



TOWN OF TICONDEROGA COMPREHENSIVE PLAN

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*Draft for Public Hearing
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UNDERWRITTEN BY A GRANT FROM:
*The James E. Gibbons Educational Development Trust Fund
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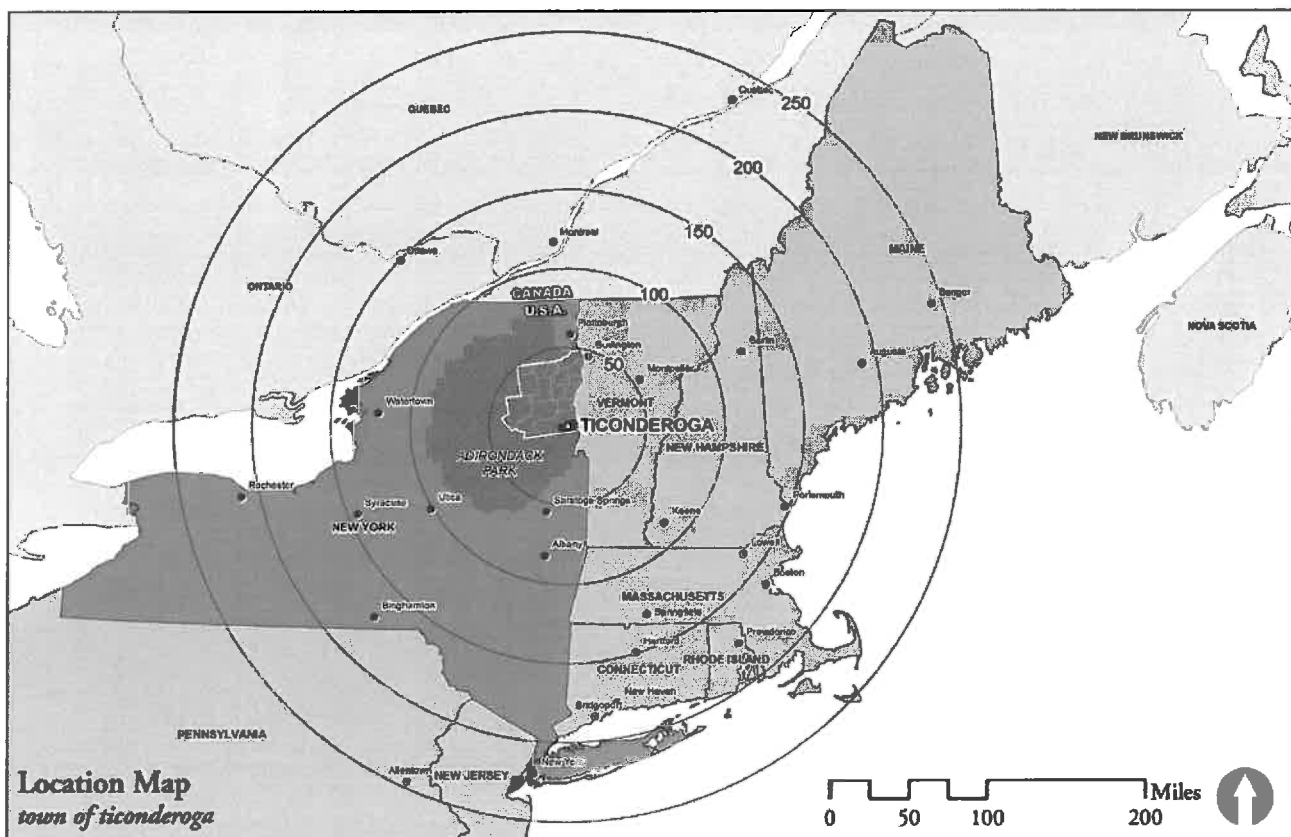


1. INTRODUCTION

A. General Description

The Town of Ticonderoga is located at the confluence of Lake George and Lake Champlain in the southeastern corner of Essex County, New York. Ticonderoga is entirely located within the Adirondack Park and nearly one-third of its land area is part of the State Forest Preserve. Currently, the town's year-round population is approximately 5,200 people, with much of its development focused in or adjacent to the former village, which dissolved in 1993. The town has several other historic settlements including Chilson and Streetroad, and the shorelines of Lake George and Eagle Lake are densely developed.

Ticonderoga's significant military role in our nation's early history remains a vital component of the community, with the Fort Ticonderoga historic landmark drawing around 100,000 visitors annually. Ticonderoga's traditional role as an industrial and service center in the region continues as the town is home to an International Paper mill, which is the region's largest private employer, as well as being a retail, healthcare and education center. Still, most of the town's land remains undeveloped; much of the land is forested, but north of the hamlet are approximately 3,000 acres of productive agricultural land in the valley between the Adirondack foothills and the shore of Lake Champlain.



B. Regulatory Framework

The major regulatory agencies with oversight of new land use and development within the Town of Ticonderoga are the Adirondack Park Agency, the Lake George Park Commission and the New York State Department of Environmental Conservation. Ticonderoga also has town zoning and subdivision regulations, which are implemented by the town's Planning Board and Codes Enforcement Officer.

1. Adirondack Park Agency

The Adirondack Park Agency (APA) is the regulatory agency for the Adirondack Park. The APA has developed two plans for lands within the Adirondack Park; the State Land Master Plan that guides the management of the 2.5 million acres of public lands, and the Adirondack Park Land Use and Development Plan that regulates the 3.5 million acres of private land. Certain development on private lands requires APA approval.

The Adirondack Park Land Use and Development Plan was adopted by the 1973 Adirondack Park Agency Act. The plan divides the private land within the park into six classes, termed "land use areas" (See APA Map). Each land use area has an associated list of permitted land uses and a density guideline applicable to new construction. In addition, the plan sets certain standards for new shoreline development, mandating specified minimum lot widths and building setbacks according to the land use area in which the proposed development lies.

The plan also provides that specified types and sizes of projects, those deemed to be of more than purely local significance and accordingly regional projects, require special approval. In the case of regional projects of relatively great environmental significance termed Class A Regional Projects, the Adirondack Park Agency is the governing body with approval authority, though the provisions of the town's local zoning ordinance will also apply. In addition, projects that may be subject to the state's Freshwater Wetlands Act or the Wild, Scenic and Recreational Rivers Act fall under the jurisdiction of the APA.

Since Ticonderoga does not currently have an Adirondack Park Agency approved local land use program, the APA also retains full review jurisdiction over smaller projects, termed Class B Regional Projects. Therefore, essentially all development outside the hamlet is subject to APA permitting. If Ticonderoga sought and was granted an approved program, most development in the town could proceed without being subject to APA review. The town's zoning and subdivision ordinances would become the primary regulatory system and there would be an opportunity to propose changes to the land use classification system imposed on Ticonderoga by the APA.

2. Lake George Park Commission

The Lake George Park Commission (LGPC) was established by Article 43 of New York State's Environmental Conservation Law and is empowered to preserve, protect and enhance the unique natural, scenic and recreational resources of the Lake George Park. The Lake George Park was established together with the commission in 1961. The park consists of Lake George and its land drainage basin, which encompasses approximately 300 square miles of land and water surface area. Approximately 2,200 acres of land in Ticonderoga are within the Lake George Park.

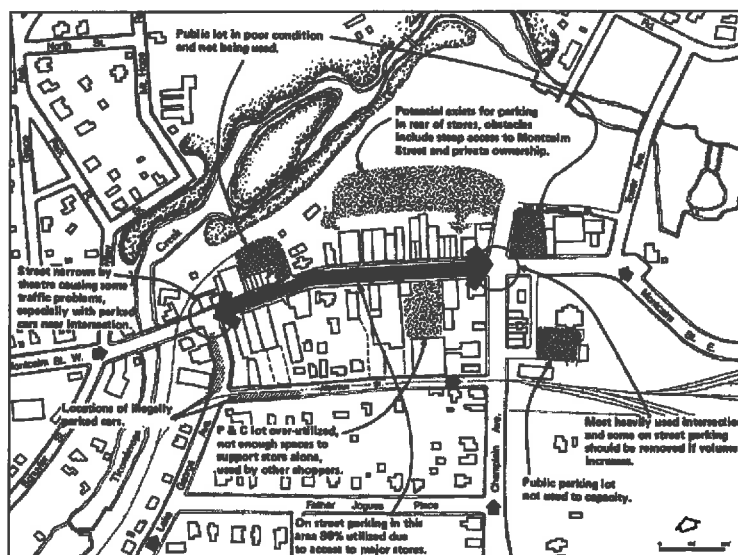
LGPC among several other important duties administers the existing Lake George Park Regulations governing wharfs, docks and moorings, marinas, navigation, and recreational activities. It administers rules and regulations for the preparation of local stormwater management plans and stormwater regulatory programs for areas within the park where development is occurring. In addition, the LGPC conducts water quality monitoring, provides technical assistance to localities and develops public information programs promoting the conservation of Lake George. Furthermore, LGPC is continually investigating and monitoring the presence of and developing management programs to control nuisance aquatic plants. Development within the park must comply with the rules and regulations administered by the LGPC.

3. New York State Department of Environmental Conservation

The NYS Department of Environmental Conservation (DEC) was created on July 1, 1970 to bring together in a single agency all state programs directed toward protecting and enhancing the environment. The DEC is responsible for administering and enforcing the state's Environmental Conservation Law. Such responsibilities include but are not limited to: promoting the wise use of water resources, regulating mining and the reclamation of mined lands, informing the public about conservation principles and administering fish and wildlife laws.

C. Planning in Ticonderoga

Ticonderoga has a long history of planning for its future that may be due to residents recognizing the town's rich array of resources and the possibilities they offer for building a vital and attractive community. The town's first comprehensive plan was drafted in 1962. In 1976, the town and village began a joint effort to revise that plan, which resulted in the municipalities adopting a new comprehensive plan in 1977. In 1993, as the village was slated for dissolution, the town began another revision to its plan. While that project was completed, the resulting addendum to the 1977 plan was never formally adopted.



Downtown parking and circulation conditions described in the 1977 Plan, a number of which remain the same 30 years later.

In addition to comprehensive planning, there have been numerous studies focused on specific issues, features, resources or parts of the town. In developing this revised Comprehensive Plan that will guide development in Ticonderoga in the 21st century, considerable attention has been given to previous planning efforts. In many cases, the direction those previous plans pointed the town towards is still the direction in which Ticonderoga would like to progress. While some of the objectives of those plans have been accomplished and a few are no longer appropriate, many remain incomplete but still desirable. Throughout this plan, relevant statements and sections of previous plans will be incorporated; a full bibliography of documents reviewed during the planning process is presented below.

1. Bibliography

A General Development Plan for the Town and Village of Ticonderoga; Arthur Reed, 1962.

Natural and Visual Resources of Ticonderoga; Adirondack Park Agency, 1976.

Town and Village of Ticonderoga Comprehensive Plan; Raymond, Parish, Pine & Weiner, Inc., 1977.

Ticonderoga LaChute River Corridor Study; Lane, Frenchman & Associates, Inc., 1982.

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The Adirondacks: A Gift of Wilderness; Adirondack Park Agency Visitor Interpretative Centers, 2000.

State of New York Adirondack Park State Land Master Plan; Adirondack Park Agency, 2001.

Lake George – Planning for the Future; Lake George – Planning for the Future Committee, 2001.

Town of Ticonderoga Strategic Revitalization Plan; Carnoin Associates, 2002.

Black Watch Memorial Library Study; Butler, Rowland and Mays, Architects, LLP, 2002.

Lake Champlain Phosphorus TMDL; Vermont Agency of Natural Resources and New York State Department of Environmental Conservation, 2002.

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Ticonderoga Hotel Feasibility Study: Celebration Champlain Strategic Plan; SUNY Plattsburgh Technical Assistance Center, 2003.

Master Plan Update for the Ticonderoga Municipal Airport; Shumaker Consulting Engineering and Land Surveying, P.C. and Clough, Harbour and Associates, LLP, 2004.

New York State Water Quality 2004; Bureau of Water Assessment and Management, Division of Water, NYS Department of Environmental Conservation, 2004.

A Transportation Profile of New York State; New York State Department of Transportation, 2004.

Adirondack Rural Health Network Community Health Assessment and Online Resource Directory; Holmes and Associates, 2004.

Strategic Plan for Celebration Champlain; Lakes to Locks Passage and the Lake Champlain Byways, 2005.

Assessment of Local and State Controls and Practices Affecting Water Quality and Resource Conservation (Non-Point Source Pollution Prevention and Control) for the Town of Ticonderoga; The Government Law Center of Albany Law School for the Lake George Watershed Conference, 2005.

Essex County Empire Zone Plan; Essex County Empire Zone, 2005.

D. Purpose of the Plan

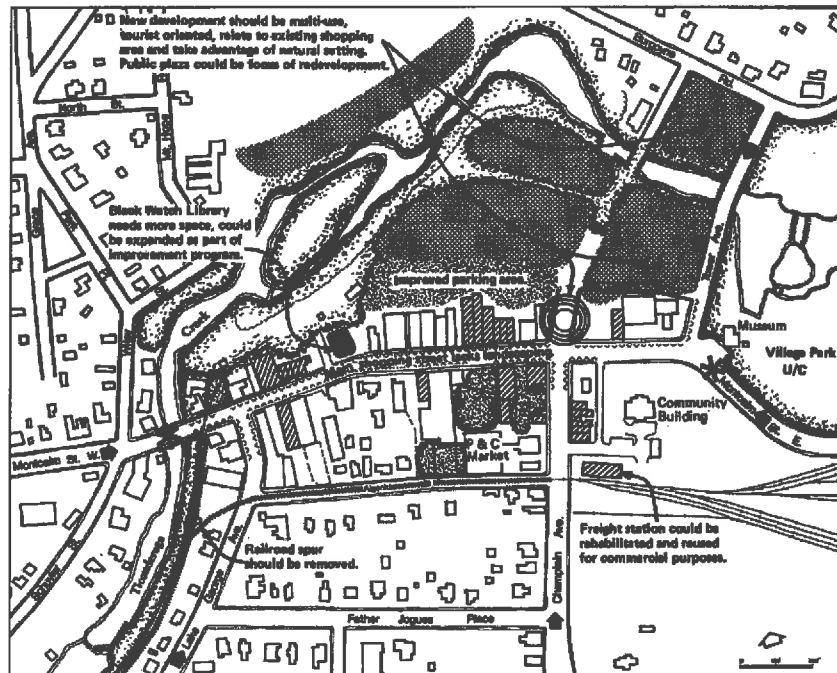
This Comprehensive Plan is the principal statement of policy for the Town of Ticonderoga. It presents a vision for the town's future, and a series of recommendations for achieving that vision. It is intended that this plan guide the town's efforts in land use planning, the provision of public facilities and services, environmental protection, economic development and land conservation. This plan will be implemented through the various town ordinances and regulations, through town participation in state and federal regulatory processes and through the town's approach to raising and spending public funds. A comprehensive plan should state the town's aims in terms broad enough to allow application to a wide range of situations, yet with sufficient detail to serve as a guide to the refinement of land use regulations and other implementation tools.

The quality of life in Ticonderoga, as in most communities, is made up of a great many dimensions or factors. The plan must provide a central theme that unites these factors, yet must recognize that efforts to enhance the various factors may come into conflict. The plan should allow for flexibility and creativity in its application in order to accommodate competing objectives.

A Comprehensive Plan must be based on a long-term vision for the future of the community. This vision will not be achieved in five or even ten years. Rather, it is something for which the town will strive for several decades. For this reason, this Comprehensive Plan must have at least a 20-year time horizon, even though it should be reviewed at least every 10 years and updated as conditions in the town change. By taking this long view, Ticonderoga will be able to pursue strategies that over time will achieve its vision.

E. Reading the Plan

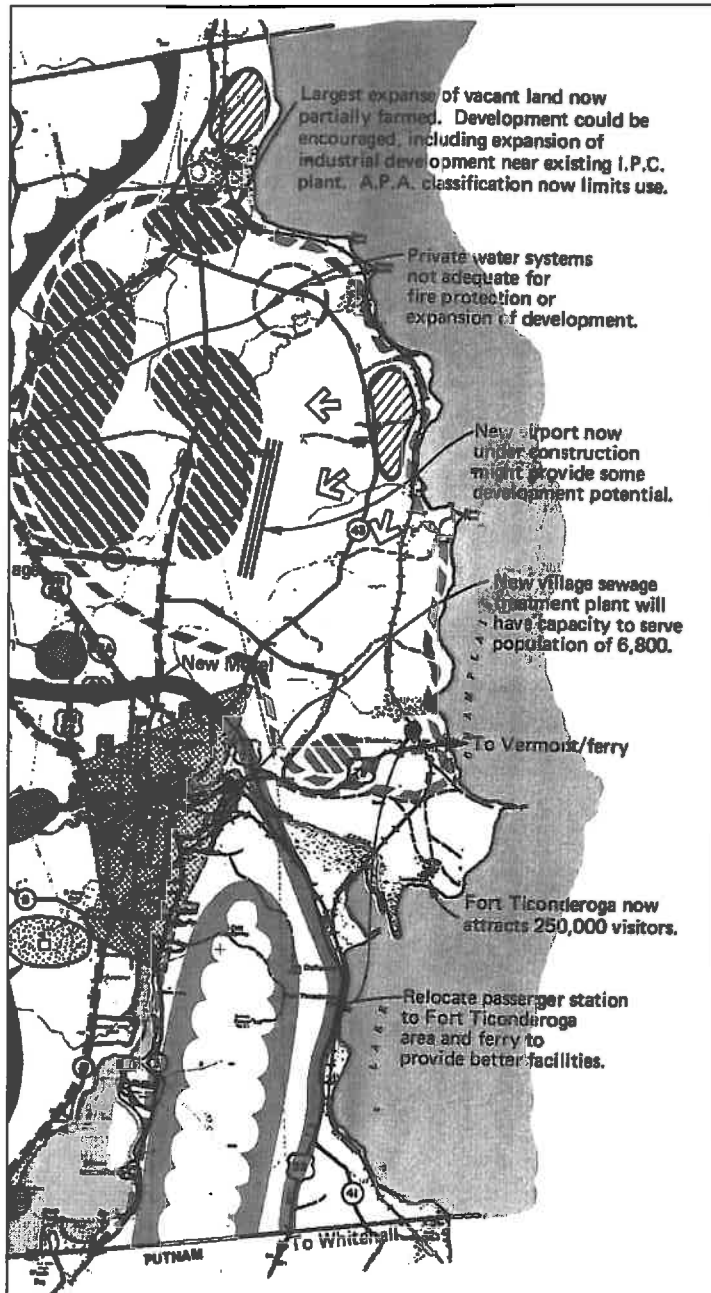
This plan is divided into three sections – Ticonderoga Yesterday, Ticonderoga Today and Ticonderoga Tomorrow. Ticonderoga Yesterday presents a brief history of the town and its development that provides the context for the remainder of the plan. Ticonderoga Today is an inventory of current conditions in the town with analysis of issues affecting the community. Ticonderoga Tomorrow outlines a vision for the town, goals to strive for and objectives that will move the community towards its desired future.



Some of the downtown problems and opportunities identified in the 1977 Plan have been addressed, while others remain relevant today.

1. Generic Environmental Impact Statement

A Generic Environmental Impact Statement (GEIS) for this plan was prepared by the firm of FitzGerald Morris Baker Firth, P.C. The GEIS meets the requirements of the State Environmental Quality Review Act and examines some of the environmental concerns posed by this plan. The GEIS (under separate cover) is incorporated into this Comprehensive Plan by reference.



Planning issues raised in the 1977 Plan.

2. Terminology

The word 'hamlet' in this plan refers to the geographic area classified as such by the Adirondack Park Agency. 'Village' refers to the area that comprised the former Village of Ticonderoga. 'Downtown' refers to the length of Montcalm Street between the monument and Bicentennial Park and the commercial blocks on intersecting streets. The map on page 91 of this plan illustrates how these boundaries relate to one another.

F. Acknowledgements

This revision to Ticonderoga's Comprehensive Plan could not have been possible without the diligent efforts of the Comprehensive Planning Committee. This plan was funded largely through a grant from the James E. Gibbons Educational Fund of the Counselors of Real Estate, which was obtained mainly through the efforts of Edwin "Brick" Howe. Grant monies were supplemented with town funds.

In addition to committee members, numerous town and county officials, residents, local business people and others contributed their time and expertise to the planning process. The committee would like to acknowledge all who participated or assisted in the development of this plan. Special thanks go to Supervisor Robert Dedrick, Ticonderoga School District Superintendent John MacDonald, Lisa Simpson of Fort Ticonderoga, William Dolback of the Ticonderoga Historical Society, and Lohr McKinstry of the Press Republican who provided most of the photos included in this plan.



2. TICONDEROGA YESTERDAY

A. Pre-Colonial History

The Lake Champlain Valley has had a long history of human habitation. Archeological evidence suggests that aboriginal people moved into the valley as the ice of the last glaciation receded, some 12,000 years ago.

The earliest archeological evidence of a human presence in Ticonderoga dates to around 8000 B.C. on Fort Ticonderoga property along Lake Champlain. The shoreline would have provided a seasonal camp for hunting and gathering people as they took advantage of the rich food sources from the lake and nearby wetlands. Additional archeological evidence shows that Native American agriculturists were planting crops on the Ticonderoga peninsula by 1000 B.C.

The region's native cultures emerged into recorded history as two separate nations: Abenaki and Iroquois. Their territory met in the Champlain Valley, which both used as a travel route through northeast North America. In the post-contact period of conflict, they allied with Europeans to further their own territorial interests; the Abenaki siding with the French and the Iroquois allying with the British.

B. 1609 to 1777

Ticonderoga, due to its location between Lake Champlain and Lake George, played a role in many of the critical events that occurred during the era of European exploration and colonization of the North American continent and shaped the formation of our nation.

1. Exploration

In 1609, Samuel de Champlain and a contingent of 11 Frenchmen, a small body of Montagnais Indians and 200 to 300 Huron Indians left Quebec on an expedition to the south. Traveling by canoe, the party reached a great lake, which Champlain named after himself. While ashore at Ticonderoga on July 29, 1609, Champlain fired the first deadly shots at a group of Iroquois in what would be 150 years of conflict.

From this point until 1755, little settlement occurred in the region. War parties, traders and explorers continued to traverse the lake, but no settlements were established. By the 1750s, English colonists had settled as far north as the southern tip of Lake George, which was protected by Fort William Henry. The French had claimed much of the northern territory and established their southern stronghold at Crown Point, where they built Fort St. Frederic. Both France and Great Britain claimed the tract of land between the two strongholds.

2. Key to the Continent

In 1755, Michel Chartier (later to become Marquis de Lotbiniere), under instruction from Marquis de Vaudreuil, the Governor General of New France, ventured south from Crown Point to select a site for a

new southern stronghold and fort. In October 1755, Chartier began clearing a site where Lake Champlain narrowed. This choke-point between Lake Champlain and Lake George could be used to control the major north-south inland water “highway” of the 18th century. Due to this strategic location Ticonderoga and its fort became the “key to the continent” as the superpowers of the 18th century, the French and the British, contested for empire in North America.

During the height of construction, Chartier employed around 2,000 men from the Crown Point garrison. The structure was first named Fort Vaudreuil, but was later renamed Fort Carillon in reference to the bell-like sounds of the nearby LaChute falls. The first recorded use of the LaChute River’s 200-foot drop between Lake George and Lake Champlain for industrial purposes occurred during the construction of the fort. Upon completion of clearing the site of the new French stronghold in 1756, Chartier built a sawmill on the lower falls of the river. The mill produced all the lumber for the initial construction of the fort, much of which was later replaced with stone construction.

On July 8, 1758 the fort was successfully defended by French forces under the command of the Marquis de Montcalm despite overwhelming British forces led by General James Abercromby. This was France’s greatest victory in the Seven Years’ War and a humiliating and devastating defeat for the British. The following year, the British did defeat the French at Fort Carillon under General Jeffrey Amherst. In 1759, English troops advanced north from Fort William Henry and captured Fort Carillon. They renamed the fort “Ticonderoga,” a derivation of an Indian word that is thought to mean “Land Between the Waters.”

At the outset of the American Revolution, just a half-company of British soldiers manned the fort. On May 10, 1775, Ethan Allen, Benedict Arnold and the Green Mountain Boys crossed Lake Champlain from Vermont under cover of darkness. At dawn they surprised the sleeping garrison and overwhelmed them, making Fort Ticonderoga America’s first victory of the Revolutionary War.



Canon atop the walls of Fort Ticonderoga.

From then until July 1777, Fort Ticonderoga served as an important staging area for the American army while invading Canada, outfitting America’s first navy, fortifying Mount Independence in Vermont, and building extensive defensive works within a 10-mile radius.

In addition, vessels for America’s first navy were rigged and fitted out in Ticonderoga. This fleet, under the command of Benedict Arnold, fought the Battle of Valcour Island on Lake Champlain in 1776. Although the American fleet was utterly defeated, the fight stalled the British on their march south.

In July 1777, the British commander, General Burgoyne, managed to place cannon on Mount Defiance and forced Fort Ticonderoga’s

American garrison commanded by General Arthur St. Clair to evacuate the fort on July 6. One more attempt by the Americans to retake the Fort failed in September 1777. This was the last major military action to take place at Ticonderoga.

C. 1780s to 1860s

When a community plans for its future, it should begin by examining its history in order to understand how it developed and arrived at its current condition.

1. The Town Develops

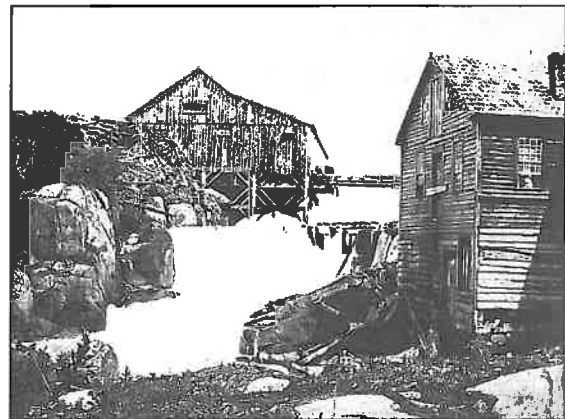
At the close of the Seven Years' War, permanent settlements were established in the Champlain Valley. In 1764, King George III offered land grants on both sides of the lake to former British officers and soldiers. Three of these grants composed a large part of what is now the inhabited part of the Town of Ticonderoga. An early settler of this newly opened territory was Samuel Deall. In 1771, Deall constructed a sawmill and gristmill on the LaChute River at the lower falls opposite Chartier's sawmill. The Deall mills would become the center of a series of mills and hydro-powered industries that by the early-18th century would grow to encompass nearly all the land fronting on the river.

After the Revolutionary War, the Ticonderoga area, which had been settled by loyalist soldiers, was deserted. In the years, immediately after the hostilities, Ticonderoga was resettled by several pioneer families, many of whom still have descendants in the area. This second round of settlers quickly took advantage of waterpower from the LaChute, establishing grist, saw and woolen mills, iron forges and tanneries. As a result of this industrial development, several distinct settlements developed by the first decade of the 19th century in Ticonderoga. The largest two formed around the Upper and Lower Falls and compose most of the present hamlet.

The earliest, Alexandria or the upper village, was located around the Upper Falls of the river. With the building of a bridge above the Upper Falls in 1807, Alexandria flourished as Ticonderoga's industrial and commercial center. The portage connecting Lake George with the navigable water below the Lower Falls also linked Alexandria to the lower village. By 1860 Alexandria, the upper village, contained 40 houses. The lower village, with a population of 325, had surpassed Alexandria in importance by that date, becoming the town's economic center.

2. Early Industrial Activity

Though the Champlain Valley was primarily agricultural in the early-1800s, Ticonderoga was markedly industrial because of its



19th-century mills along the LaChute River.

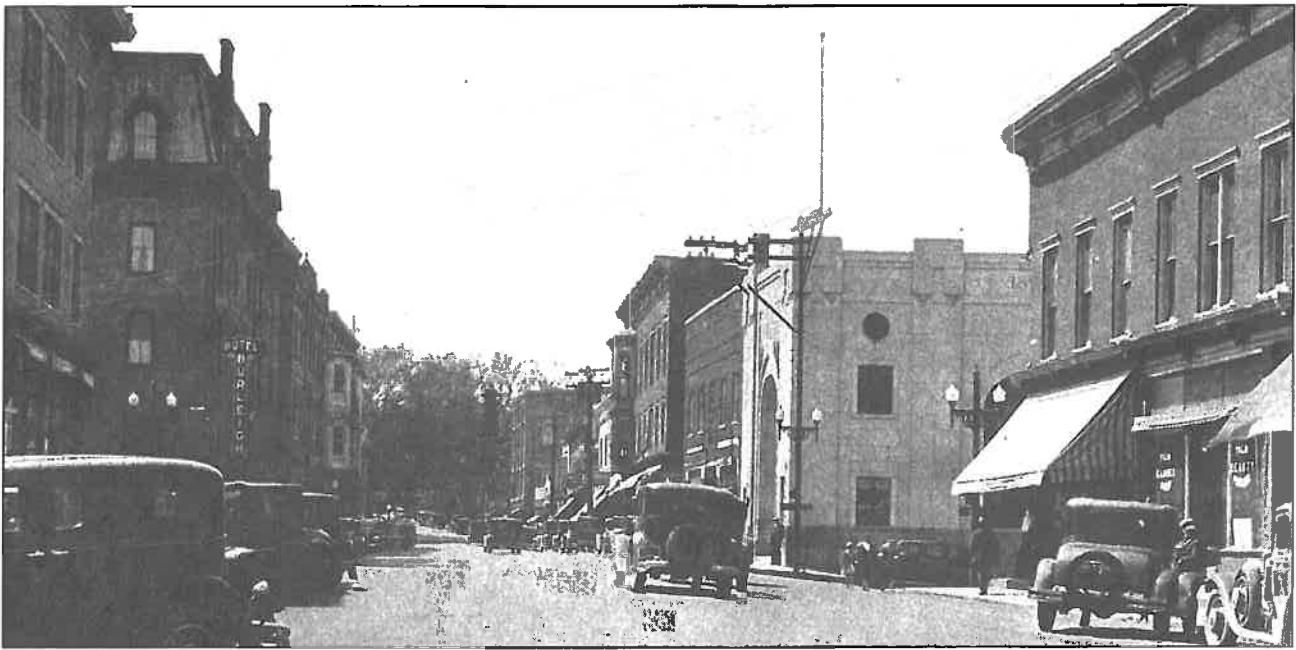
access to waterpower. By 1850, there were 25 sawmills in full operation on the LaChute River in Ticonderoga. In addition to the major mill sites on the LaChute, an additional 40 smaller mills were in operation on the river's tributaries.

Industrial development in the Lower Village gained momentum after 1810. In the first 20 years of the 19th century, most lumber shipped from Ticonderoga went north to Canadian markets. When the Champlain Canal opened in 1823, Ticonderoga's lumber, boat building and shipping industries boomed with access to the great industrial centers to the south, including Albany, Troy and New York City. A large basin at the foot of the Lower Falls was used for building canal boats. Both lumber and boat building continued as important local industries until the mid-1850s.

Another significant industry during the first half of the 19th century was iron. Ore came from beds in the nearby communities of Moriah and Crown Point. Though some iron ore was mined in Ticonderoga, it was of poor quality. Many locally consumed iron products were produced in Ticonderoga forges. The boat building industry was particularly dependent on iron manufacturers and skilled blacksmiths for parts including special stoves made for use on canal boats. The first forge was established at the Upper Falls in 1800 and the second forge was constructed three years later. Throughout the early-19th century numerous forging operations were established, most only lasting a few years due to high cost of ore and transportation. In 1832, John Porter and Son built a "pocket" furnace at the Lower Falls, but this proved unprofitable. In 1840, the firm constructed a "cupola" furnace, which proved more successful. The business was destroyed by fire in 1851. It was rebuilt the same year and continued to operate throughout the 19th century.



A view of the Lower LaChute Falls from Bicentennial Park.



Looking west up Montcalm Street, c. 1930, from just east of the Champlain Avenue/Tower Street intersection. Of the four corner structures, only the bank building remains standing today.

From 1825 until 1850, agriculture, lumber, iron and boat building were the most important sectors of Ticonderoga's economy. Other smaller operations included the processing and manufacture of wool, the production of wooden utensils, packaging, furniture and tanning.

Another early industry that evolved around the hydropower of the LaChute River and continued into the 20th century was the production and refinement of graphite. The ore was first discovered and mined in the Chilson area of Ticonderoga in the second decade of the 19th century. More than 30 tons were removed in 1860 alone. At first, graphite was generally used for polishing the iron stoves that were beginning to replace fireplaces at that time. In the 1830s, the market for graphite was greatly increased as it began to be used to line the crucibles used in steel making. In 1833, local entrepreneur, Guy C. Baldwin, obtained a patent for the first solid graphite pencils, the predecessor of today's Ticonderoga Pencil. The graphite industry remained an important part of the town's commercial development into the 20th century, with the American Graphite Company, which operated from 1868 to 1968. Dixon's "Ticonderoga" brand pencils are still sold, but the graphite no longer originates in Ticonderoga.

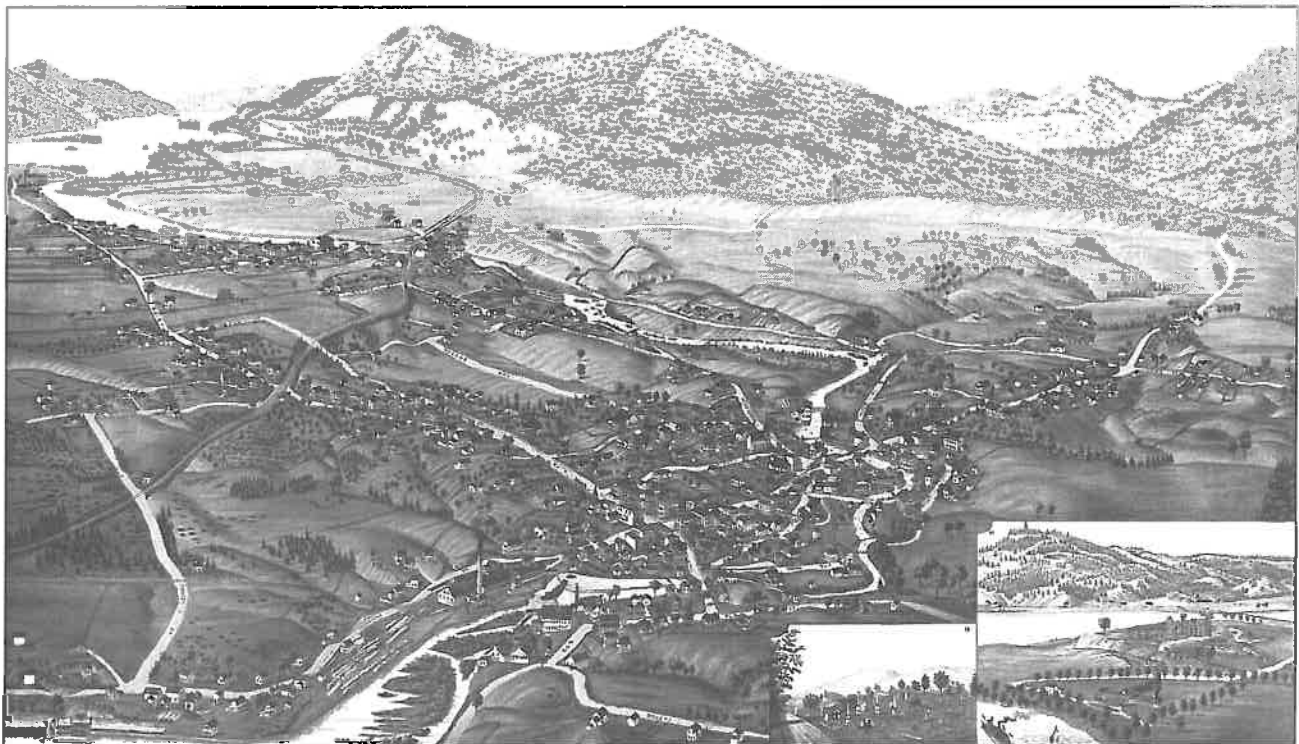
There are few structures in town remaining from first half of the 19th century. Several fires, the most devastating occurring in 1875, destroyed many pre-1850 buildings in Ticonderoga's downtown blocks. Those that survived the fires have been significantly altered, losing their original architectural character. One mill structure associated with this post-fire period remains on its original site on Montcalm Street – the Silas B. Moore Grist Mill, c. 1879. The mill represents the only example of commercial architecture from the third quarter of the 19th century. The Quinn House, an intact 19th century two-family workers'

residence, is located across the street from the gristmill. Mill owners frequently built housing for their employees in Ticonderoga. With access to the Champlain Canal, Ticonderoga's industries grew rapidly during the Civil War when large quantities of iron, wool, clothing and food were needed.

3. Water Transportation and the Canal System

Lake Champlain, once a transportation route for Native Americans and European soldiers, became by the early-1800s a corridor of commerce. Once the battles for control of the country subsided, visionary minds anticipated the boost to commerce that an improved waterway could provide. Elkhannah Watson toured New York State in 1791, recording routes suitable for canals like those he had seen in England. He shared his journals with New York State Senator, General Philip Schuyler. Together, the two men succeeded in shaping a bill that established two canal companies. Tight budgets and the War of 1812 delayed construction for almost 20 years, but by the mid-1820s, goods could travel by boat east-west along the Erie Canal and north up to Lake Champlain on the Champlain Canal. Cheap transportation made New York City into a commercial capital and supported the development of small towns like Ticonderoga all along the waterway.

Ticonderoga with its prime location and access to raw materials became a center for the construction of canal boats. Vessel enrollment records indicate that around 275 boats were built in Ticonderoga between 1840 and 1890. Two local brothers, Brackett and Henry G. Burleigh, operated a prosperous transit business on the Champlain canal route. The Burleighs owned a fleet of canal boats that were responsible for much of the trade between New York City, Montreal and Philadelphia. The H.G. Burleigh home, built in 1894, is one of Ticonderoga's more striking residences.



The 1884 Burleigh Bird's Eye Map of Ticonderoga.

D. 1870s to 1970s

The Ticonderoga of today has been directly affected by events that occurred in the era between the Civil War and the mid-1900s. The town's main industry, pulp and paper, developed during this period. Most of its civic institutions, residential neighborhoods, and downtown commercial blocks came into being during this time.

1. The Paper Industry

During a 20-year boom period from 1870 to 1890, Ticonderoga witnessed the third and final phase of industrial development on banks of the LaChute River. At this point, the saw and grist mill industries had all but vanished and the iron industry, which had never achieved true success, was also waning. The development of the railroad line into Ticonderoga had displaced the canal boat industry, while the graphite industry was just beginning to grow. It was at this critical point in Ticonderoga's development that a new industry emerged. The industry that would soon dominate the LaChute River and the community of Ticonderoga was the burgeoning pulp and paper industry. Three events in the 1860s abetted the establishment of the pulp and paper industry in the hamlet: a process for converting wood pulp to paper was invented in Maine; the land holdings of an early Ticonderoga settler, which included much of the water rights to the river, were placed on the market; and export quality lumber had been depleted.

In 1878 local industrialist, Clayton Delano, organized the Ticonderoga Pulp Company, the first business of its kind in the town. At this time, the company purchased extensive water rights and produced ground wood pulp by mechanical means. Raw materials for the process were abundant in the region, as second growth forests of fast growing poplar had quickly replaced the virgin timber that had been cleared by the earlier lumbering industry. Delano's venture proved both successful and profitable. In 1882, he reorganized the company and renamed it the Ticonderoga Pulp and Paper Company. The company grew at a tremendous rate. In 1884, a new mill facility was constructed and the production of high-grade paper was started. In 1888, Delano's company erected a business office at the foot of Montcalm Street. Now the Heritage Museum, that brick building is one of the few remnants of what grew to be the largest industry in downtown Ticonderoga. International Paper purchased the company in 1925 and operated the 1884 mill until 1970, when a new facility was constructed outside the hamlet and the downtown structures associated with the mill were demolished.



A view of IP's downtown mill, c. 1970.



Historic homes along Lake George Avenue.

the Glens Falls Pulp Company. Another associated industry to evolve at this time was the Blank Book (locally referred to as the Pad) Factory. S. B. Remington constructed the building in 1893 for the production of blank paper books. The Pad Factory is another structure associated with the paper industry remaining in the hamlet. The building is representative of the types of buildings that would have dominated the river corridor in the late-19th century.

The most prominent example of a masonry mill building was the Island Mill facility constructed by International Paper in 1891. The massive structure dominated the northern end of Champlain Avenue (then Main Street) and was highlighted by a crenellated clock tower. The Island Mill remained an area landmark until its demolition by the company in 1960. Like the Island Mill, older mills were often taken down and replaced with new structures as advances in the paper industry necessitated updated facilities. Some of the older buildings were modified for new industries or other uses. While a few 19th-century mills were demolished when International Paper left downtown, most of the industrial buildings that were torn down were of more recent construction.

2. The Village

As Ticonderoga's numerous small industries were being merged under a single parent company, the various small communities that lined the LaChute had also been combined. In 1889, the Lower Falls area formed the incorporated Village of Ticonderoga. Thirty-six years later, in 1925, the unincorporated Upper Falls area and Weedville filed for annexation by the village. In 1925, what had evolved as independent and competitive communities allied with their respective competitive industries merged to create a single entity.

Though there are no mills left in the hamlet to indicate the importance of the paper manufacturing industry during the 20th century, there are two districts of housing built by Ticonderoga Pulp and Paper between 1919 and 1923 for its staff and management. These neighborhoods are now recognized as the Lake George Avenue Historic District and the Amherst Avenue Historic District. Construction of the first dozen homes began on Lake George Avenue in 1919 on lots across the street from the home of Clayton Delano, who

Clayton Delano remained one of the community's most respected citizens throughout the 19th century. He served as the town supervisor, served in the New York State Assembly and was the first mayor of the Village of Ticonderoga. The Delano Residence on Father Joques Place, built in 1857 and remodeled in 1890, reflects his affluence and prominence.

By 1890, numerous small businesses had developed around the paper industry along the LaChute. Several pulp mills were built including the Lake George Pulp and Paper Company and

had recently resigned from his position as company president. The shingle and clapboard houses have Bungalow style features such as exposed rafter ends, large dormers and knee braces. Unlike the Lake George Avenue district, the Amherst Avenue district features several styles of residential architecture associated with the early 20th century.

Downtown Ticonderoga continued as an active commercial center with major hotels serving visitors, many of whom arrived at the 1913 Delaware and Hudson Railroad Passenger Depot in the heart of the hamlet. The intersection of Champlain Avenue and Montcalm Street was called the Four Corners, as it was the center of activity in the downtown. (Ironically, that name now refers to the intersection of Routes 9N, 22 and 74, which is rising to become the town's commercial center while its traditional downtown commercial blocks are in decline.) Here stood four impressive buildings: the four-story, Burleigh House (which burned June 1, 1953), the bank block and the Drake and Atchinson blocks (both demolished in the 1960s). Today, two of the corner sites contain undistinguished modern buildings and one is a vacant lot. Only the bank block illustrates the quality and scale of architecture that once marked the original Four Corners and established it as the center of the town.

3. Tourism

By the turn of the 20th century, regional tourism was on the rise, as wealthy city residents spent their summers on Lake George or Lake Champlain at elegant summer resorts. To serve summer vacationers, luxury steamers picked up passengers in Plattsburgh from the Montreal train and took them to Ticonderoga to connect with the train to Lake George and then with a steamer to Lake George Village to catch the train to Albany. By the late-1920s, automobiles and improved roads ended the era of the summer hotels and graceful lake steamers. Tourist cabins and motels served the needs and budget of the average middle class American family, which with its own mode of transportation could now afford a summer vacation.



Huber's Fort Ti Park Hotel and race track operated in the late-1800s near the Ferry Landing.



The East Flank of Fort Ticonderoga.

symbol of national culture and unity. In the 1930s, many street names were changed to the names of figures connected with Ticonderoga's military past.

The increase in tourism to the region in the early-20th century stimulated the preservation and reconstruction of some of the elements of Ticonderoga's military past including Fort Ticonderoga, a blockhouse on Mount Hope and a road to the summit of Mount Defiance. The image created by the town's new awareness of its colonial heritage infiltrated many aspects of the community. Most of the public structures built in the hamlet at this time were constructed in the Colonial Revival style, which had come to national recognition through the restoration efforts at Colonial Williamsburg in Virginia. By the late 1920s, the style had evolved into a

4. Railroads

Railroad transportation did not come to Ticonderoga until the 1870s and thereafter the demand for canal boats declined. Construction of a rail line on the western shore of Lake Champlain did not proceed smoothly or quickly. The Whitehall and Plattsburgh Railroad Company began surveys for a section of line between Port Henry and Ticonderoga. Trains began operating between Ticonderoga and Port Henry in 1872. In 1873, Delaware and Hudson purchased holdings from several companies operating track along the shore and merged them into the newly incorporated New York and Canada Railroad Company. The company pushed their project forward and constructed track south from Ticonderoga to Whitehall. The line from Whitehall to Port Henry was opened in November 1874.

In Ticonderoga, the Baldwin Branch was constructed in 1874 between Baldwin's Landing (Baldwin Dock) on Lake George and Montcalm Landing on Lake Champlain. It was built upon and followed the old Baldwin stage route that had been used for years to link Lake Champlain and Lake George. Passengers and tourists had their choice of making the trip either way between Ticonderoga and Plattsburgh by rail or by steam with tickets interchangeable.

As commercial and industrial activities in downtown Ticonderoga expanded in the 1890s, rail spurs were built to serve them. The first Ticonderoga passenger depot was built around 1891. In August 1898, a notice appeared in the Ticonderoga Sentinel stating, "There is talk of having an entertainment to raise money to improve the 'excuse for a depot.' It is a disgrace and should be looked after by the railway company." The work of improving the Ticonderoga rail station did not commence until 1913 and the new building began operation in 1914. That building, still existing in downtown Ticonderoga across from the post office,

served travelers into the 1950s, when passenger rail service into downtown ceased. Delaware and Hudson continued to use it as a freight office into the 1970s. The building, now known as the Evelyn C. Burleigh Center, has recently been bought by Mountain Lakes Services for use as a day treatment facility.

Freight traffic into downtown Ticonderoga slowed from the 1930s through the 1970s and it officially ceased in 1981 when the rails were removed, although the most of the beds are still owned by the railroad.

5. Community Facilities and Infrastructure

Churches

During the prosperity of the mid- to late-19th century, Ticonderoga's ecclesiastical movements also thrived as a result of new wealth. It was during the period from 1870 to 1890, four of the town's major churches were built. During that period the Baptist, Congregational, Episcopal, Methodist and Roman Catholic congregations all constructed new buildings to replace earlier church structures. All five buildings were typical of the Gothic Revival style, characterized by soaring spires, steep tall, narrow gable fronts, and pointed arched window and door openings, creating a strong sense of verticality. The Methodist Church, located on Montcalm Street, was demolished in 1966 after a new church was built on Wicker Street. The Congregational Church was demolished in 2000, while the others remain in use as houses of worship.

Schools and Libraries

Ticonderoga began focusing more attention on civic and cultural improvements in the early 20th-century. The need for a new library to replace the first one, located in the basement of a downtown commercial block, prompted local government officials to seek funds from Andrew Carnegie's public library program. In 1926, the Town of Ticonderoga built the Black Watch Memorial Library.

Schools were also constructed around the turn of the 20th century to accommodate the rise in enrollment brought about by the state's Compulsory Education Law of 1896. These schools included Alexandria (1896), Weedville (1901), Central School (1906). The Central School was built on the site of an earlier Academy built in 1858. Only the Alexandria School building remains standing, although it is no longer used for educational purposes. Ticonderoga High School opened in January 1930, but succumbed to fire in March 1933, resulting in the rebuilt structure that continues to serve local students.



Ticonderoga's Civic Center, the former Central School, as it was being torn down in 2001.



The Valley View Cemetery Chapel completed in 1901.

Horace Moses

Horace Moses, a philanthropist of native descent, felt that Ticonderoga should capitalize on its history, particularly its role in effecting American Independence. Moses left Ticonderoga at an early age to work in the paper industry in Massachusetts, where he later made his fortune as the founder of the Strathmore Paper Company. To promote the town's heritage, Moses gave the community several substantial gifts. Sculptor Charles Keck was commissioned in 1924 by Moses to create the Liberty Monument in commemoration of several groups associated with the town's military past.

In 1925, Moses offered to construct a permanent home for the New York State Historical Society Association in Ticonderoga. It was Moses' hope to establish Ticonderoga as a regional center for New York history. The Association accepted his offer and he commissioned Springfield, Massachusetts architect M.H. Westhoff to execute an exact replica of John Hancock's house, which had stood on Beacon Hill in Boston. The Hancock House represents one of the finest examples of the Colonial Revival aesthetic in Ticonderoga and remained the home of the New York Historical Society Association until 1975. It is now the home of the Ticonderoga Historical Society and remains a museum.

In keeping with the colonial theme, Moses commissioned Westhoff to design the Community Building in 1927, which is an excellent example of the Georgian Revival style. Westhoff was also the architect for the original Moses Ludington Hospital.

The influence of the Colonial Revival movement in Ticonderoga is further evidenced by the Ticonderoga High School, built in 1930, and designed by the New York architectural firm of Tooker and Marsh. Local craftsman also incorporated Colonial Revival stylistic features into many vernacular buildings, such as the 1905 American Legion (originally Odd Fellows) building and many residences constructed in the early-20th century.

E. Outside the Hamlet

Much of the history presented above focuses on the hamlet, where most of the town's industrial activity was focused and population resided. Outside the hamlet, however, were the resources upon which much of the town's economy was based. Agriculture shaped the landscape of the Champlain and Lord Howe valleys. Logging once cleared much of the town's mountainous terrain of its virgin forests. Smaller settlements focused around farming and forestry developed.

1. Agriculture

As settlement began in earnest after the Revolutionary War, land was cleared for fields and pastures. The terrain, soil and climate of the Champlain and Lord Howe valleys made these lands valued for their agricultural potential, although plenty of the town's less hospitable land was also farmed. As early farming families worked their way out of subsistence farming, Merino sheep became the most lucrative product for the region in the first half of the 19th century. Apple orchards were planted and crops including wheat, oats and rye were harvested. Ticonderoga also became known for its trotting horses, bred of Morgan stock.

As the profitability of raising sheep declined, the importance of the dairy industry increased. Butter and cheese were exported until "milk trains" made it possible to ship fluid milk south to urban markets. By the turn of the 20th century, the less productive upland farms were being abandoned and the town's agricultural economy slowly coalesced into the valleys where farmland remains in use today.

2. Forestry

Looking at the forested mountains of the western half of Ticonderoga today, it is hard to imagine the slopes were largely denuded of their timber less than 200 years ago. Ticonderoga's first product was lumber and in the early 1800s sawmills sprouted from the banks of nearly any stream that could produce power. Early settlers cleared land at a rapid pace and the resulting logs were floated to market via Lake Champlain and Lake George. Logging continued throughout the 19th century with timber being shipped by canal boat and then rail once the lines were built in Ticonderoga.

It was not until the turn of the 20th century and the emergence of the pulp and paper industry that "forestry" as we know it today came to Ticonderoga. International Paper bought much of the town's forestlands outside those areas acquired by the state. In 2006, International Paper sold their northeast landholdings, including approximately 7,600 acres of forest in Ticonderoga that are managed for timber production, to Lyme, Inc. of New Hampshire.



Log truck hauling wood destined for the IP Mill.

3. Streetroad

Streetroad formed in the early 1800s; its location likely due to the area's rich agricultural soils and access to waterpower from a small stream. Throughout the 19th century, it was a largely self-sufficient settlement with its own school, post office, church, general store, etc. In the early 20th century, this independence began to disappear as the town's schools centralized and the three miles between Streetroad and the village became a short trip by car. The settlement maintains much of its earlier character, however, and is recognizable as an identifiable neighborhood within the town.

4. Chilson

Chilson also developed in the early 1800s as a community based largely on logging and mining. In the 1860s, a number of French-Canadian and Irish families settled in Chilson. The logging camps and mines also drew more recent immigrants to the country. As with Streetroad, Chilson was largely self-sufficient into the early 20th century. Given the terrain and difficulty of traveling into the mountains until recent decades, Chilson has remained more isolated from Ticonderoga village and the valley parts of town. Chilson still operates its own fire department and has a community hall that regularly hosts public functions. Chilson is a more difficult community to define geographically as settlement occurred along transportation routes, wherever the terrain was hospitable enough for homes to be built.



A view of Streetroad from Route 9N/22.

F. Recent Events

Ticonderoga has experienced significant changes over the past three decades. Most of the issues the town is currently grappling with are a result of this recent history.

1. The Paper Industry and Downtown Ticonderoga

International Paper continued to expand and sustain the town's economy throughout the first half of the 20th century. In 1960, the landmark Island Mill was torn down and replaced with a much larger building whose massive form dominated the hamlet, extending nearly half the length of the downtown. A decade later, the company decided to build a new facility north of the hamlet. The demolition of International Paper's downtown mill complex in the early-1970s drastically changed the appearance and air quality of the downtown, making the Lower Falls and the LaChute River corridor accessible to the public. However, with the loss of taxes in the village and business for downtown stores and restaurants, the commercial district went into an economic decline for the next decade causing businesses to leave and the main street to deteriorate. Since the early 1980s, the LaChute River has once again become the focus of development, although of a different sort. In 1987, two hydroelectric plants were constructed on the river. The former industrial property along the river and behind Montcalm Street is being transformed into a recreational and tourism resource for the community. There is renewed interest in rehabilitating downtown buildings and improving the visual character of the hamlet.

2. Local Government

At the end of 1993, the Village of Ticonderoga dissolved as it was thought that the additional layer of government was an unnecessary expense to the taxpayers. While the combining of services may have increased efficiency and over long-term may save money, the dissolution has likely contributed to the difficulties the community has experienced in revitalizing its downtown. It was easier for the village government to focus its attention on the downtown and there is some evidence that the revitalization efforts that had been underway for more than a decade began to fall apart in the mid-1990s. However, the past several years have seen that trend reversing, as once again revitalization has become a focus of both community leaders and town officials.

3. Regulatory Changes and Development Trends

The 1970s saw changes on the federal and state level that would significantly impact Ticonderoga's development pattern and character. First, federal environmental legislation resulted in significant improvements in water quality in Lake Champlain, the LaChute River and the town's other water bodies.

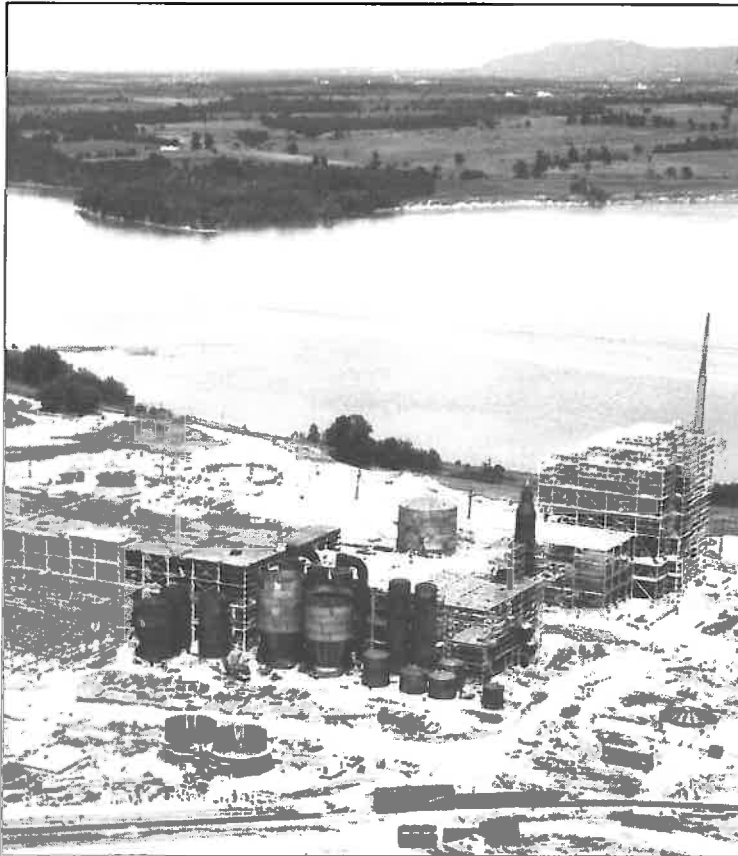
The creation of the Adirondack Park Agency and adoption of its Land Use Management Plan altered development trends in Ticonderoga and throughout the Park. Most of Ticonderoga's land in the Champlain

Valley, some of the “easiest” land to develop in town, was placed in the lowest density Resource Management category. This, in combination with land purchases by International Paper and the Fort, has slowed the conversion of farmland and maintained the rural character of the valley.

After the completion of the bypass in 1968 and the relocation of the mill, Ticonderoga’s commercial center began to shift from the downtown blocks to the “Four Corners” intersection of Routes 22, 74 and 9N. The post-World War II building boom of the 1950s resulted in much of the open land within the hamlet being developed into residential neighborhoods.

4. Rising Importance of Tourism

While tourism has been part of Ticonderoga’s economy for more than a century, it is becoming increasingly important as the town’s manufacturing sector continues to decline. The town’s, and indeed the larger Adirondack, economy is slowly restructuring itself from natural resource-based industries to service-based tourism. This change is requiring communities to more carefully consider how they are viewed from the outside and the quality of experience they offer visitors.



IP's 'new mill' under construction around 1970.

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