

Town of Ticonderoga, Montcalm Street Streetscape & Gateway Enhancement Plan

CONTRACT NAME: Streetscape & Gateway Enhancement Plan

PROJECT FUNDING:



The Town of Ticonderoga's Streetscape and Gateway Enhancement Plan was funded by an award from the 2005 Quality Communities Grant Program, which is administered by the New York Department of State, Office of Coastal, Local Government, and Community Sustainability.

NYSDOS CONTRACT #: C059946

SUBMISSION: Final (03/30/09)

PREPARED BY:

ELAN
PLANNING & DESIGN, INC



Montcalm Street crossing the LaChute River

Potential Disqualifier

Product:

FULLY TRAINED

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INTRODUCTION TO THE MONTCALM STREET DOWNTOWN ENHANCEMENT PLAN

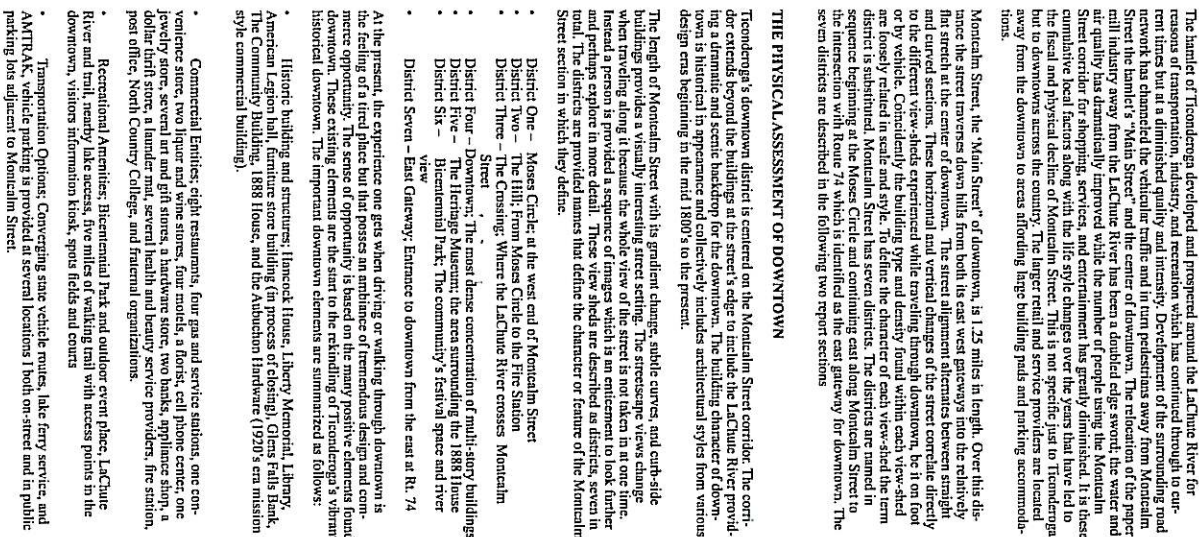
- **Project Kick-Off Meeting with the Project Committee to confirm the project scope, goals, and objectives.**

- Draft Streetscape Plan for street improvements was developed that expressed the physical development opportunities and enhancements consistent with the community vision. The plan was presented and reviewed with the Design Committee and public.

- **Final Streetscape Plan** was provided that is designed to achieve the most desired highest priority objectives for the streetscape enhancements. An implementation strategy is included that describes the specific actions and projects that must be taken to achieve the desired objectives. The actions are described in priority order that includes short and long term actions that must be taken to redevelop the area or achieve the desired changes.

The Town of Ticonderoga is located at the eastern edge of the Adirondack Mountains and New York's State at the border with the State of Vermont. The Town lies between two of New York's most notable water bodies: to the south is Lake George's northern terminus and to the west is the south shore of Lake Champlain. The Lake Erie Ferry crosses through the downstream Ticonderoga and connects these two lakes. It is these water elements and the connecting land from that gave rise to Ticonderoga as both an accessible travel route and as an energy source for water powered industry.

The population of the Town is approximately 5,200 residents situated in five population centers that cover 88 square miles. The Hamlet of Ticonderoga is the largest of these five centers and is the regional service location for the town and adjacent outlying communities. Primary vehicle routes that converge near the Ticonderoga hamlet center include New York routes 9N, 22, and 74. The Town hosts an AMTRAK train stop that connects New York City to Montreal and points in between. Seasonal ferry service is provided between New York and Vermont at Ticonderoga.



seven districts are described in the following two report sections

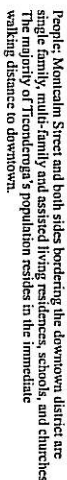
The length of Memorial Street with its gradient change, able curves, and curb-side buildings provides a visually interesting street setting. The streetscape views change frequently as the street winds through the town. The streetscape is visually interesting because it provides a sequence of features which is an entitlement to look further and perhaps explore in more detail. These view sheds are described as districts, seen in total. The districts are provided names that define the character or feature of the Memorial street section in which they define.

- District One – Moses Circle, at the west end of Mountaint Street
- District Two – The Hill, from Moses Circle to the Fifth Station
- District Three – The Crossing, where the LeChêne river crosses Mountaint Street
- District Four – The Crossing, where the LeChêne river crosses Mountaint Street
- District Five – The Heritage Museum; the area surrounding the 1888 House
- District Six – Bicentennial Park, The community's festival space and river view
- District Seven – East Gateway, Entrance to downtown from the east at Rt. 74

At the present, the experience one gets when driving or walking through downtown is the feeling of a tired place but that possesses an ambience of tremendous design and commerce opportunity. The sense of opportunity is based on the many positive elements found downtown. These existing elements are the start to the rekindling of Triadtopia's vibrant historical downtown. The important downtown elements are summarized as follows:

- **American Legion** hall, furniture store building (in process of closing), Great Falls Bank, The Community Building, 1888 House, and the Abbotson Hardware (1920's era mission style commercial building).
- **Commercial Entities**, eight restaurants, four gas and service stations, one convenience store, two liquor and wine stores, four motels, a florist, cell phone center, one jewelry store, several art and fine stores, hardware store, two banks, appliance shop, a dollar thrift store, a landlubber mall, several health and beauty service providers, fire station, post office, North County College, and fraternal organizations.

- **Transportation Options:** Converging state vehicle routes, lake ferry service, and AMTRAK, vehicle parking is provided at several locations I both on-street and in public parking lots adjacent to Monicahn Street.



- **Pedestrian Designated Routes:** Sidewalks, like both sides of Mountain Street, beginning at the Moses Circle and stopping at the 1888 House, the Elcomental Park, several walking routes. Designated crosswalks are limited or are in poor condition.
- **Downtown Amenities:** The downtown district has a mixed style of light standards that are mounted on design coordinated poles or ornate wooden utility poles. The fixture design is appropriate for use throughout the downtown district when placed atop its own decorative pole.

Street trees are located along Montcalm Street in areas where turf grass strips are located. The street tree program is suggested to continue throughout the length of Montcalm Street.

driveways and businesses. Street lighting is a mix of cobra head style fixtures and post-mounted period style light standards. The period style fixture installation is limited and not consistent in placement.

The first station parcel is large with the building set back from the street and an expansive asphalt paved parking area located at the front of the station. A sloping green strip with smaller ornamental trees separates the sidewalk from the parking lot.

The approach deviates from the west as Moses Gate is extremely positive, organized and inviting. The elements of Moses Gate contribute to this overall floor experience. The bronze liberty monument at the center of the round-about flanked by the Hancock House and a backdrop of green lawns of the hospital will compose an elegant entrance to downtown at Montclair Street. The composition of the south side of the round-about is unbalanced with the Hancock House and green lawn. The scale and placement of the structures located here, the information that, the house, and vacant lot, require more emphasis to visually balance the outside edge of the round-about.

Moses Circle is a place of entry and movement, but it has features that inhibit this flow such as the mail drive and an unclear access point to the visitor information building. Missing from the circle are accommodations for pedestrians to traffic crossings, a welcome sign to downtown, and seasonal floral color.

THE MILL

The fire station parcel is large with the building set back from the street and an expansive asphalt paved parking area located at the front of the station. A sloping green strip with smaller ornamental trees separates the sidewalk from the parking lot.

TILE CROSSING

District Three, the "The Crossings" is viewed as the heart of downtown. This district begins at the intersection of Wiley and Montclair Streets, crosses the LaChute River, and continues to Lake George Avenue. This area of downtown has numerous active features that include the river and bridge crossing, The LaChute River Trail, active businesses including a popular sandwich shop, the Lakes to Locks information panels and plaza, and access points to public parking which is a starting point for people coming downtown.

Fully highlighting this area as the heart of downtown is hampered by several factors that need to be improved. The limiting factors include: the inability to see and experience the LaCrosse River from the Monticaine Street bridge due to key on-street parking stall locations and a solid front bridge public rail; narrow off street parking in pedestrian areas; River trail access point, that is not well appointed, pedestrian crossings are poorly identified, access to public parking, that is not well signed and the entrance is not inviting, and pedestrian amenities such as benches, landscaping and area lighting do not exist or are inadequate.

THE DOWNTOWN

District Four is the section of Montcalm Street that has the densest concentration of buildings. The building heights range from one to four stories. This district is bounded by Lake George Avenue to the west and Champlain Avenue to the east.

Visible along this section of Monticalm Street are vacant stores that hamper a message of downtown vitality. The first floor uses for several of these buildings has changed from business enterprises to apartment/residential, which is not an appropriate first floor use in a business district. Over the years several downtown buildings have been lost due to fire and neglect creating empty lots. These open lots detract from the appearance and the continuity of downtown building facades that negatively affects the overall streetscape image.



Limited efforts are underway to improve the building facade appearance which is a key step to the revitalization of the downtown. The building facades are the most visible site element downtown and are a backdrop to all other design elements, thus their appearance is of paramount concern.

While the street with in this district appears narrow for a town "main street," a contributor to the character of the district by providing a human scale enclosure that is comfortable for pedestrians and assists in slowing vehicular traffic. The adjacent sidewalks on both sides of the street are narrow, possibly for a suburban community. Sidewalk paving consists of concrete paving which is a durable material for the long term use and maintenance of the district. The sidewalk width does not afford the opportunity to locate street trees in this district, but do to the narrowness of the street corridor trees could appear to clutter the space.

While the street width in this district appears narrow for a town "main street," it contributes to the character of the district by providing a human scale enclosure that is comfortable for pedestrians and assists in slowing vehicular traffic. The adjacent sidewalks on both sides of the street are narrow respectively, for a streetboxed or a streetboxed sidewalk consisting of concrete paving which is a durable material for the local climate. Subsequently, the sidewalks are not wide enough to provide a safe pedestrian crossing. The street is hazardous. The sidewalk width does not afford the opportunity to locate street trees in this district, but do to the narrowness of the street corridor trees could appear to clutter the space.

The installed street lights are a combination of cobra head and period style standards and fixtures. Utilizing both light standards may or may not be appropriate based on the desired lighting effect. The period style light standards do serve as unifying element for both day and night time conditions if correctly placed and can be accommodated in the existing narrow walkway width.

Public parking lots are located behind the buildings on the north side of Montecalm Street. The walkways that connect the parking lots to Montecalm Street are difficult to find, are not clearly defined, and are unpaved as are the parking lots making for difficult walking especially in inclement weather.

Pedestrian amenities located along Monticarm Street are nonexistent respective of benches, seasonal floral plantings, information kiosk, and trash receptacles.

THE HERITAGE MUSEUM

The fifth district is inclusive of the area immediately surrounding the Heritage Museum also known as the 1888 House. This district runs the length of the block from the Montcalm Street and Lake Champlain Avenue intersection to the 1888 House. This block contains a mix of uses that include a gas station, hardware store, community building, café, Elk's club, and the Heritage Museum. Based on these uses and the district's gateway location for downtown and the Bicentennial Park, this area is very active.

Adjacent to the hardware store is the site of a former building) now a vacant lot that is ideal for event parking associated with the park. The active hardware store has parking located across the front of the building. The café's ongoing style architecture provides a porch for outdoor summer dining. The Heritage Museum with its gabled roof and red brick facade artistically terminates the view along Montclair Street from downtown. The Community Building is place of activity with access to the building from Champlain Street.

The pedestrian accommodations in this district are limited. On the north side of Montana Street the sidewalk stops immediately before the hardware store parking. As pedestrians continue on they pass along the backside of vehicles which poses a safety concern for vehicles backing into pedestrians. Just the hardware store the walk begins again and leads to the 1888 House. The walkway on the south side of Montana Street concludes at the front of the Community Building. All crosswalks in this district require improvement. Most all walks require repair.

An ornamental tree clock is located at the front of the vacant lot in a location that is not visible. The street tree plantings in this area are limited and the trees that are planted are of a small ornamental size and do not provide a street canopy as would be desired for this location. Street lighting is limited to large pole mounted cobra style standards. The roadway in this area has an excessive amount of asphalt paving. The paved area directly in front of the 1888 House is designed as a parking area. It is wide enough that vehicles use this location for U-turns. This large expanse of asphalt paving is inappropriate as the front door entrance to the 1888 House.

The Bicentennial Park has a vehicle entrance adjacent to the 1888 House. This entrance is necessary to retain as it currently is the only way for larger equipment trucks to enter the park for event set up.



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THE EAST GATEWAY

The Route 74 by-pass road at the east terminus point of Montecahn Street has diverted much needed customers and activity away from downtown, but it has rerouted tractor trailer traffic away from this pedestrian centered district to the benefit of the street ambience. The Town owns the majority of the property at the northwest corner of the intersection. The other three properties bordering the corners of the intersection are privately owned.

The Town's parcel has installed upon it "Welcome to Ticonderoga" sign panel constructed of wood. The sign panel is exhibiting signs of old age. Also located on the parcel is a brochure information booth modeled after a lean-to and a vehicle pull-off area. The general view point expressed is that this site is under utilized in its potential to serve as a gateway to downtown.

THE PHYSICAL DOWNTOWN REVITALIZATION PLAN

The proposed *win-win*, Titondegara improvements represent both short and long term improvement efforts. Similarly, the proposed improvements identify "san of pain" projects to infill buildings with the approach being that not all improvements are expensive and costly but can be accomplished with a volunteer group of citizens. The present state of Titondegara's downtown is not unlike the downtowns of other communities across the state. New York, Titondegara separates themselves from the other communities by its history, its local vintage people, and its regional connection to other pieces of compelling qualities, and it was the people with the interest to make things happen for the betterment of the community. To this end, the following physical improvements are recommended for each of the seven districts of downtown Titondegara's Montclair Street.

DISCLAIMER
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collected by the Planning & Design, Inc.
for the purpose of providing a visual
representation of the project. It is not
intended to be used for any other purpose
without the express written consent of
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PROJECT
Town of
Ticonderoga
Montcalm Street,
Streetscape
& Gateway
Enhancements

DRAWING TITLE
OVERALL
PROJECT
SETTING



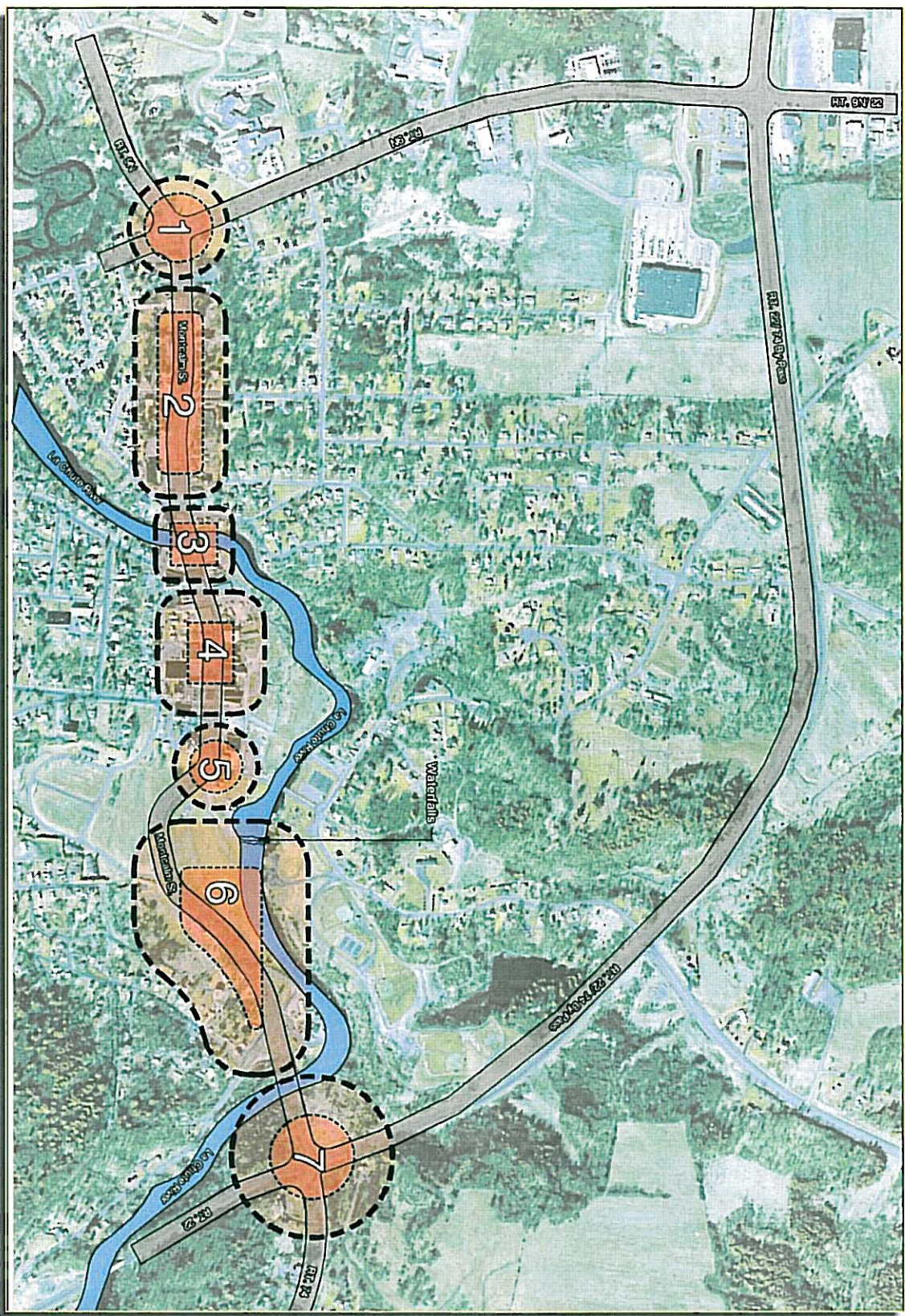
Drawing not to Scale

EXHIBIT ENCLOSURE
This map is a computer-generated aerial photograph of the Town of Ticonderoga, New York, showing the location of the Montcalm Street, Ticonderoga Street, and Gateway Street Enhancements. The map is a computer-generated aerial photograph of the Town of Ticonderoga, New York, showing the location of the Montcalm Street, Ticonderoga Street, and Gateway Street Enhancements. The map is a computer-generated aerial photograph of the Town of Ticonderoga, New York, showing the location of the Montcalm Street, Ticonderoga Street, and Gateway Street Enhancements.

**Town of Ticonderoga
Montcalm Street,
Ticonderoga Street,
& Gateway
Enhancements**

**STUDY DISTRICT
DELINATION
PLAN**

DATE
10/10/2011
BY
J. L. 5



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**TOWN OF TICONDEROGA, MONTCALM STREET
STREETSCAPE ENHANCEMENT STUDY DISTRICTS:**

1. "MOSES CIRCLE" and the LIBERTY MONUMENT
2. "THE HILL" (MONTCALM STREET)
3. "THE CROSSING" of MONTCALM STREET over the LA CHUTE RIVER
4. "DOWNTOWN"
5. "THE HERITAGE MUSEUM"
6. "PERCY THOMPSON BICENTENNIAL PARK"
7. "EASTERN GATEWAY" at the JUNCTION OF RT. 74 & RT. 22

DESIGN INTENT NARRATIVE

Moses Circle and Its Benefits to Downtown:

Moses Circle is an important downtown gateway because of the confluence of roads that occur at this west terminus of Montcalm Street. At this location the Village's downtown is introduced to motorists traveling North along Route 9N from Lake George, from the east along Route 74, and those headed south from Port Henry and Vermont along Route 9N.

The traffic roundabout has a setting that contributes greatly to its role as a front door to downtown. Site features situated at the circle include the pivotal Liberty Monument, Hancock House, visitor's information booth, a street view into downtown, and a view over the valley that at one point in history hosted the encampments of revolutionary armies. The lawn of the hospital hill immediately to the west provides a green backdrop to the circle when navigating through it. The round-about by its design slows traffic to allow the consideration for turning to downtown.

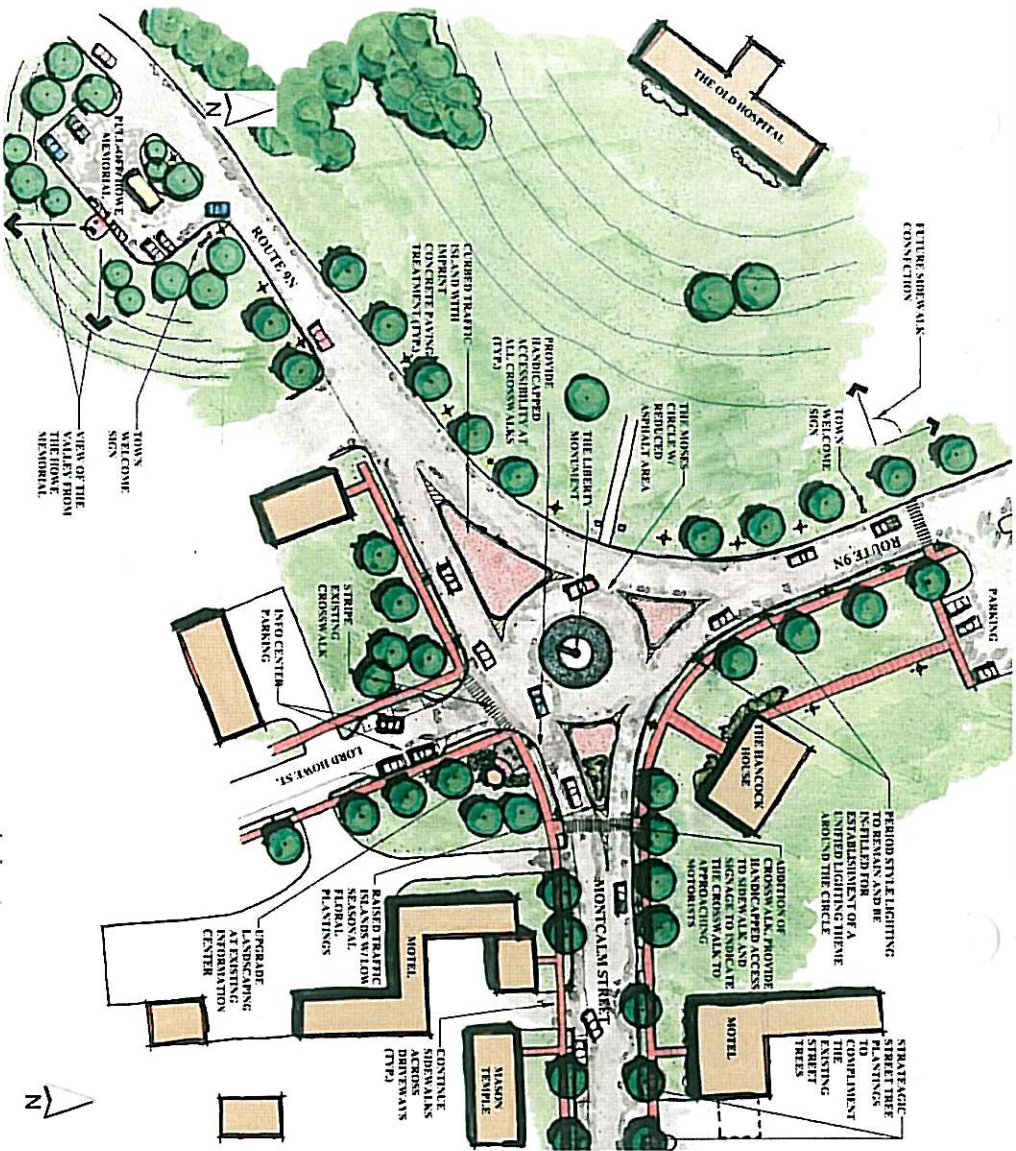
DESIGN IMPROVEMENT MATRIX

Recommended Improvement Summary:

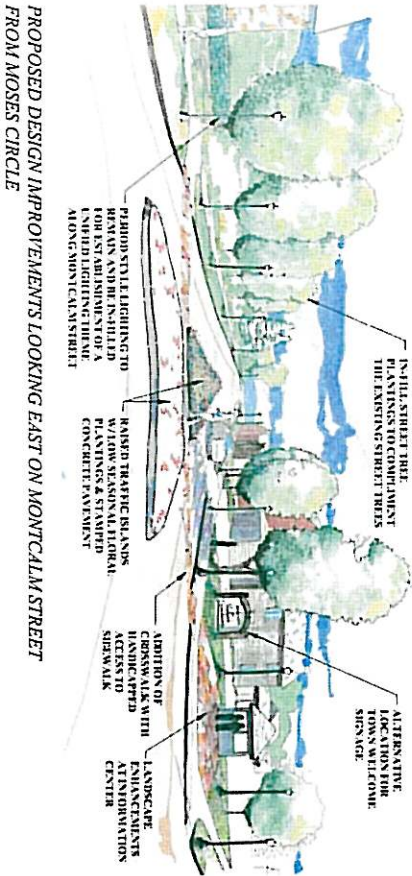
Moses Circle while in the possession of many attributes that identify it as a downtown it can be enhanced to, better provide for pedestrians, reduce visual clutter, and offer a "greener" landscaped downtown introduction.

Recommended Improvement Summary:

1. Relocate fast food restaurant "Turn Left" sign away from the gateway and "Ticon" derogatory Downtown "sign located at the historical marker viewing point south of the circle.
2. Provide an additional "Ticonderoga Downtown" sign at the north and east bound roads entering the circle.
3. Relocate the "Ticonderoga Downtown" sign at the north and east bound roads entering the circle.
4. Provide expanded pedestrian cross walk markings and signs at the traffic circle to enhance pedestrian safety and encourage foot traffic at its starting point to downtown.
5. Remove up-lighting at the monument.
6. Duplicate the memorial plaque located at the base of the monument and locate at the Hancock House yard for safer viewing.
7. Continue Montcalm Street period style lighting around the circle perimeter.
8. Highlight the Visitor Information Booth with enhanced paint scheme, tree limb pruning, and providing nearby on-street parking for patrons.
9. Continue the sidewalks across the driveway to establish a pedestrian hierarchy and safer route.
10. Relocate the U.S. Postal Service mailbox to safer user location.
11. Provide street trees at the perimeter of the circle in locations that don't block key elements such as the Hancock House.
12. At the proposed traffic island at the traffic circle adjacent to Montcalm Street, utilize the island for seasonal floral plantings to add a burst of color at the front door to downtown.



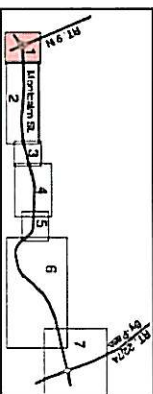
STUDY DISTRICT #1 "THE MOSES CIRCLE" (Scale: 1"=60')



PROPOSED DESIGN IMPROVEMENTS LOOKING EAST ON MONTCALM STREET FROM MOSES CIRCLE



Photograph M1-4b: View of the Moses Circle and Liberty Monument with the Hancock House in the background. This large traffic circle is imposing for pedestrian crossing and is visually excessive respective of the area of asphalt paving coverage.



STUDY DISTRICT LOCATION KEY



Photograph M1-4b: Example of an existing traffic circle with raised islands and striped crosswalks helps bring definition and order to a large traffic circle intersection.

The Monticarm Street "Hill" and Its Benefits to Downtown

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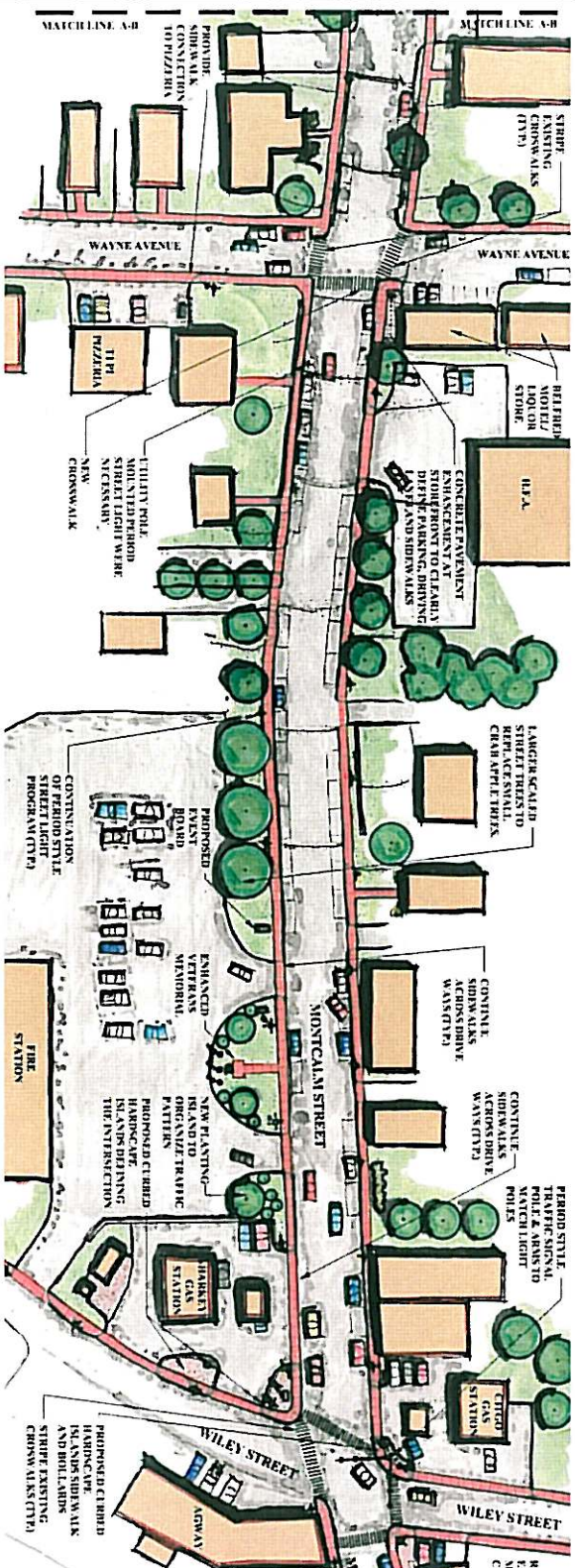
Recommended Improvements

1. Continue pedestrian designated walkways across the driveway entrances
2. Install street lighting with the period style lighting
3. Add and enhance and correctly signed pedestrian designated crossings at roadways intersections
4. Provide install street trees where needed
5. Utilize the large expanse of green area in front of the fire station parking area as a location for an event board that is a permanent installation with enhancing landscaping.
6. Reduce the expanse of unmarked asphalt paving in the area of the two gas stations located at the intersection of Montclair and Willy Streets. To achieve this consider planting strips, pavement material change, and decorative bollards that better define the road edge



Period Style lighting currently installed at Moses Circle to be implemented throughout the district as part of a unified lighting theme consistent throughout all the districts.

STUDY DISTRICT #2 "THE HILL" (Scale: 1"=60')



STUDY DISTRICT #2 "THE HILL" (Scale: 1"=60')



Photograph DIL-21: Existing view of Wayne Street intersection. The intersection can be made safer and more attractive by effectively striping the crosswalk, adding sidewalks along Wayne street and enhancing the storefront with stamped concrete to provide a visual separation between the parking, the sidewalk, parking and the storefront.



Photograph E11-71: Example of proposed striping method for existing and new curbside along Montcalm Street.

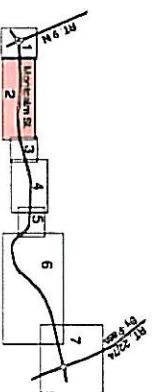


Photograph EL-27. View of the Wiley Street intersection depicting a lack of organization and definition of vehicular and pedestrian access. Adding a planting island to separate the Fire Station traffic from the gas station traffic would increase traffic safety and reduce the expense of pavement. Continuation of the side walk re-establishes the pedestrian importance in this area.



Photograph GIL-21: Wiley Street intersection looking west. Improvements to enhance the pedestrian safety: Defining the intersection with raised islands, sidewalk and effectively striped sidewalks brings organization to this intersection and provides separation between the pedestrian and vehicle.

STUDY DISTRICT LOCATION KEY

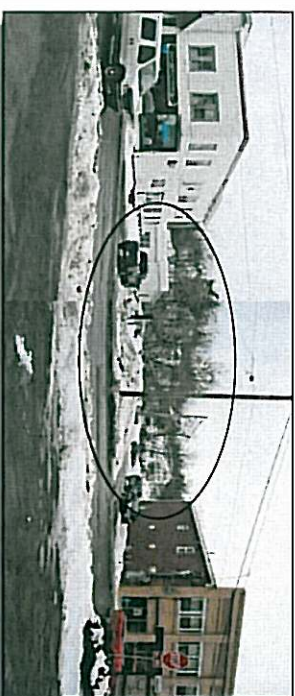


The Crossing and Its Den **owntown:**

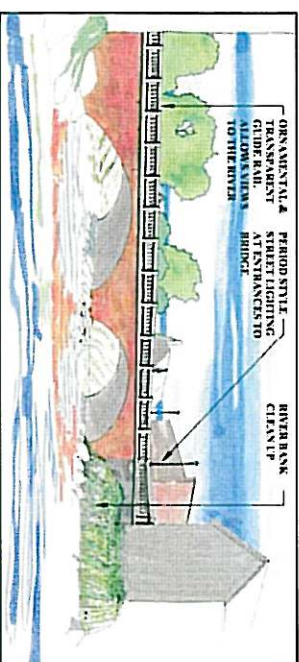
- ☐ The buildings are situated closer to the street to enhance the "downtown feel"
- ☐ The LaCiume River passes Monroton Street at this point
- ☐ The bridge crossing adds drama to the area
- ☐ This takes a look's information and public space is situated here
- ☐ The LaCiume River trail linkages at this point
- ☐ This is the site of the trail linkages to the south that is being planned
- ☐ Some of downtown's most active businesses are situated here
- ☐ Pedestrian activity is high in this area

Recommended Improvements:

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Photograph 11-8): existing lakes-to-lakes public plaza. Design improvements in this area will describe Ticonderoga's connection to the water, bring organization to the space and create a mid-block public space in the heart of downtown.

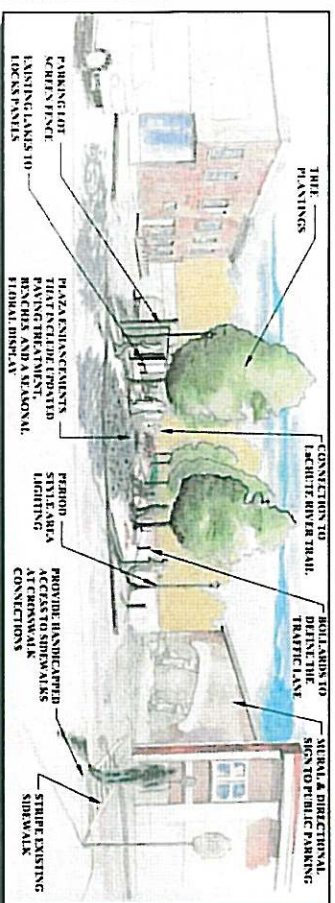


Photograph HL-81: Existing view looking east where the LaCrosse River passes underneath Monticain Street. Views of the river are blocked by the solid concrete bridge rolls.

PROPOSED DESIGN IMPROVEMENTS TO THE BRIDGE



Photograph 11-81. Example of directional public parking signage that is easy to read in multiple directions is key to promoting the use of under utilized public parking lots. This example of a standard parking sign is effective and easily attached to a pre-existing utility pole.

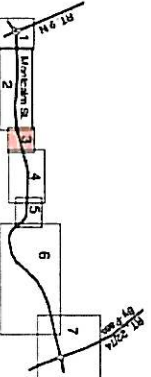


PROPOSED IMPROVEMENTS AT THE LAKES-TO-LOCKS PUBLIC PLAZA



Pholograph KIL-81: Existing view of Momiocalm Street bridge from the LaChute river looking south. Note solid nontransparent bridge guardrail

STUDY DISTRICT LOCATION KEY



DESIGNING THE VISION
This map is a conceptual plan and is not intended to be used for any legal or regulatory purposes. It is intended to provide a visual representation of the proposed improvements and to illustrate the overall vision for the project. The plan is subject to change and should not be used for any other purpose without the express written consent of Elan Planning & Design, Inc.

**Town of
Tricordera,
Montclair Street
Streetscape
Enhancements
at Gateway**

**STUDY
DISTRICT #4
"THE
DOWNTOWN"
ENHANCEMENT
PLAN**



STUDY DISTRICT #4 "THE DOWNTOWN" (Scale: 1"=100')

DESIGN INTENT NARRATIVE

Montclair Street's "Downtown" and its Benefits to Overall Downtown:

This section of Montclair Street, being to be defined by a compact building configuration, multi-story buildings with a mix of business types and upper story residences. The streetscape is characterized by building facades of two and three stories situated uniformly along the back edge of a sidewalk that is ornamented with period style street lights and trees. The closeness of the buildings and the narrowness of the street provide a setting for contained vibrancy brought on by the existing and potential blend of business types that parade in the setting lends itself to one stop shopping on a limited scale.

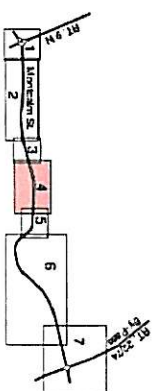
The downtown district while centered on the street is very much a pedestrian place, but the vehicular traffic entering this downtown area adds a critical vibrancy to the street.

DESIGN IMPROVEMENT MATRIX

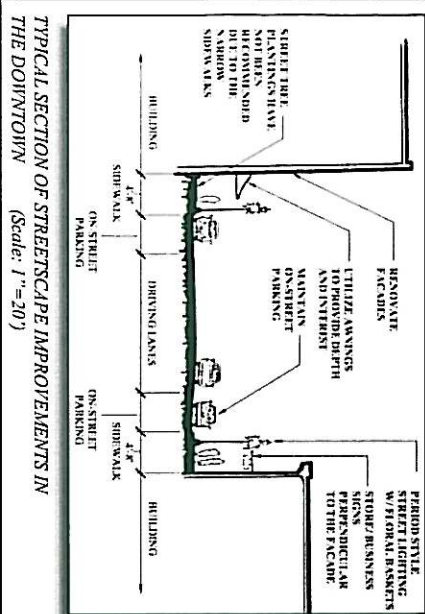
Recommended Improvements

1. The building facades in this district are the most important design element and as such their improvement, respective of renovation, needs to be a priority of the enhancement plan.
2. Promote street level activity by populating vacant storefront windows with current display business related or other. Explore business sign improvements to provide for a more dynamic appearance.
3. Improve sidewalk paving condition by replacing broken and tilted concrete paving sections.
4. Enhance existing and add additional designated pedestrian cross walks to promote the walk-ability of downtown.
5. Continue sidewalks across driveways and parking lot entrances. Add street trees only where it makes design sense, avoid uniform spaced tree placement.
6. Provide a standard directional sign to public parking areas and improve walkways to and from these parking areas with ADA compliant paving and adequate levels of light.
7. Continue period style lighting program as a unifying element for downtown.
8. Consider seasonal floral baskets from the period style lighting poles as a way to define this sector of downtown from others.
9. As a long term improvement, provide an in-fill building at the site of the former theater.
- 10.

STUDY DISTRICT LOCATION KEY



Photograph L-9.1: Existing view of the downtown streetscape showing the dominance of the facades and narrow sidewalks in the downtown and the need to highlight and rehabilitate the facades rather than covering them up with street tree plantings. The immediate foreground demonstrates an area to continue the sidewalk across a driveway entrance to bolster the pedestrian experience.



TYPICAL SECTION OF STREETScape IMPROVEMENTS IN THE DOWNTOWN (Scale: 1"=30')

The Heritage House (1888 House) and Its Benefits to Downtown:

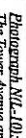
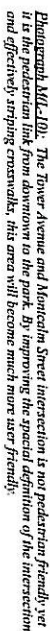
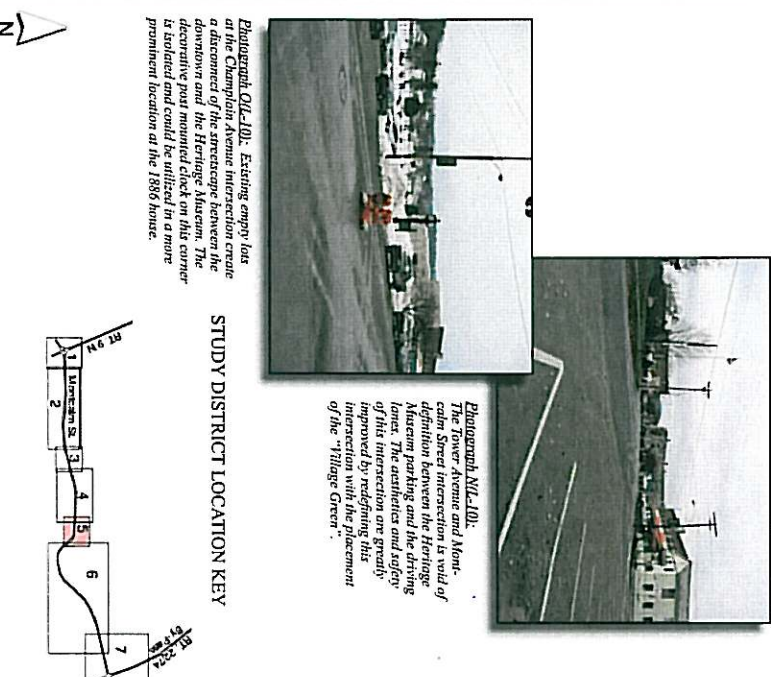
DESIGN IMPROVEMENT MATRIX

Recommended Improvements:

7. As a long term project, provide infill buildings at the now vacant lots. Locate the buildings adjacent



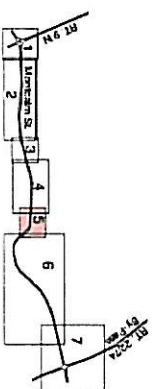
A "Jawn Green" is proposed for the paved area at the front of the 1888 House. The roof mounted clock from the Chalmers Avenue intersection is relocated to the new "Jawn Green". The town green benefits this gateway into the downtown and a focal point at the terminus of Monmouth street. The parking that exists at this location is relocated adjacent to the North facade of the building and accessed from Lower Road.



However, Avenue and Home Street intersection is void definition between the Heritage Museum parking and the driveways. The aesthetics and safety of this intersection are greatly improved by redefining this intersection with the placement of the "Village Green".



Photograph OIL-10): Existing empty lots at the Champlain Avenue intersection create a disconnect of the streetscape between the downtown and the Heritage Museum. The decorative post mounted clock on this corner is isolated and could be utilized in a more prominent location at the 1836 house.



DESIGN INTENT NARRATIVE

Bicentennial Park and North Country Community College Corridor and Its Benefits to Downtown:

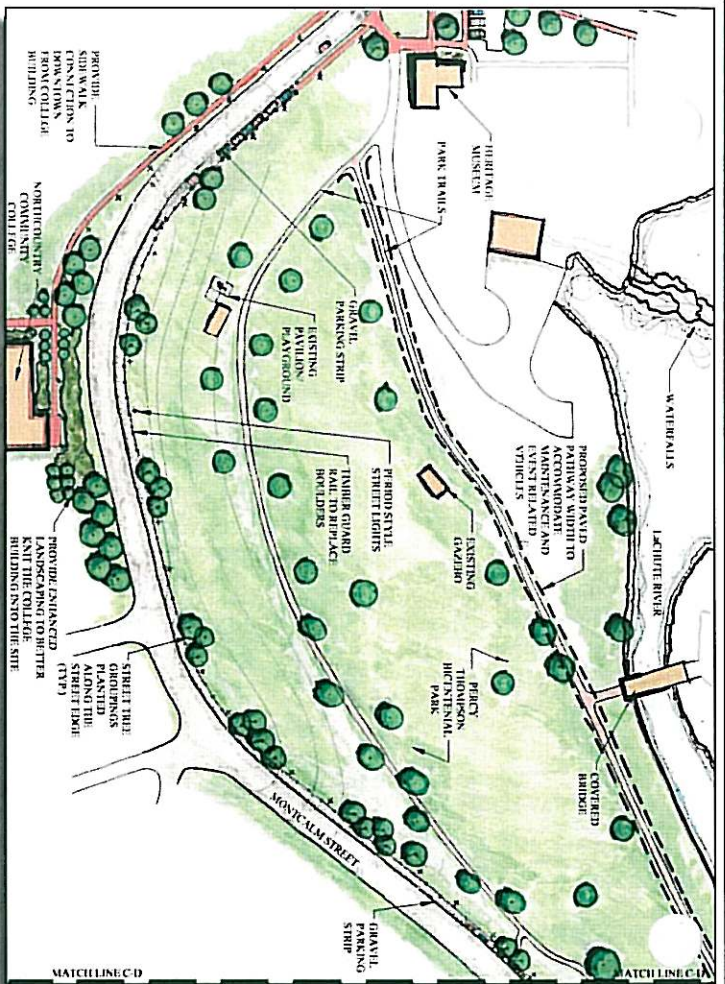
This district of downtown is both a destination and a travel corridor. The park provides an area for hosting large festival gatherings, has a tremendous winter feature coursing through it, allows for distant views into downtown, and is a recreational amenity that links to an extensive trail system. The drive on Montcalm Street along the park is an impressive introduction to downtown.

The North Country Community College located on the south side of Montcalm Street is an architectural element that has the necessary size and height to fill the hillside setting. The building and use are compatible with its gateway setting.

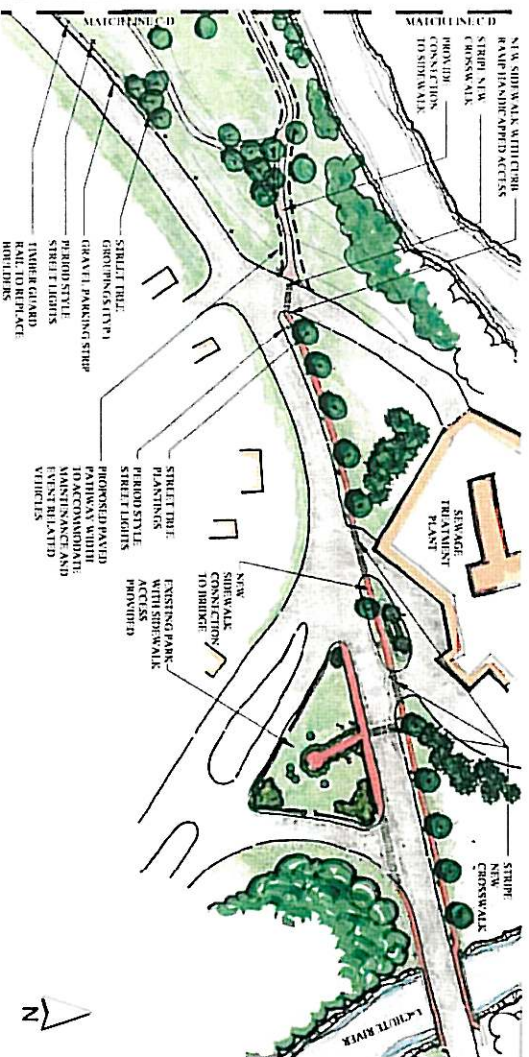
DESIGN IMPROVEMENT MATRIX

Recommended Improvements:

1. Improvements to Montcalm Street: proper include defining the edge of asphalt pavement installing a gravel parking lane, and replacing the border edge with a low timber barrier that is approximately two feet in height.
2. Provide a pedestrian sidewalk that connects the college building to the sidewalk in the area of the Community Building and to downtown.
3. Extend the park walkways to connect with the Montcalm Street parking strip and to the sidewalks located immediately to the north east and west.
4. At the west end of the park provide a new vehicle accessible drive that allows for equipment to access the site for festival set up. This access point for vehicles eliminates the pedestrian vehicle conflict point near the 1888 House.
5. Provide pedestrian crosswalks for safe access to the park across the street from the treatment plant.
6. Continue the park lighting program along Montcalm Street to the east bridge crossing the LeChemin River.
7. Provide street tree plantings along both sides of Montcalm Street to provide a sense of enclosure and to better connect the street as being a component of the park.



STUDY DISTRICT #6 "PERCY THOMPSON BICENTENNIAL PARK" (Scale: 1"=100')



STUDY DISTRICT #6 "PERCY THOMPSON BICENTENNIAL PARK" (Scale: 1"=100')

DESIGN INTENT NARRATIVE

The East Gateway and Its Benefits to Downtown:

A visible gateway element at this roadway intersection will further the enhancement and promotion of downtown Ticonderoga. It will accomplish this by remotely linking the downtown, which is not visible from the intersection, to this seasonally busy roadway that carries visitors from the Port and from lake-side routes.

A gateway element at this intersection is intended to offer a hint to the character and quality of downtown with the goal to stir enough interest for a traveler to want turn onto Montcalm Street and visit downtown. The parcel of land on which the gateway feature would be built is large and flat, thus the southwest corner of the intersection, based on old drawings that show Ticonderoga was in its first stage of town development, the site has not changed significantly over time.

The proposed concept for the gateway is a combination of regional historical features that are abstracted in design as way to make a connection with the rich history but yet depict Ticonderoga as dynamic place in the present.

DESIGN IMPROVEMENT MATRIX

Recommended Improvements

1. The proposed gateway will address the following items
 - It will provide a statement as to what Ticonderoga is about as described through design form and material selections.
 - Depict a level of quality
 - It will portray the community character
 - It will be visual link to downtown from the road intersection

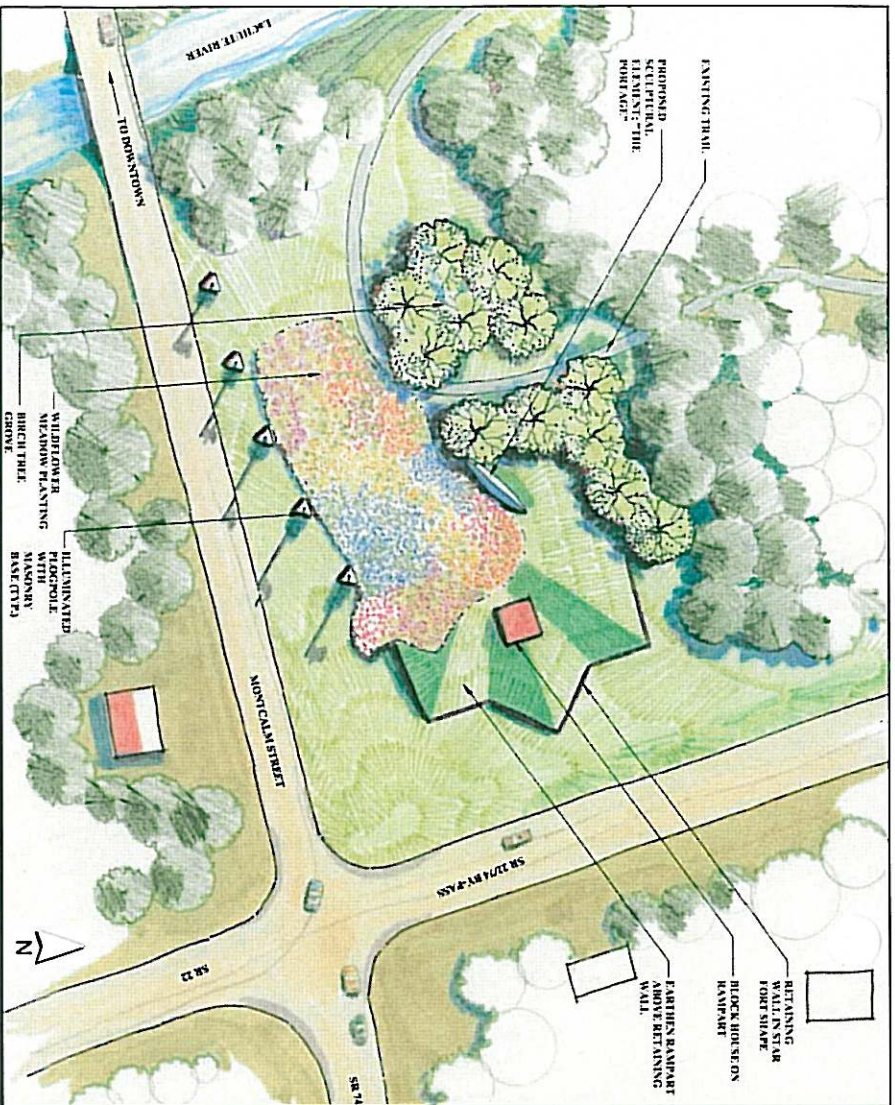
2. The Gateway concept utilizes a combination of features to compose the overall design theme. The design will utilize a masonry block house form as would be used at the fort. This block house form is approximately twenty feet long on each side and eight feet in height. The stone used in its construction would be the same as was used to build the fort.

The block house would be positioned atop of a grass covered earthen berm that is in the shape a star shaped fort's rampart. At the lower edge of the rampart is a stone wall that outlines the star shape.

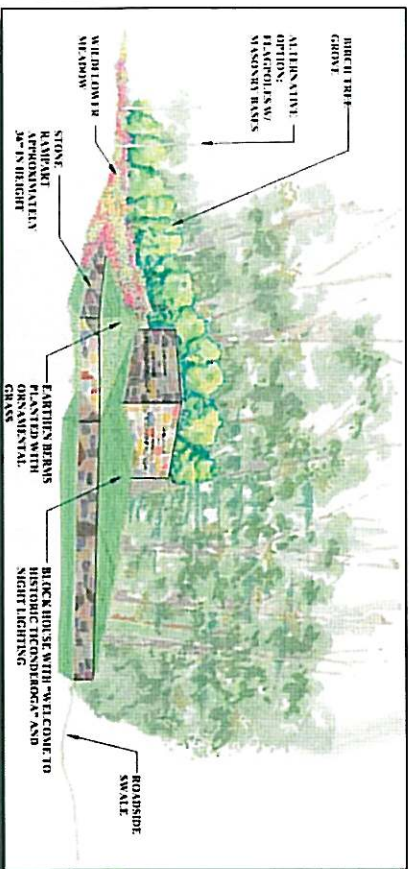
3. Applied to three of the walls of the block element are the words in script: "Welcome to Historic Ticonderoga". Uplighting will wash the masonry walls and script with accent lighting.

4. As one turns the corner onto Montcalm Street driving past the earthen rampart, a series of five flag poles with imperialist masonry bases that parallel the street and lead the way into downtown along Montcalm Street.

The backside of the rampart earthen embankment is planted with a large swath of wildflowers that provide a summer time burst of color at this front door to downtown.



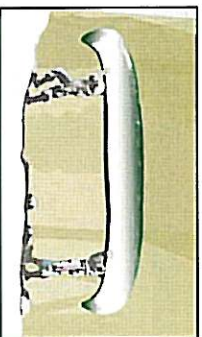
STUDY DISTRICT #7 "THE EAST GATEWAY" (Scale: 1"=60')



PROPOSED CONDITION PERSPECTIVE SKETCH OF THE EAST GATEWAY DESIGN



Photograph TIL-12c: Existing View of the East Gateway from the B-F Pass Road SR 2174



SCULPTURAL ELEMENT: "THE PORTAGE"



Photograph TIL-12c: This image shows a bird grass berm that is lower to the ground and would require less fill material.

STUDY DISTRICT LOCATION KEY

