels where businesses cannot survive
- Have the Community Play House designated an educational facility so that grant funds could be obtained to refurbish the interior of an appropriate building
- Instill community pride

## 3. What should be done to improve parking and traffic flow downtown?

- Parking spots should be for clients of businesses, 15 minute parking spots in front of businesses, 1 hour parking on downtown streets
- Place a Municipal Parking lot behind Gimbols, at the vacant house above the Post Office, on the old Grand Union Site, South and West of the P.O. on Broad Street

- Build a parking garage on top of the old School
- Encourage people to park on Church Street
- Assess the number of ARC employees and residents vs. the number of parking spaces available. Have ARC enlarge their parking area. Have ARC employees and renter put a sticker in their window to track their parking patterns
- Make “Yellow Bikes” available to locals as alternative to driving and parking in the village

#### **4. Could we bring back downtown as it was 100 years ago?**

- Is this practical?
- No, we must go forward, new businesses require modern styles and facilities
- 100 years ago the iron industry fueled the village, the people who worked in iron won't (can't) do the next phase, a people with other experience must come and bring that experience with them in order to exact change. We must think of the future with purpose.
- Condo's might be the next phase
- Maintain the integrity of the buildings but look forward

# Port Henry Master Plan

Gateways and Waterfront

May 7, 2008

## 1. What are the positive features that should be preserved that people see when entering the village from the road, train station, or lake?

- The view of the lake (especially from the south)
- Develop a Village Logo



## 2. What are the features that need improvement?

### Signage:

- The “Welcome to Port Henry” sign:
  - Repair, replace, or refurbish
  - Make the signs larger
  - Build the signs into an attractive stone structure
  - Landscape around the signs
  - The Chamber should maintain signs?
  - Make the entrance signs more impressive
  - Add a logo to the village welcome signs.
- Eliminate “Sign Pollution” by removing excess, cooked, and rusty signs
- Enforce annual maintenance of signs. If non-government organizations display signs they should be maintained annually by that organization or removed.
- Relocate “Go Vikings” sign to school property
- Recover the antique “Welcome” sign located in the woods at the north entrance – relocate to village center or museum
- Install a new sign for the Chamber

### Other visual improvements:

- Griffith Oil is not only an eyesore it is a safety and security hazard. Move the tanks and building; or build a tree shield

- Eliminate the village law that precipitates an increase in property tax when houses are improved or painted. Paint houses.
- Form a Village Beautification Committee
- Maintain and care for the flower beds at the circle

#### **Put Port Henry on the Map!**

- Post a village sign at the Crown Point Bridge and on the Vermont side of the Bridge
- Post Port Henry as an Exit off of I-87 from exits 28, 29, and 30

### **3. What waterfront features that need improvement?**

The North Marina and South Marina should be connected along the shore. A bridge over the RR tracks could be built to accomplish this. This path should also connect into the village or through the piece of property at the Moriah Town Hall.

#### **North Campground and Entrance**

- Provide a restaurant for boaters and villagers
- Powerhouse Park needs to be cleaned and maintained.
- The sidewalks on either side of the bridge at the pier need to be installed!
- Paint the information Kiosk at the beach
- Repair the lights on the Pier
- Reconfigure the Beach and Campground
- Implement the 1998 "Joint Campground Improvement Plan"
- Implement a 28 day limit on Campsites
- Increase the number of transient sites
- The trailer storage (near the San's Restaurant) needs to be fenced and /or camouflaged.
- To get work done use Student Community Service hours, BOCES Conservation and Tech Classes, or Mariah Shock prisoners.

#### **South Campground**

Entrance road to Campground:

- Fence around the Waste Water Treatment Plant, plant trees, bushes etc.
- Remove the old Waste Water Treatment Plant

South Campground:

- Renovate flower beds
- Move the maintenance vehicles and tools to the shed in back of the entrance building
- Clean the picnic tables, building, and cedar posts

#### 4. What could make Port Henry a destination that more travelers would visit and/or come to for an overnight stay?

- Waterside Dining
- Restaurant and Gift shop at Route 22 and Beach Road intersection
- Path from the Iron Center to Lake
- Bridge over RR to encourage boaters to visit the village
- Shuttle from Town Beach to Marina to Village to Iron Center to Train Station
  - Trolley Car theme shuttle
  - Champ trolley
- Improve the Train Station:
  - Install new windows,
  - Clean and remove excess storage items
  - Use the space for tourism
  - Find an alternative location for Seniors to meet in
  - Develop the historic elements of the train station and RR transportation and its role in Port Henry. Make the Seniors Docents.
  - Install signage to attract visitors to the train station
- Improve and expand the Campgrounds:
  - Make the grounds more upscale to attract high paying customers.
  - Eliminate the campground lottery
  - Have weekly rentals
  - Tax the local summer long term campers
  - The campgrounds perpetuate the poor economic development in the town. They (the campgrounds) are the only “tourist beds” in town and village. Since they do not turn over they cannot attract new visitors weekly. Without turnover in the visiting population tourist attractions, businesses, and gift shops cannot survive because there is not a large enough population of visitors.
- Possible tourist attractions:
  - A historic Buildings Walking Tour (Iron center Train Station...)
  - Ghost Tour of Port Henry Town Hall Ghost
  - ARCH tour of mine heads
  - Dinner Cruises
  - Boat Parade
  - Holiday Outhouse or Ice Shanty Race
  - “ice Fishing Capitol of the World” Festival, Ice Festival with Ice Castle

- Possible Waterfront attractions
  - Celebrations on the waterfront
  - Fireworks over the water
  - Waterwheel Ferry visit to PH
  - Waterfront Museum similar to Lake Champlain Maritime Museum
- “Champ Day” on Labor Day weekend or “Champ Week” before and through Labor Day Weekend
  - Horse exhibition of riding
  - Reenactments of a hold-up at Max’s or the bank
  - Marching Bands
  - Music
  - “Champ Watch” Cruise
- Signs to draw people to the attractions
- Downtown Green space
  - Use the green space for village events, bands, concerts, ice cream social, street dances.
  - Example Witherbee park concerts.

## Appendix B: Demographic Tables

The following tables are from the US Census Bureau, Census 2000 and 2010

TOTAL POPULATION	Port Henry village, New York			Essex County, New York			Moriah town, New York		
	2000	2010	% change	2000	2010	% change	2000	2010	% change
<b>Total</b>	1,152	1,194	3.65	38,851	39,370	1.34	4,879	4,798	-1.66

MEDIAN AGE BY SEX	Port Henry village, New York			Essex County, New York			Moriah town, New York		
	2000	2010	% change	2000	2010	% change	2000	2010	% change
Both sexes	39.8	42	5.53	39.4	44.5	12.94	37.8	41.7	10.32
Male	37.8	39.2	3.7	38	42.5	11.84	35.5	40.4	13.8
Female	41.1	44.2	7.54	41.1	46.4	12.9	40.9	42.9	4.89

POPULATION IN HOUSEHOLDS BY AGE	Port Henry village, New York			Essex County, New York			Moriah town, New York		
	2000	2010	% change	2000	2010	% change	2000	2010	% change
<b>Total:</b>	1,126	1,184	5.15	35,943	36,723	2.17	4,554	4,647	2.04
Under 18 years	285	263	-7.72	8,852	7,378	-16.65	1,099	1,059	-3.64
18 years and over		921			29,345			3,588	

FAMILY TYPE BY PRESENCE AND AGE OF OWN CHILDREN	Port Henry village, New York			Essex County, New York			Moriah town, New York		
	2000	2010	% change	2000	2010	% change	2000	2010	% change
<b>Total</b>	295	296	0.34	9,832	10,026	1.97	1,253	1,253	0
<b>Husband-wife family</b>	206	205	-0.49	7,843	7,869	0.33	963	907	-5.82
<b>With own children under 18 years</b>	87	71	-18.39	3,165	2,569	-18.83	383	318	-16.97
No own children under 18 years	119	134	12.61	4,678	5,300	13.3	580	589	1.55
<b>Other family</b>	89	91	2.25	1,989	2,157	8.45	290	346	19.31
<b>Male householder, no wife present</b>	26	21	-19.23	650	771	18.62	97	117	20.62
<b>Female householder, no husband present</b>	63	70	11.11	1,339	1,386	3.51	193	229	18.65

OCCUPANCY STATUS  Universe: Housing units	Port Henry village, New York			Essex County, New York			Moriah town, New York		
	2000	2010	% change	2000	2010	% change	2000	2010	% change
<b>Total</b>	596	627	5.2	23,115	25,603	10.76	2,253	2,373	5.33
Occupied	491	534	8.76	15,028	16,262	8.21	1,894	1,975	4.28
Vacant	105	93	-11.43	8,087	9,341	15.51	359	398	10.86



OCCUPANCY STATUS	Port Henry village, New York			Essex County, New York			Moriah town, New York		
For Rent	19	23	21.05	606	666	9.9	39	66	69.23
Rented, Not Occupied	1			14			1		
For Sale Only	24	15	-37.5	349	340	-2.58	55	38	-30.91
Sold, Not Occupied	5			78			14		
For Seasonal, Recreational, or Occasional Use	30	31	3.33	6,118	7,646	24.98	171	212	23.98
Other Vacant	19	18	-5.26	850	593	-30.2	69	67	-2.9
Average Household Size of Occupied Units	2.92	2.2	-3.06	2.39	2.26	-5.44	2.4	2.35	-2.08

	Village of Port Henry			
	2000		2013	
	# of Households	% of Total	# of Households	% of Total
<b>less than \$25,000</b>	194	43.3%	144	31.9%
<b>\$25,000 to \$49,999</b>	136	30.3%	110	24.4%
<b>\$50,000 to \$74,999</b>	79	17.6%	83	18.4%
<b>\$75,000 to \$99,999</b>	17	3.8%	25	5.6%
<b>\$100,000 or more</b>	22	4.8%	88	19.5%
<b>Total Households</b>	448	100.0%	450	100.0%
<b>Median HH Income</b>	\$29,306		<b>\$36,818</b>	

## Appendix C. Complete Streets Planning

The following information is from the National Complete Streets Coalition ([www.smartgrowthamerica.org](http://www.smartgrowthamerica.org))

### What are Complete Streets?

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live.

### What does a “Complete Street” look like?

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

A Complete Street in a rural area will look quite different from a Complete Street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road. Check out our ‘Many Types of Complete Streets’ slideshow to see examples from across the country.

### Powering Main Street

Complete Streets are important in helping town centers and Main Streets thrive, too, by improving street connectivity and allowing everyone, whether on foot, bike, or public transportation, to reach community focal points. Many smaller communities do not control their Main Streets; often, the state Department of Transportation does. Construction or widening of Main Streets that function as state highways takes its toll on pedestrian safety and can have a negative impact on small-town economies. In these cases, Complete Streets policies at the local level help communicate the community’s vision, and policies at the state level ensure safe, accessible, and attractive streets. Creating Complete Streets can facilitate reinvestment and economic development in the heart of a small town.

### **Why do we need Complete Streets policies?**

Incomplete streets – those designed with only cars in mind – limit transportation choices by making walking, bicycling, and taking public transportation inconvenient, unattractive, and, too often, dangerous.

Changing policy to routinely include the needs of people on foot, public transportation, and bicycles would make walking, riding bikes, riding buses and trains safer and easier. People of all ages and abilities would have more options when traveling to work, to school, to the grocery store, and to visit family.

Making these travel choices more convenient, attractive, and safe means people do not need to rely solely on automobiles. They can replace congestion-clogged trips in their cars with swift bus rides or heart-healthy bicycle trips. Complete Streets improves the efficiency and capacity of existing roads too, by moving people in the same amount of space – just think of all the people who can fit on a bus or streetcar versus the same amount of people each driving their own car. Getting more productivity out of the existing road and public transportation systems is vital to reducing congestion.

Complete Streets are particularly prudent when more communities are tightening their budgets and looking to ensure long-term benefits from investments. An existing transportation budget can incorporate Complete Streets projects with little to no additional funding, accomplished through re-prioritizing projects and allocating funds to projects that improve overall mobility. Many of the ways to create more complete roadways are low cost, fast to implement, and high impact. Building more sidewalks and striping bike lanes has been shown to create more jobs than traditional car-focused transportation projects.

## **Appendix D: Port Henry and Regional Planning Efforts**

The following planning efforts are referenced in this plan and should be used to assist the Village in implementing suggested actions:

- Healthy Streets Inventory (May 2015)
- 2009 Local Waterfront Revitalization Plan (2007 and Updated in 2010, not adopted)
- Village of Port Henry and Town of Moriah Waterfront Plan (NYS DOS Grant, not completed yet)
- Port Henry Waterfront Walk Concept Design Report (2009)
- Destination Master Plan (2009, for Moriah as part of the Essex County Tourism Master Planning Project)
- Essex and Clinton Counties Waterfront Plan (December 2010)
- Port Henry Plan