

COMPREHENSIVE PLAN
FOR
TOWN OF SCHROON, NEW YORK
ESSEX COUNTY

PHASE I

1977

TOWN OF SCHROON PLANNING BOARD

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EXISTING LAND USE

The existing land use pattern is valuable for determining what has taken place in the town in the past and the current settlement patterns give a strong indication of how the town may develop in the future. In analysing the existing land use pattern and preparing a proposed land use plan, it is important to be aware of certain aspects that have and will have a direct bearing on the Town of Schroon.

1. The building of the interstate. This has resulted in lesser through traffic on Route 9 and has resulted in Route 9 not being as important in many of its sections for commercial development such as motels. Another influence that will have an effect on the land use pattern with the Northway is the increasing importance of Route 74 as an access to the Northway from Ticonderoga.
2. The extent of state owned land. There is the possibility of additional state purchases of land such as the recent purchase of the hotel property on the southern end of Schroon Lake. An additional factor in regard to state owned land is the policy of the state concerning the uses of that land in the future.
3. The disappearance of agriculture. There has been a notable decline of agricultural functions in Schroon taking place over the past several decades.
4. The continued attraction of shore front property for second homes. This type of property is increasingly being winterized and used for a longer length of time than in the past when it was generally limited from the Fourth of July to Labor Day. More modest second home development is evident in the uplands in the western portion of the town.

Land Use by Area

The area of the Town of Schroon is 141.97 square miles or 90,960.8 acres. Over 97 percent of the area could be classified as undeveloped as it consists of woodlands, wetlands and water. If the Town of Schroon seems more developed than is indicated here it is because the development has taken place either in the village, along the privately owned lakeshore or along the roads exclusive of the Northway and the sections of roads passing through state owned land.

Table I shows the breakdown of the various categories of land use in Schroon as compiled by the State of New York in its Land Use and Natural Resource Inventory. This inventory shows practically no land devoted to agriculture and no land devoted to industrial purposes. Land pertaining to residential use in Schroon accounts for slightly less than one percent of the total area of the community. Other major land uses for development purposes are transportation (roads) of approximately six tenths of one percent and commercial and outdoor recreation each comprising about one third of the percent of land area. The reason that transportation has such a high percentage in relationship to residential

use is because of the amount of land required for the Northway in Schroon. Similarly, since Schroon is a recreation community the commercial and outdoor recreational percentages are higher in relation to the residential usage than would normally be found in a different type of community.

Land Use by Ownership

Within the boundaries of Schroon, state forest preserve land accounts for 54,640.82 acres. In addition, the state controls the water area of Schroon and has other landholdings outside of the state forest preserve land such as for the Northway, the recently purchased hotel property in the southern section of the town, the state highway garage site and other miscellaneous land ownership. In total, the state owns and/or controls over 70 percent of the area of the Town of Schroon. Much of the rest of the area in Schroon is unavailable for development due to its location, its topography and lack of access. Relatively little undeveloped land is available in the town. This has its positive aspect as it will direct the future development of Schroon in a type of pattern that will enable the community to more readily provide community facilities and services. In this way, the community can retain its rural atmosphere which contributes to its attractiveness as a recreational area.

Existing Developed Land Use

A third way to look at the land use pattern in Schroon is to see where the various structures have been built in the community and how many of them there are. Table II lists the total number of structures by categories and the Existing Land Use Maps show their approximate locations in the town; one map at a larger scale indicates the existing land use in the built-up portion of Schroon Lake, and the second map shows the existing land use for the remainder of the town at a smaller scale.

Residential

The residential uses in Schroon may be divided into two major categories: year-round and seasonal or second homes. There are over 500 year-round dwelling units in Schroon of which approximately 80 percent are of the single family type. Mobile homes account for a slight excess of 10 percent of the dwellings. The rest of the dwellings are either in the two family or multi-family categories. The multi-family structures and the majority of the single family structures are located in the built-up area of Schroon Lake as well as the area northerly from Schroon Lake to Route 74. Other concentrations of year-round single family residential homes are on the Alder Meadow Road near the airport and in Severance along State Route 74, County Routes 24, 24B and 9A and Charley Hill Road. There are at least 20 percent of the seasonal or second homes that are used year-round in Schroon. It is expected that many of the second homes in Schroon do not appear on the land use maps or in this tabulation as they are in remote locations and are not visible from a windshield survey. These second homes are generally on the lakeshores

of Schroon and Paradox Lakes and are especially concentrated on both sides of the southern end of Schroon Lake and the north shore of Paradox Lake. A significant number of seasonal homes are being built along the western side of the lake along County Routes 24 and 24B, Charley Hill Road and various dead end roads running off Charley Hill Road and Loch Muller Road.

Accommodations

The accommodations in Schroon are nearly evenly split between the motel-hotel type, including tourist home and the cabin type which seem to be increasingly popular. A good share of the motels are located along Route 9 and were built prior to the opening of the interstate. Several guest cottages and tourist homes are located within the hamlet of Schroon Lake. Generally the cabin type units are found adjacent to the two major lakes. In addition to the private accommodations accounted for in this section, additional accommodations of the Word of Life are included under the semi-public category.

Travel Trailer and Campgrounds - In addition to the state operated campgrounds, there are five other campgrounds which cater to those having travel trailers, motor homes or desired sites for tenting. These are generally located adjacent to the two major lakes or along streams.

Boy/Girl Camp - Other types of accommodations are the summer camps for boys and girls. In Schroon there are seven of them located either on the two major lakes or Pyramid Lake. Of these seven, three are vacant and are expected to be subdivided for other purposes. This is a type of land use that is not expected to increase and probably will decrease in years to come as evident by the three that are now vacant.

Commercial

Schroon has nearly 100 commercial uses exclusive of the accommodations category. The majority of these uses are found within the hamlet of Schroon Lake. Within this hamlet there is a very definite commercial area where most of the stores are located and several restaurants are found. In addition, commercial facilities such as neighborhood stores are found in the Paradox and Severance area, and several restaurants and auto service stations are found outside the hamlet area along Route 9. The remaining commercial uses are scattered throughout the community, usually along a state or county route.

Semi-Public Facilities

The major semi-public facilities in Schroon are those of the Word of Life. These consist of their headquarters complex in the southern part of the community, a motel-hotel located in the southern section of the hamlet and a young peoples' camp located on

Clarks Island. To serve the Clarks Island complex, the Word of Life also has a parking and dock area located opposite the island and southerly of its motel-hotel complex. The motel-hotel complex is one of the newer and larger motels in the community. The Clarks Island young peoples' camp is the largest of its type in the community. The other semi-public uses are the five churches located in Schroon.

Public

There are 16 different public uses in Schroon. These public uses will be more fully explained in the section on public facilities. Of these public uses, four of them are post offices located in Paradox, Severance, Schroon Lake and South Schroon. The state has several public facilities within the community including two campgrounds, a state highway garage, and state police barracks. The remaining public facilities within the community are of the local type including extensive recreational facilities.

TABLE I
LAND USE BY AREA

<u>Type of Use</u>	<u>Number of Square Miles</u>	<u>Number of Acres</u>
Agriculture	0.08	51.2
Woodland		
Forest	120.90	77,376.0
Brush	4.06	2,598.4
Wetlands	5.5	3,520.0
Water	7.73	4,947.2
Residential		
High Density	0.0	0.0
Medium Density	0.0	0.0
Low Density	0.75	480.0
Other	0.50	320.0
Commercial	0.46	294.4
Industrial	0.0	0.0
Extractive	0.0	0.0
Public & Semi-Public	0.06	38.4
Outdoor Recreation	0.45	288.0
Transportation	0.83	531.2
Non Productive	<u>0.65</u>	<u>416.0</u>
Total	141.97	90,860.8

Source: Land Use and Natural Resource - Inventory of New York State (LUNR)

TABLE II
TYPES OF LAND USE

<u>Residences</u>	<u>Number of Units</u>		
	<u>Built-up</u>	<u>Rest of Town</u>	<u>Total</u>
Year Round			
Single Family	184	284	468
in conjunction with commercial	11	13	24
in conjunction with accommodations	4	2	6
in conjunction with farm		1	1
in conjunction with public	1	1	2
in conjunction with office	3		3
in conjunction with semi-public	2		2
Two Family (10 structures)	20		20
Multi-Family in conjunction with commercial (12 structures)	36		36
Mobile Homes	24	33	57
Farm		1	1
Farm vacant		1	1
Total Year Round Residential Units	285	336	621
Seasonal	44	515	559
Vacant	2	4	6
Mobile Home	18	11	29
Multi-Family (1 structure)		3	3
Total Seasonal Residential Units	64	533	597
Total All Residential Units			1,218
 <u>Accommodations</u>			
Motel/Hotel Types	12	10	22
in conjunction with commercial		1	1
in conjunction with single family	4	2	6
Cabin Types	16	17	33
vacant	1	2	3
Total Accommodations	33	32	65

	<u>Built-up</u>	<u>Rest of Town</u>	<u>Total</u>
<u>Travel Trailer and Camp Grounds</u>		5	5
<u>Boy/Girl Camp</u>		3	3
vacant		3	3
Total Boy/Girl Camps		6	6
<u>Commercial</u>	33	16	49
In conjunction with single family	11	13	24
in conjunction with accommodations		1	1
in conjunction with public		1	1
in conjunction with multi-family	12		12
vacant	6		6
Total Commercial Units	62	31	93
<u>Office</u>			
Single Family	3		3
<u>Semi-Public</u>			
Senior Center	1		1
Telephone	1		1
Word of Life			
Motel/Hotel	1		1
Headquarters		1	1
Island		1	1
Parking and Dock Area	1		1
Churches		2	2
in conjunction with single family	2		2
Community Building		1	1
Total Semi-Public	6	5	11
<u>Public</u>	6	10	16
in conjunction with commercial		1	1
in conjunction with single family	1	1	2
Total Public	7	12	19

State Forest Preserve Land - 54,640.82 acres

PUBLIC FACILITIES AND SERVICES

One of the most important aspects of a community is its level of public services and the adequacy of its public facilities. In the case of Schroon this is particularly important as the most important economic activity in the community is recreation. In order for commercial recreation to continue and perhaps grow, it is necessary to protect the natural assets of the area and to provide the necessary public facilities and services to serve commercial recreation. In addition, these facilities and services should meet the needs of the residents of Schroon. Generally both of these needs are being well met in Schroon as can be seen from the following analysis. This analysis has been done by the type of facility, i.e. recreation, public safety, public service, etc. rather than subdividing it by the level of government performing the service or providing the facility.

Recreation

As may be expected in a community such as Schroon there are extensive recreation facilities. Most of these facilities are operated by the town, but the state has a few significant facilities within the community.

Park - The most impressive recreational facility in the Town of Schroon is the 15 acre park located easterly along the Main Street business district and bordering on Schroon Lake. On the northern edge of the park are located six outdoor tennis courts which during late spring, summer and fall are in almost constant use during daylight hours. Another outdoor facility that receives considerable use is the outdoor basketball court. Just southerly of the tennis courts is a fairly extensive picnic area overlooking the swimming beach. This picnic area which is located on high ground has an especially attractive setting which is popular during summer months. Just beyond the picnic area and at the easterly end of the shorefront of the park is located the swimming area with its bath house. This area too, is very popular and is well maintained and readily accessible to the bulk of Schroon residents and visitors. The next facility along the shoreline, moving in a westerly direction, is the boat dock and boat launching facilities. The boat dock provides an important facility to the many residents, both seasonal and year-round, who live around Schroon Lake outside of the village as it gives them an opportunity during non-winter months to come to the hamlet of Schroon Lake by boat and provides for them a place to tie it up within easy walking distance of the business district. Just west of this facility is the Boathouse Theater. The results of the opinion questionnaire identifies the Boathouse Theater as one of the more important structures in the Town of Schroon to be preserved. Presently a regular program is available at the Boathouse Theater during weekends in the summer season. In the southwest corner of the park is found the bandstand, a tennis court and water fountain. This area of the park just easterly of Main Street and adjacent to the southern end of the business district, provides the most attractive entrance to the park area. In the wintertime an area of the lake adjacent to the park is kept clear for skating. Since the lake is shallow in this area it

provides a ready-made, safe skating area for the community. In addition to limited parking along the streets passing through the park, parking areas are available at the western edges of the park and adjacent to the Leland Center. These parking areas seem adequate. The park is of adequate size so that the many functions taking place within its boundaries do not overlap and there is space for additional activities should they be needed in the future. This facility is ideally located, well laid out and well maintained and improves the image of Schroon as a recreational community.

Leland Center - In the northwest corner of the park is located a large wooden building, the Leland Center, which provides space for the library and teenage dances during the summer months. In addition, garage space is available for park maintenance and the water and sewer districts. This building is in fair condition and due to its type of construction, the second floor is not suitable for public purposes. Even though it has been partially winterized the cost of heating the library section is high. On a long-term basis this building does not lend itself as a community center for year-round use.

Golf Course - The Town of Schroon operates a nine-hole golf course just westerly of the Northway and south of County Route 24. Since this is the only golf course in the immediate area it receives fairly intensive use during the playing season especially during the months of July and August. This use is on the increase and the need exists for expansion to an 18 hole course. This would require the purchase of more land in addition to the cost of actually building nine additional holes.

Senior Citizens Center - One of the most popular facilities in Schroon is the senior citizens center located in rented quarters on Main Street. A very active program is conducted for senior citizens from this center. Because of the popularity of the program and the number of senior citizens in the area these facilities are inadequate to meet this increasing need.

Trail System - There is an extensive trail system within the Town of Schroon which extends in many cases into the neighboring towns for those desiring hiking, horseback riding, snowmobiling, or cross-country skiing. An accompanying map shows many of these trails. The information on that map was compiled from three pamphlets published by the State of New York Department of Environmental Conservation:

1. Snowmobile Trails in New York State
2. Horse Trails in New York State
3. Trails in the Schroon Lake Region and by a pamphlet published by the Chamber of Commerce of Schroon Lake entitled Trail Map.

Horse Trail - The horse trail in Schroon is the Pharaoh Lake Horse Trail System. Both branches of this system start south of the Town of Schroon in the Town of Horicon, one of the branches starting just northerly of the hamlet of Adirondack and the other just off the Beaver Pond Road. These two branches join at the foot of Pharaoh Lake and then go to Springhill Pond.

Foot or Hiking Trails - The State Department of Environmental Conservation maintains extensive foot trails on state lands within the Adirondack Park. Many of these trails lead to mountain peaks or to otherwise unaccessible ponds. Many of these ponds have good fishing and can only be reached by hiking. In the Town of Schroon the trails system might be divided into three sections:

1. The Peaked Hill Trail in the northeastern section of the town.
2. The trail complex in the northwestern section of the town in the Big Pond area.
3. The trail complex in the southeastern section of the town.

The Peaked Hill Trail starts on the north shore of Paradox Lake and extends around Peaked Pond to the top of Peaked Hill. The trail complex in the northwestern section of the town is interconnected and has four accesses; one is off Route 9 nearly opposite the Alder Meadow Road, two of the accesses are off the Hoffman Road (County Route 24) and the fourth access is off the end of the Loch Muller Road. This trail system provides access to Severance and Hedgehog Hill and North and Big Ponds and extends by Hoffman Notch into the trails systems in the Town of North Hudson.

The trails systems in the southeastern corner of the community are accessible from Route 74 nearly opposite the Paradox Lake Public Campsite, from Route 74 just east of Schroon in the Town of Ticonderoga and from the Crane Pond Road. The various trails in this system give access to Crane Pond, Goose Pond, Pyramid Lake, Crab Pond, Pharaoh Lake, Whortleberry Pond and several smaller ponds. The trail system also gives access to several high hills including access to the fire tower on Pharaoh Mountain. It extends to the Putnam Pond area in the Town of Ticonderoga. Total mileage of the foot trails system described above in the Town of Schroon is nearly 30 miles.

Cross-Country Skiing Trails - Most of the foot trails described above are satisfactory for cross-country skiing. Since these trails are interconnected for the most part, cross-country skiing trips of various lengths may be plotted out depending on the length of time available and the skill of the cross-country skier.

Snowmobile Trails - The system of snowmobile trails in Schroon may be divided into two categories:

1. The system of machine groomed trails maintained by the town on selected town roads and over state and private lands located generally in the western portion of the town southerly of County Route 24.
2. Certain other selected town roads that are open to snowmobiling.

In Schroon there are approximately 30 miles of groomed snowmobile trails and a total mileage where snowmobiles may be used of approximately 65 miles.

Camping Areas - Within the Town of Schroon the State of New York operates two camping areas. The first of these and the largest is the Paradox Lake Campground located northerly off Route 74 between the two major portions of Paradox Lake. This camping area has sites for 58 tents and travel trailers. In addition to camping facilities, this area is available for swimming during the day; however, it is not as popular as it might be because of the more centrally located public swimming facilities in the town park. This facility as well as similar facilities operated by New York State, is well designed and very well maintained. It has a potential for substantial development as the state owns a large area in this locality with a long frontage on Paradox Lake, much of which has not yet been developed and is classified according to the Adirondack Park Plan as having intensive use. This means that extensive development may take place on this type of state land. The second area is a small tenting and picnicking area located on a pond off County Route 24 in the western portion of the town. This site has approximately six tenting sites and several picnic tables. It is very popular and is frequently used to its full design capacity. Since this is on state land that is designated as wild forests it is expected that this site will be expanded little if any even though it is a popular facility.

Fishing Access - The State of New York maintains a fishing access on the west bank of Schroon River southerly of Route 74. Ample space is provided for fishermen to park their cars and trailers after their boats have been launched into the river.

Overview of Recreational Facilities - The opinions expressed in the questionnaire distributed in Schroon show a general satisfaction with recreation facilities and services within the community with the following exceptions:

1. There should be more activities for the youth.
2. There are underdeveloped recreational facilities on state land. This was an opinion expressed by nearly a 3 to 1 margin of the year-round residences, but by nearly a 2 to 1 margin on the other side of the issue by the seasonal residences.
3. There is a need for a ski slope.
4. There is a need for additional musical events, on both a seasonal and year-round basis.

Many facilities for the youth have been provided within the town by the town and school district. In addition, the town has in the past provided transportation out of town to such places as Glens Falls for movies and bowling and to nearby ski slopes for skiing. These efforts are continuing in order to provide what the youth desire for recreational programs. However, the lack of involvement by the families and the youths themselves have deterred the development of a well-rounded youth program. The complaints of inadequate youth programs are ones frequently heard in most communities today and there seems to be no ideal solution available.

Another frequently mentioned comment is the need for a ski slope. The town is presently engaged in negotiations to obtain the necessary lifts for establishing a ski slope. This will be an added facility in winter months for all age groups to enjoy without an admission fee. The State Department of Environmental Conservation has indicated that it has no plans for expanding state facilities in the Town of Schroon. However, the state should be encouraged to upgrade and expand facilities in Schroon, especially at the previously mentioned Paradox Lake Campground for camping purposes and at the recently acquired property between Schroon Lake and Route 9 in the southern section of Schroon extending into Chester.

Public Safety

In many communities today there is increasing concern about the level of protection the citizens receive from those responsible for public safety; that is fire and police protection. The Town of Schroon is fortunate in this respect in that its citizens and summer visitors feel that the adequacy of services in Schroon for police, fire and ambulance are generally being well met. This is especially true for the ambulance service which the vast majority felt was either good or excellent.

Police - The primary police protection for the Town of Schroon is the state police. The visibility and its promptness of response to emergencies is high in the town due to the location of the State Police Station on Route 9 in Schroon about midway between Schroon Lake village and State Route 74. To supplement this state service, during the summer months the Town of Schroon employs a temporary full-time police officer. The Town of Schroon is fortunate to have a police station located within its community and to have the state troopers assigned to the police station doing a more than adequate job. This means the Town of Schroon does not face having to organize a police department of its own.

Fire - Fire protection is provided in Schroon by the Schroon Lake Fire District. The fire district encompasses the water district plus 1,000 feet outside of the water district. The rest of the town is in a fire protection district for which the Town of Schroon contracts with the Schroon Lake Fire District to provide fire protection. The fire district has a five bay fire station located approximately 1,000 feet off Main Street in the center of the hamlet of Schroon Lake. The lot of the fire station is large enough not only for the station, but for adequate parking for the firemen who respond to alarms.

The fire district owns the following fire equipment:

- 1 1965 Ford-Howe midship pumper with a 1,000 gallons per minute Waterous Pump and a 750 gallon water tank
- 1 1955 Chevrolet front end pumper (Little Mo) with a 500 gallon per minute high pressure pump turrent and a 250 gallon water tank

- 1 1949 Dodge pumper with a 500 gallon per minute midship pump and a 250 gallon water tank
- 1 1976 Ford tanker with a 300 gallon per minute power takeoff pump carrying 2,200 gallons of water
- 1 1967 Vantype rescue truck with emergency equipment
- 1 1945 Duwk (combination road and water vehicle) with portable pump and miscellaneous fire equipment
- 1 trailer-mounted 10KW generator

The fire district has plans to buy a new pumper within the next few years. This will mean that it will have two pumpers and a tanker less than 20 years old as first line equipment as well as sufficient other equipment for backup purposes.

The communications setup for the fire department is good. There is a red network for notification of fires; that is an emergency number that, when dialed, rings at five different phones to assure that there is at least one person who will receive the emergency. At all five of these locations it is possible to activate the plectron system and the outside fire alarm. All sixty of the fire department volunteers have plectron receivers so that they may receive any broadcast of fires over the plectron system. The three pumpers, the tank truck and the ambulance discussed below are all radio equipped. The fire district is a member of the Essex County Mutual Aid group and is connected by radio communication to the county dispatch center for mutual aid purposes. The only deficiencies that may exist in the communications are the lack of a radio for the 1967 rescue truck and the need for more walkie-talkies which are used at the scenes of fires. The latter are especially valuable in the case of a large building fire or a woods of grass fire that covers a considerable area.

There is a sixty man volunteer fire company that mans the equipment. Since most men are locally employed in the hamlet, the response of the volunteer firemen is good both day and night.

Ambulance - The volunteer fire company owns a 1972 Cadillac ambulance which is operated by the fire company. The operation of this important rescue service is provided and financed by the fire company through its own efforts. Much of the financing comes from donations to the fire company for this purpose. The ambulance is based at the fire station, and as previously mentioned is radio equipped. It would be desirable to have a backup ambulance, but due to financial limitations and lack of space at the fire station it is not feasible at this time.

Public Services

As more people live closer together, the demand for public services increases. This has been evident in the Town of Schroon.

Highways and Roads - An extensive road system exists in the Town of Schroon with the responsibility divided among three agencies; the State, County and Town. The following describes the mileage for each type of road.

<u>Type of Road</u>	<u>Mileage</u>
Northway (Interstate No. 87)	11.27
Other State Highways (Routes 9 and 74)	18.98
County Roads (Routes 24, 24B and 9A)	13.67
Town Roads	<u>50.38</u>
TOTAL	94.30

Construction and maintenance on these three road systems fall respectively upon the three units of government with the following exceptions:

1. The Town contracts with the State of New York for plowing State Routes 9 and 74 within the Town of Schroon.
2. The Town contracts with Essex County for snow and ice control (plowing and sanding) of the County Routes within the Town.

The state and county highways are in good condition and well maintained. The lack of maintenance money for town roads is becoming noticeable. From a field survey and from the comments made on the questionnaires several roads should receive attention, especially the East Shore Road. This road is increasingly serving year-round traffic as well as heavy summer traffic and should be up-graded to an all season two lane road. The steep hills on Potash Hill Road and the lower end of Loch Muller Road shows evidence of frequent washings. Perhaps these hills should be improved and paved to prevent wash-outs. Short stretches of other roads, especially some of the dead ends should be improved so that they are suitable for auto traffic year-round. A sidewalk improvement and building program is needed as over the years the maintenance of sidewalks have not kept up with the rate of their deterioration. This again reflects a limited maintenance budget especially in recent years with spiraling labor and material costs.

The state maintains a district garage at the intersection of Routes 9 and 74 from which it dispatches equipment to maintain the Northway and state highways within Schroon and the surrounding communities. Essex County Garage is located outside of the Town of Schroon. The Town of Schroon has a highway garage located off County Route 24 just westerly of the Northway adjacent to the golf course. The garage is a building 90' x 100', providing space for the repairs and storage of vehicles. In addition, there is a two door shed used for storage for out-of-season equipment and a small salt shed. The highway superintendent has a nine man crew plus the golf course superintendent and the superintendent of the park during the winter months.

The major highway equipment of the town consists of:

- 1 Model 950 Caterpillar front end loader with a 3 cubic yard bucket
- 1 1974 Model 510 John Deere backhoe and loader
- 1 1961 Model HD6 Allis Chalmers angle dozer with winch
- 1 1966 Model 12F Caterpillar grader with blade and wing
- 5 International dump trucks with one-way plows and wings (the newest truck being diesel and one truck having a bin-type sander mounted on its body in the wintertime.
- 1 1967 Model R185 International dump truck with a one-way reversible plow and a Frink bin-type sander
- 1 1975 Pick-up Ford truck,
- 1 1967 Pick-up Jeep Gladiator truck
- 1 Bobcat sidewalk plow
- 1 1954 Buffalo Springfield roller, 3 to 6 ton capacity
- 1 1955 Jaguar air compressor Model 75
- 1 3,500 watt portable generator
- 1 portable Lincoln welder
- 1 2 inch water pipe
- 1 York rake

Seven of the vehicles have recently been equipped with trans-receivers on the citizens band. This has proven to be a valuable tool to the highway department with its wide-spread activities throughout the town.

The town should continue the policy started with its most recent truck purchase of having all trucks, except for pick-ups, diesel powered as well as equipping the heavy machinery with diesel engines. A regular truck replacement program should be established with perhaps at least one truck replaced every year and having a seven dump truck fleet with the five newest dump trucks being used for plowing and the two oldest dump trucks equipped with the bin-type sanders on them. In addition, consideration should be given to equipping the Caterpillar front end loader with a blade and wing and a snowblower. This would give an additional heavy-duty flexible plowing unit and with the snowblower, snow loading would be improved in the downtown area. The snowblower also would assist to open up rural roads where drifts might develop.

Before a large investment is made in citizens band radios, the town should explore the possibility of obtaining a governmental radio frequency and installing at least one bay station and equipping its motorized equipment with two-way radios. This should not only include the highway equipment, but the pick-ups assigned to the golf course and water and sewer district. Additionally, it might be desirable to have a unit at the sanitary landfill. Even though the initial cost per unit is higher than for citizens band, there are several advantages for having a governmental frequency such as more privacy, not having the danger of overuse and a larger range of coverage.

Sewer District - The present sewer district covers only the heavily built-up portion of Schroon Lake; however, presently underway are plans to expand the sewer district to cover the proposed expanded water district area extending from approximately the Horseshoe Pond Road intersection with Route 9 northerly along Route 9 to State Route 74 and between the Northway and Schroon Lake. A sewage treatment plant was opened in 1973 with a 350,000 gallon per day capacity. This plant normally operates at 80 to 100 thousand gallons per day, but may increase in the summer to 150 thousand gallons per day. Normally the plant is operated by only running half the plant. Operating problems are practically non-existent as only domestic type sewage is being treated; however, during high water or heavy rain falls problems do develop. This problem is partially being met by treating manholes that are located in brooks. In addition to the treatment plant and lines of the sewer district there are two remote lift stations in addition to the lift station located at the plant site.

Water System - As previously mentioned, the water system is presently being extended from a point on Route 9 southerly of Charley Hill Road northerly along Route 9 to State Route 74. Roughly its east-west boundaries will be the lake and the Northway except for a section near Charley Hill Road and the area encompassing the town garage and golf course. The basic system is good with the supply coming from the south and the 300,000 gallon elevated storage tank located near the north end of the system. This means that in case of an emergency, water may be available from two directions in the system - the supply at Horseshoe Pond and the water storage tank. The source of the water is in Horseshoe Pond which is a surface supply. Much of the drainage area for Horseshoe Pond is owned by the state and is in the wild forest category. This should ensure that the supply will be well protected. Below Horseshoe Pond is located the chlorination plant. From this plant to the storage tank is an 8 inch line except for approximately 2,000 feet of six inch line existing north of the marina. Since a six inch line will supply only about half as much water as the eight inch line, consideration should be given towards replacing this impediment in the major line of the system. It is estimated that Horseshoe Pond could supply, on a safe yield basis, one million gallons per day. The present demand is 100,000 gallons per day except for some summer days when the demand sometimes goes as high as 300,000 gallons per day.

Improvements needed in this system in addition to replacing the 6" line include the cleaning of the main and the replacement of some of the hydrants and providing shut-offs to all the hydrants.

The water rates in Schroon are reasonable. A normal year-round family cost for water is \$39.00, less than a dollar a week, and the seasonal cost is \$25.00 plus a shut-off fee of \$6.00. An increase of fees would be desirable so that the improvements previously mentioned might be accomplished and other necessary maintenance carried out.

Airport - The airport on Alder Meadow Road shares an approximately 150 acre site with the sanitary landfill. The 3,000 foot paved runway has good approach from both the south over Schroon Lake and from the north. The town plows the airport in the wintertime, thus making it available for year-round use for private planes. No facilities exist at the airport.

Solid Waste Disposal - Adjacent to the airport the town operates a sanitary landfill which is open seven days a week. The location of this sanitary landfill is convenient to most of the people of Schroon and has good road access. The soil is the type that is satisfactory for a sanitary landfill and there is sufficient land available. A full time operator is responsible for it. The principal piece of machinery at the sanitary landfill is a Model 955 Caterpillar track loader with 4-way bucket. By having a full time operator and the proper machinery the town has an efficiently operated, conveniently located sanitary landfill for solid waste disposal. The area available for this purpose is large enough so that this site should be suitable for approximately 15 more years.

Schools

Schroon is part of the school district consisting of the Town of Schroon, North Hudson, and a small part of Chester. The school facility is located in the Hamlet of Schroon Lake on Main Street on a comparatively narrow lot consisting of approximately six acres. On this lot is the school building for grades K through 12, a small school bus garage and the outdoor athletic facilities. The vocational students go to the area vocational school at Mineville just outside of Port Henry. This K through 12 facility has approximately 460 students in a building capable of housing approximately 500 students. It is expected that the 76-77 school year will show a reduction in students as there are 32 in the graduating class and only 18 to 20 expected in the kindergarten class. The school presently has a staff of 29 teachers which gives a low ratio of pupils to teachers.

The original school building was built in 1935 as a WPA project, an addition was added to the late 50's, and in the late 60's two temporary classrooms were added to the rear of the building. The building is in excellent condition, is attractive in appearance and the major problem that seems to exist is with the plumbing system in the older building. At the rear of the site there is a sizeable athletic field with a baseball field, a soccer field, and two tennis courts that are primarily used for basketball. With the continuing trend toward smaller families and excess capacity existing, considerable growth could take place in Schroon without requiring additional school facilities.

Town Offices

Presently the town offices are located in small inadequate facilities in the rear of the fire station. Furthermore, these facilities are needed by the fire district and the volunteer fire company. More adequate facilities for the purposes of town offices will have to be found in the near future.

Recommendations

It is frequently easy to determine what is needed for public facilities and services; it is harder to determine their order of importance and how to finance them or even more serious, whether the governmental unit has the financial capacity to have additional facilities and services. In the case of the Town of Schroon the town has no long term indebtedness

and the short term indebtedness is relatively minor for such things as highway equipment replacement. Since there is a higher amount of nonresident taxpayers in the Town of Schroon, the tax burden in Schroon is not unduly high compared to other communities on an equalized tax basis. Further, since Schroon needs to widen the job opportunities in the community it is necessary for the community to be an attractive place for various types of economic development. Below are listed the recommendations for Schroon.

1. The greatest need in Schroon today is for a centralized community facility to provide minimum space for town offices and more suitable quarters for the library. In addition, such a facility might incorporate quarters for a youth center.
2. The town should continue its effort to establish a municipally operated ski slope.
3. The town should establish an equipment replacement program especially in the highway department by determining the types and numbers of various pieces of equipment that are needed, the average life of such equipment and how the equipment is going to be purchased and replaced. Some suggestions for this were previously discussed.
4. Within the next five years the town should consider the construction of a fishing pier off its park to further increase the recreational opportunities within the town.
5. The town should start planning and exploring various funding sources for the expansion of the golf course from nine holes to eighteen holes.

The state also has responsibility in the area of public facilities within the Town of Schroon. Comparably, the state's financial condition is not as good as the town's, but it has an obligation to undertake certain development in the town and in the surrounding area because of recent land purchases and the high level of unemployment existing in the region. Some of this development might be:

1. There should be better utilization of the four miles of waterfront owned by the state in the community, especially those areas that have been designated for intensive use should be considered. This could be accomplished by the expansion of the campgrounds at Paradox Lake and providing facilities for recreational uses at the proposed intensive land use area recently acquired by the state in the southern portion of the town and south of the town. This former summer hotel and boy scout camp should be considered for immediate development. This would not only serve the residents of New York, but would be an economic asset to the immediate region.
2. The state should establish a program of providing better access to the state back lands for hunting and marking this access so that out-of-town hunters may be directed onto unposted public land for hunting.
3. The state should improve the trails system within Schroon by doing such things as establishing nature trails and the multi-use of horse trails.

4. Recently closed snowmobile trails, located on state land, should be replaced. Until such time as the state has funds for such replacement, the Adirondack Park State Land Master Plan should be amended to allow snowmobile trails in "wilderness" areas. With such an amendment the recently closed trails should be reopened on a temporary basis. Any new trails developed by the state should be designed to tie into the town snowmobile trail system.
5. The Adirondack Park State Land Master Plan should be amended to allow the retention of the Interior headquarters (ranger station) and horse barn in the Pharaoh Lake wilderness area. This would seem to carry out the intent of the State Land Master Plan as in describing Pharaoh Lake the following sentence is included: "Due to its configuration it can provide a wilderness experience to relatively large numbers of people."

PUBLIC TRANSPORTATION

Schroon is located in upstate New York and is the principal travel corridor between New York City and Montreal. The first principal means of traveling in this area was by water on Lake Champlain, located easterly of Schroon. The second mode of transportation which became popular was the railroad which is also located just easterly of Schroon passing through the Town of Ticonderoga. The last mode of transportation to become popular was highways. The first of these was Route 9, the principal north-south highway. In recent years this has been supplemented by the Northway. As in other sections of the northeast, the principal travel corridors have a tendency to go in a north-south direction. This is true in the Schroon area whether it be by water, rail or highway.

The principal means of public transportation and the only one available from within the community, is by bus. Two bus companies, Greyhound and Trailways, have bus stops in Schroon Lake and provide the north-south service. Trailways provides service from the south through Schroon to Lake Placid, Saranac Lake and on to Massena on the basis of one round trip daily. In addition, Trailways also provides two round trips daily to Schroon from Plattsburgh to Glens Falls, Albany and New York City. Greyhound serves Schroon by providing two trips each way on its Montreal-New York City run. Amtrak by its train, The Adirondack, provides service from Montreal to New York on the basis of one round trip daily. The nearest station to Schroon is at Fort Ticonderoga, about 25 miles away. The nearest scheduled airline service is at Glens Falls. The Town of Schroon maintains a small paved runway (3,000 feet) for use by private planes.

Highway Systems

Lacking alternative means of transportation, the highway system is very critical to Schroon. As mentioned previously the only means of public transportation is by bus which depends on the highway system. All other forms of private transportation, except of the limited amount by air, use the highway system.

Several years ago the State of New York under the Bureau of Public Roads to Drive By, developed a 1990 Functional Highway Classification Plan. This plan with modifications, was adopted by the Lake Champlain-Lake George Regional Planning Board in 1972 as part of its Regional Development Plan Recommendations for the Lake Champlain-Lake George Region. The state and regional plans classify highways according to their uses starting with the most important, the interstate system, and then other principal arterial, minor arterial and major collectors. The same classifications are used in this plan and the roads are designated in the same way as in the Lake Champlain-Lake George Regional Plan. However, two additional classifications have been added; 1. minor collectors which are designed to carry traffic between settlements which are frequently located in different towns, and 2. local collectors which are

designed to serve not only the intersecting roads, but to carry the traffic from these intersecting roads to higher classifications as well. The Public Facilities Map shows the classification of the various roads and their locations.

In Schroon the roads are classified as follows:

Interstate, the Northway (I-87)

Principal Arterial, none

Minor Arterial, State Route 74

Major Collector, State Route 9

Minor Collector, County Routes 24 and 24B

Local Collector, Charley Hill Road, Alder Meadow Road, south end of Letsonville Road and south end of North Road.

As mentioned in the Public Facilities and Services section of this plan, there are three agencies, the State of New York, Essex County and the Town of Schroon that are responsible for the road systems within the community. The plan as outlined above envisions that the responsibility of the more important roads such as the interstate, other principal arterial, minor arterial, and most of the major collectors continue to be that of the state. The county's responsibilities will be for minor collectors and perhaps some of the major collectors. The town will be responsible for the local collectors and all other public roads within the community.

On this highway system as outlined above, there are certain improvements that are needed to meet today's highway needs without even considering the future needs; however, it is necessary to point out that in the state system at the present time there are no plans for improvements except possibly on Route 74. The improvements needed are as follows:

1. Upgrading of Route 74 between Paradox and Severance.
2. Improved alignment and widening of bridge over Rogers Brook in Schroon Lake village as this area has a high incidence of accidents.
3. Improved approaches to the bridge over Schroon River on the Alder Meadow Road. The town is already considering improving the approach on the easterly side of this bridge. Likewise, an improved approach on the western side of the bridge, perhaps extending from the western approach of the bridge to Route 9 would be beneficial, thus creating a new location for this section of Alder Meadow Road, and other bridges on Alder Meadow Road.
4. Improved alignment on County Routes 24 and 24B.
5. Improvement to the Charley Hill Road.

From a traffic viewpoint the most important improvement is the one to Route 74 between Paradox and Severance. From a safety viewpoint the most important improvement is the bridge over Rogers Brook.

OPINION QUESTIONNAIRE ANALYSIS

Future planning for the Town of Schroon includes many factors, but perhaps the one that is most important is the needs and desires of its citizens. Being the resort community it is, a true picture of the community's feelings could not be obtained without consulting both its year-round residents and its seasonal residents.

An opinion questionnaire was formulated by the Planning Board and the consultant during the spring of 1976. Questionnaires were delivered door-to-door and mailed to any year-round residents who were not reached by the distributors. Seasonal residents received their questionnaires through the mail. Additional questionnaires were available at the town office for anyone who was inadvertently overlooked. A copy of this questionnaire can be found in Appendix A.

Both groups of residents rated the Town of Schroon as either a good or excellent place in which to live, by a margin of more than 50 percent. The majority of both groups also felt that the local government is responsive to the community's needs. The ratings of the municipal services generally supported this. Over 60 percent of each of the two groups rated the police as either good or excellent. It should be kept in mind here however that since there is only a full time policeman during the summer months, it was the nearby state police barracks that was being rated. The fire department and the ambulance service received overwhelmingly favorable ratings with the ambulance service enjoying an excellent rating by more than 70 percent of the year-round residents. One seasonal resident responded with the service being, "prompt, helpful and courteous". With the exception of a few of the outlying areas, the road maintenance was generally rated as fair to good.

The youth recreation program did not receive a good rating by the year-round residents. The school system was given a fair to good rating, while the majority of the seasonal residents did not respond as might be expected since they are not directly involved with this aspect of the town's services.

The health services were rated favorably by both populations. The physician presently practicing in the Town of Schroon received the highest regard from the respondents, but it was indicated that he is overworked and consideration should be given to encouraging more medical personnel to come to the community to lighten his current duties.

The issue of the adequacy of recreational facilities on State Land within the town resulted in the year-round residents indicating they are underdeveloped with suggestions of perhaps establishing a miniature golf course and bowling alley which would cater to all age groups. Conversely, the majority of seasonal residents feel that these facilities are adequate.

The Boathouse Theater, the village bandstand, the blacksmith shop and the shoreline's natural beauty were among the scenic and historical sites which both groups felt should be preserved.

Tourism would be encouraged by approximately 80 percent of the year-round residents and over 60 percent of the seasonal residents. The feeling here is that it is to the economic advantage of the community to encourage such activity.

The majority of both populations feel that it would be beneficial to the community to bring in new business and small industry. In particular it was felt that more food stores are needed.

Small apartment houses received a favorable outlook by over 50 percent of the year-round residents; however, more than 60 percent of the seasonal residents would be opposed to such construction.

Ski slopes would be appreciated by both sets of respondents as the area could easily support such facilities. The majority of the people agree that further development of motels within the town limits would be undesirable.

The need for sidewalks was indicated by over 60 percent of the year-round residents while the same percentage of seasonal residents oppose the construction of sidewalks. The extension of the sewage system met the approval of over 50 percent of the year-round residents, but seasonal residents were evenly divided on the issue. The extension of the water system showed an even division by both groups. It was indicated by seasonal residents that they would like to be better informed of impending changes occurring within the town. They also feel that they are being "taxed highly for services not received".

Nearly 50 percent of each group indicated that the current zoning regulations are adequate, while close to 25 percent of each group said that revisions are needed.

The majority of all residents responding to the questionnaire showed support for future adoption of a building code and sign ordinance. Residents are also concerned with littering and feel that an ordinance should be written and enforced in this regard. One citizen commented that it would be desirable to "rid the back roads of junk cars".

There were mixed feelings about the Adirondack Park Agency. More than 60 percent of the year-round residents were not in favor of the agency, believing that it has far too much control and influence over the private land. The seasonal residents however had a more favorable opinion of the agency, with 35 percent feeling that it is advantageous for the agency to preserve the natural beauty and wilderness of the land.

Respondents overwhelmingly agreed that the town does the most acceptable and fair job of guiding the area's future.

Employment opportunities desirable to the residents of Schroon include those associated with light industry, office and clerical positions, skilled labor such as electricians and plumbers, and domestic positions.

Year-round residents would like to see the town's population moderately increase in future years whereas more than 70 percent of the seasonal residents wish to see the town's population remain the same or slowly increase.

Both groups of polled residents are concerned with the threat of pollution of water supplies and streams, whereas only the year-round residents are particularly concerned with dangerous intersections and highway conditions.

Nearly 40 percent of the responding year-round residents have resided in the Town of Schroon for 40 years or more and an additional 25 percent have lived there during the last 20 to 40 years. As can be expected, the largest percentage (just over 35 percent) of seasonal residents have been visiting Schroon only during the past ten years. The influencing factors for both factions were primarily the natural beauty of the area, job pursuit, rural atmosphere, and as one resident said, "I can leave my door open." Another influential factor is that many respondents commented that their family roots have attracted them to settle in Schroon either permanently or temporarily. In fact, one seasonal resident said that his home has been a "family residence over 75 years".

The percentages of the people working outside of Schroon are those which could be expected from each of the populations questioned. Of the year-round residents, 66 percent earn their living within the town and an additional 20 percent are retired. Of the responding seasonal residents, more than 75 percent earn their living outside of Schroon. The majority of these people work either in the Albany area or the New York City vicinity. However, residents come from as far away as Colorado, California and Florida.

Close to 90 percent of each responding population own their homes.

A variety of suggested improvements to the Town of Schroon were received. They ranged from suggestions of reinstating cultural events at the local level, to providing suitable alternatives to the youth on the street corners, to placing certain properties within the town limits on the tax roll. One seasonal resident suggested that the "reestablishment of a local taxicab service would be very helpful." Others not too subtly hinted that the spraying for bugs would be welcomed. It was suggested by many that a face lifting of the storefronts and the establishment of small businesses and facilities catering to the family-type of tourists would be beneficial to the town providing they are tastefully instituted and in keeping with the town's rural, peaceful character. One year-round resident expressed his satisfaction with the town by simply stating, "Don't change one thing!"

A complete tabulation of year-round and seasonal residents' responses can be found in Appendix B.

GOALS AND OBJECTIVES

Worthwhile planning cannot be done in a vacuum. It is necessary to develop goals and objectives for the community as a guideline for planning. These goals must reflect the desires of the people of the community, and must also be realistic, recognizing that the community is not an isolated island, but instead part of a much larger unit which is going to have an effect on the community.

These goals and objectives are designed to reflect the overall policy that the Town of Schroon should grow moderately over the next twenty years so that it can reasonably justify certain community facilities and programs utilizing the already existing capacity of its major facilities and utilities, i.e. the capacity of the water and sewer systems, the school system and some of its recreational facilities.

Proposed Goals and Objectives

The following five goals are proposed for the Town of Schroon. In order to accomplish each goal, certain objectives have been formulated.

1. Economic Development. As Schroon is going to have moderate growth in the future, and taking advantage of its present built-in facilities, it is necessary that some economic development take place to support the present and proposed increased population of the community.
 - a. Encourage selective industrial development by creating an industrial park and other industrial sites and actively encourage utilization of this land by prospects, especially those expanding southward from Canada.
 - b. Make provisions for the continued growth of commercial recreation by such means as taking steps to extend the recreational season by providing other activities and encouraging a major chain to locate a motel in Schroon.
 - c. Provide for some additional second homes.
2. State Property. Over two thirds of the land area in addition to the water area in Schroon is owned by the State of New York. If Schroon is to have a viable local economy, it is necessary that the State of New York cooperate so that state and public lands will become an economic asset to Schroon and not be a hindrance to the socio-economic structure of the community. The Town of Schroon should work with and encourage the State of New York to utilize this state property to the benefit of the community by:
 - a. Better utilizing the four miles of waterfront owned by the state.
 - b. Making use of the former summer hotel and boys camp that the state purchased in recent years, so that they may add to the economy of not only the town, but the region as well.
 - c. Encouraging the state to provide better access and to clearly mark the access to the back lands owned by the state so that hunters may use this land.

- d. Asking the state to provide for multi-use of horse trails already established.
 - e. Working with the state to establish nature trails on some of the state land.
 - f. Making desirable amendments to the Adirondack Park State Land Master Plan.
3. Community Facilities and Programs. The Town of Schroon has already established its major facilities which at the present have some additional capacity. However to properly serve the people of the community and to serve potential new residents, a community should provide certain basic facilities and services and programs. In order to fully meet this need in Schroon, the following objectives are proposed.
- a. Construct a community center providing space for town offices, a youth center, a center for the elderly, and a library.
 - b. Expand the youth program in cooperation with the school to better meet the apparent need, especially during the winter months.
 - c. Install the facilities for the ski slope which is already in the planning stage.
 - d. Consider the construction of a fishing pier at the municipal park.
 - e. Start planning for the expansion of the golf course to 18 holes.
4. Housing. A community that desires moderate growth and economic development, has to make provisions for housing to sustain this growth. This is particularly important in Schroon as dwelling units for year-round residents are in tight supply. To accomplish this, Schroon needs to:
- a. Expand the service areas for public water and sewer so that more building lots may be served by these utilities. (This is already underway.)
 - b. Revise the zoning ordinance so that residential building is encouraged in areas that can best support it at an acceptable intensity.
 - c. Encourage the development of small apartment complexes to increase the availability of rental units.
5. Land Use Controls. In order to develop a community that is socio-economically attractive, selected land use controls are desirable. Some of these are:
- a. A revised zoning ordinance based on a land use plan to provide areas for industrial growth, expanded commercial recreation growth, some new second home development and provisions for the necessary public facilities.
 - b. The necessary sanitary code to help alleviate pollution problems.
 - c. A building code that will assure minimum building construction standards in the community such as adoption of the State of New York Building Code.
 - d. Provide for the regulations of signs so as to protect the attractiveness of the area and its major economic asset, the recreational business.
 - e. Regulations for mobile homes and mobile home parks so that this form of low income housing is available in an acceptable manner to the community and that the occupants of mobile home parks can be protected by the establishment of minimum park standards.

LAND USE PLAN

The key component of a community comprehensive plan is a land use plan as it draws together the other elements of the comprehensive plan into one physical plan for the future of the community. To carry out such a plan, land use controls are necessary and perhaps certain other related goals should be considered. In a land use plan the intensity of use and the allocation and location of space for the different types of uses must be determined including optional means of accomplishing these objectives. This plan should be based on the other elements of the comprehensive plan and information gathered, plotted, classified, tabulated and analyzed concerning the community.

Factors Used in Developing this Land Use Plan

A land use plan, if it is to be beneficial to the community, must be implemented. Before this implementation can actually take place, it needs to be realistic and acceptable. To prepare such a plan, it must be based on concrete information and the needs of the community. The following factors were considered in the developing of this plan.

Existing Conditions - Since Schroon is already an existing community, existing conditions especially in relation to improvements, have to be a major influence on a land use plan. These consist of such man-made improvements as location, number and type of use of structures, the road network and its condition, public facilities and utilities and how they serve the citizens and visitors. Another important consideration is the existing population and its reasonable expected growth. In the case of Schroon, the population is comprised of two different groups; the permanent population and the seasonal population. Further, the seasonal population has to be considered as several sub-groups such as those operating individual privately owned cottages, those in commercial accommodation facilities including motels, hotels, tourist homes and house-keeping cabins, occupants of both state and publicly operated camping grounds, and those in semi-public seasonal accommodations such as those operated by the Word of Life.

Natural Resource Considerations - In conjunction with this comprehensive plan, the staff of the Adirondack Park Agency is preparing a special study on natural resource considerations. These considerations will indicate from a physical standpoint where growth may take place and where growth should be limited. In addition, this study will identify attractive features of the community including both natural and cultural. In doing this, the study will offer an analysis including maps, of visual attractiveness slopes, soils, water resources, biologic and ecologic.

Public Opinion - An important element in preparing a land use plan is the determination of the desires of the people who are going to be in the community in the future. This is accomplished by the distribution of a public opinion questionnaire to the residents, both seasonal and year-round, informal contacts in the community by those involved in preparing the plan, public meetings, and the public hearings required for the adoption of land use control regulations.

Other Elements of the Comprehensive Plan - A land use plan could not be developed in a vacuum. It should be designed to carry out and complement other elements of the plan such as goals and objectives, the proposed highway transportation plan, population projections, recommendations for public facilities and economic considerations.

Other Plans - A local comprehensive plan should, where feasible, be in agreement with plans prepared by other governmental agencies, such as the Lake Champlain-Lake George Regional Program and the Adirondack Park State Land Master Plan. Even more important, the local plan should complement the plans developed by Essex County which may be more applicable to Schroon than the previously mentioned plans which cover multi-county areas.

Legal Limitations - A town plan has to be reasonable and capable of being implemented. This means a community has to recognize that the state has given the town, under town law, only certain powers in the area of land use control regulations. It is important to realize that these powers are extensive, and within these powers the town has considerable flexibility. An added guideline with which the Town of Schroon needs to comply if its plan is to receive the desired approval from the Adirondack Park Agency is that the plan and accompanying land use control regulations need to meet certain standards established by the state for those communities within the "blue line".

Categories of Land Use

The most important element of a land use plan is the categorization of land use by identifying, describing and showing the intensity of use of the various land use categories and explaining and plotting these categories on a land use map which shows the location and extent of the various districts. In selecting items for land use designation, care should be taken to avoid duplication of those used in the Adirondack Park Land Use and Development Plan so as to avoid confusion. Since the maximum density of development of the various land use areas of the town, exclusive of those designated as "Hamlet" and "Industrial", has already been established by the Adirondack Park Plan it is important to establish land use categories in this plan at various dimensions. In this way the concentration of development may be encouraged where it would be beneficial to the town and would be in accordance with various land use areas shown on the Adirondack Park Land Use and Development Map and allow for lesser densities in other parts of the various areas so as to meet the overall guidelines. In areas where this is not feasible, this plan, in a later section, will recommend that certain amendments to the APA Private Land Classification Plan be made by the Adirondack Park Agency. The following land use categories are recommended which will be the basis for the zoning districts in the Proposed Zoning and Project Review Ordinance.

Industrial - The purpose of this land use category is to provide locations for the establishment of plants to improve employment opportunities and broaden tax base in the

community. These areas should be selected so that they will not adversely affect developed residential areas, have good access to the Northway and are or have the potential for being served by public water and sewer systems. A variety of types of manufacturing activities, distribution facilities and offices should be permitted as well as certain support facilities especially of the commercial nature. A minimum lot size of approximately two acres should be required.

Commercial - Schroon already has a commercial area established in Schroon Lake where there is a high intensity of commercial uses. Such a land use area should be continued and it is desirable to establish one or more satellites of this type. Lot sizes may vary from 20,000 to 40,000 square feet depending on the availability of water and sewer service.

Residential - Commercial - These are areas that because of the unique character of the community are suited generally for residential purposes. Some commercial uses, especially for tourist accommodations, are desirable as long as they do not detract from the residential characteristics of the area and, if close to a lake, will not affect the visual qualities of the lake. Some locations that might be considered for this type of land use are the settlements of Paradox and Severance and the areas north and south of the center of Schroon Lake. Lot sizes should be in the range of 20,000 to 30,000 square feet depending on the availability of public water and sewer.

Residential One - Residential One is the land use area where high density of residential development may take place. Such an area should be served by or have the potential of being served by public water and sewer. The minimum lot size should be in the range of 20,000 square feet.

Residential Two - Residential Two is where the more built-up sections of single family residential homes are located. Generally this area is served by a centralized water and sewer system. A minimum lot size of about 10,000 square feet should be established.

Residential Three - These areas are for single family dwellings with some two family dwellings as a conditional use on a lower density than is found in Residential Two. Generally these are areas already partially built-up with single family homes near community services, or undeveloped areas near the built-up area of the community with soils not having severe limitations for development and potentially being served by public water and sewer. The lot size should vary from 20,000 square feet to 30,000 square feet depending on the availability of off-lot water and sewer.

Rural Lands One - An area such as this is to provide for residential use in a rural setting with a higher density than found in the other rural areas of the community. Since public water and sewer services usually will not be available, the land should not have severe limitations for on-site sewage disposal. Lots should be of sufficient size to provide space for wells and sewage drainage facilities with provisions for the necessary spacing between these uses. Such a district should not be remote from the centers of population

and should be served by an adequate all season two-lane road system. Generally these areas should have slopes not exceeding 15 percent and usually less than 8 percent and should not have extensive areas of wetlands. The minimum lot size should be one acre.

Rural Lands One A - This designation is very similar to Rural Lands One except, as permitted uses, dwelling should be restricted to those of a seasonal nature and year-round dwelling should be permitted only as a conditional use with restrictions. Generally these areas are more remote from the centers of population and have poorer access than RL-1 but have features that make them attractive for second homes. In many cases the soils generally may not be as suitable for on-site sewage disposal as found in Rural Lands One, but where the homes are seasonal this does not present a serious problem. The minimum lot size as proposed in Rural Lands One should be about one acre.

Rural Lands Two - This district provides for a lower density of rural living for residents. Generally these districts may require larger lot sizes because of soils less suitable for development. The areas are more remote and have poorer access than is found in Rural Lands One. The minimum lot size proposed is three acres.

Rural Lands Two A - Rural Lands Two A is very similar to Rural Lands Two except due to its more remote location it is generally suitable only for seasonal homes unless special provisions are made for year-round dwellings. The same lot size should apply.

Rural Lands Three - Rural Lands Three should be for forestry and some scattered seasonal residential dwellings especially of the hunter's cabin type. These areas are generally remote, have poor access and may encompass steep slopes and/or wetlands. An area such as this should have a minimum lot size of eight and one half acres.

Rural Lands Four - The principal use of an area designated Rural Lands Four should be for forestry purposes with a secondary use for an occasional hunter's cabin. This land is generally known as back land. There is usually no direct road access and frequently steep slopes are encountered. Soils are frequently shallow to bedrock and extensive wetlands may be found within its boundaries. Thus due to its fragile nature any substantial development would not only be undesirable but also very expensive. A minimum lot size of 42 acres is recommended to ensure that forestry operations may continue to be feasible and to limit development.

Special Considerations

In the land use plan for Schroon, there are certain special features that need to be considered which do not limit themselves to any one land use category or district, but instead affect several and should receive attention regardless of the district designations.

Planned Unit Development - One of the more recent tools developed in land use planning and zoning implementation is the planned unit development concept. This is the means by which additional flexibility may be instituted within certain land use categories.

When properly implemented, it can benefit the community more than would otherwise be possible through the strict interpretation of the zoning ordinance. Planned unit development may be for residential, commercial, industrial or a combination of these uses. Frequently a fairly large minimum size is required so that the objectives of planned unit development such as open land may be achieved and to prevent misuse of this alternative to land use development. In Schroon the minimum size of a planned unit development should be 100 acres in the Rural Lands areas except for RL-4 where it should not be allowed and twenty acres in the other areas.

Cluster Development - Section 281 of the Town Law permits the Planning Board to modify provisions of a zoning ordinance which would allow cluster development in those districts where it is not permitted in the ordinance. This allows a developer flexibility in locating residential homes as well as varying the type of residential dwellings permitted within the development. This usually results in a more attractive layout than would be possible by the strict interpretation of the regular provisions of the zoning ordinance. Cluster development should be provided for in all areas except RL-4.

Site Plan Review - Recently the Town Law has been amended (effected July 4, 1976) so that the Planning Board may give site plan review if provisions for this are contained in the zoning ordinance or by other local laws that make these same provisions. In the case of Schroon, site plan review procedures should be established in the revised zoning ordinance for all uses except single family dwellings and second homes on individual lots.

Nonconforming Uses - Existing nonconforming uses are protected in all zoning ordinances; however, provisions should also be made for modest expansion of nonconforming uses to avoid any undue hardship on a person who finds himself with a nonconforming use.

Other Considerations - Many other considerations to protect the land are generally regarded as elements of a land use plan. However, for those communities within the "blue line" of the Adirondack Park Agency the standards for these other protected features have already been established by the state law creating the Adirondack Park Agency. Some of these items are the protection of shores of waterbodies and protection of designated rivers and the areas immediately adjacent to them.

Public Lands

No special provisions have been made in this land use plan for public lands. The state already has extensive landholdings in the Town of Schroon, and by state law and state constitution these lands have adequate protection. The town and school district own sufficient land for municipal and educational purposes with two exceptions.

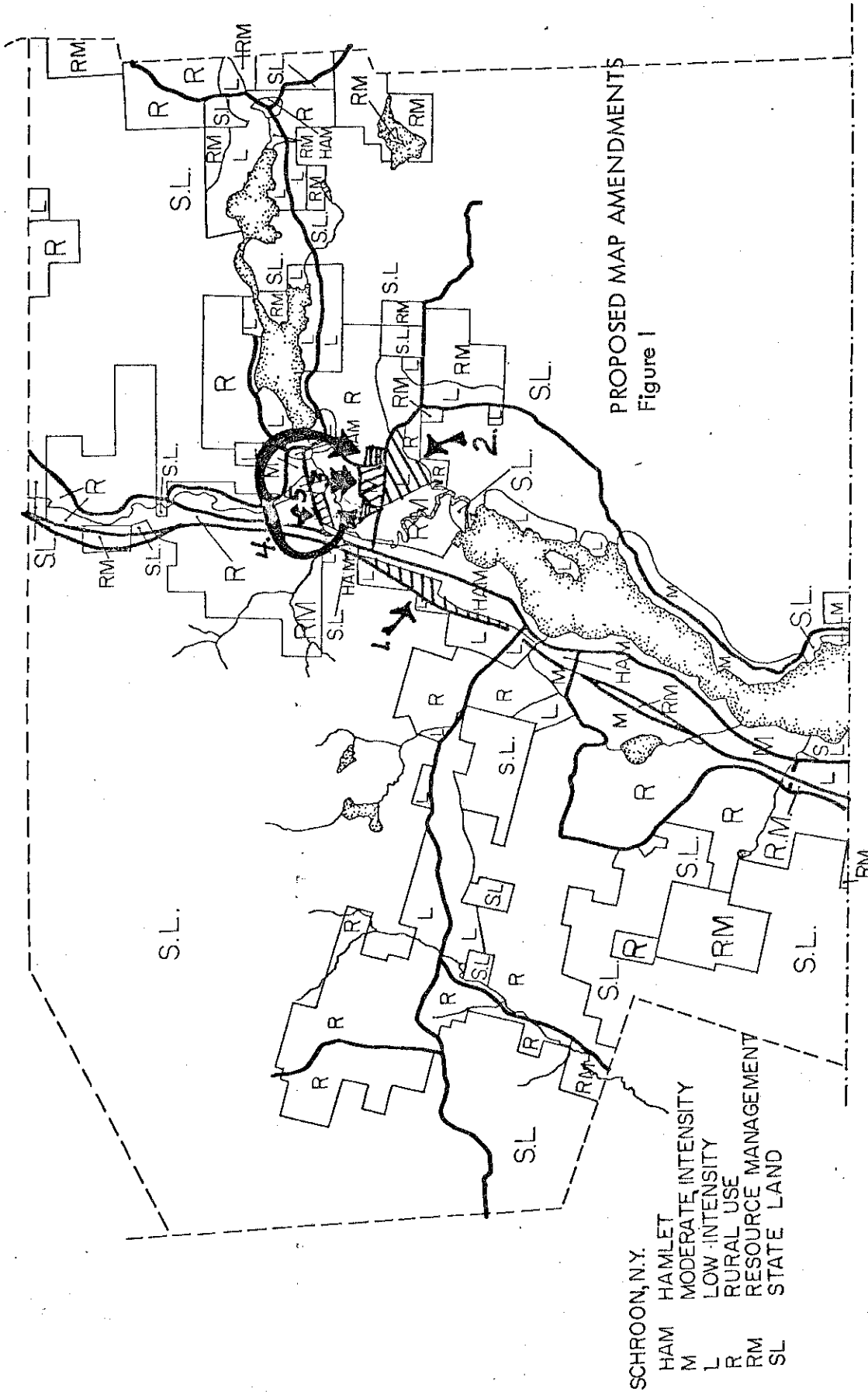
1. Area for ski slope.
2. Area for future expansion of golf course to 18 holes.

Proposed Changes to the Adirondack Park Agency's Land Use and Development Plan

In order for this land use plan to meet the needs of the community and still fall within the density requirements for private lands within the "blue line", it is necessary to have the APA plan amended so that the two may be compatible. The following areas are recommended to be changed to Hamlet on the APA plan and as shown on the map on a following page.

1. Low Intensity area between the Hamlet area and the Northway.
2. Low Intensity area on the south side of the Alder Meadow Road bounded by the road, the runway of Schroon Lake Airport and Alder Creek.
3. Moderate Intensity area on the north side of Alder Meadow Road bounded by this road and Tyrell and South Roads.
4. Rural Use area on the north side of Alder Meadow Road 1000 feet easterly from South Road for a depth of 500 feet and a triangular area bounded by the runway extended, Tyrell Road and a line parallel to and 500 feet from Alder Meadow Road.
5. Rural Use area on the south side of State Route #74 between the Hamlet area and Schroon River with a depth back from Route 74 of 1000 feet.

APA PRIVATE LAND CLASSIFICATION



PROPOSED MAP AMENDMENTS
Figure 1

SOURCE: ADIRONDACK PARK LAND USE AND DEVELOPMENT PLAN MAP, revised 1974

APPENDICES

APPENDIX A
PLANNING BOARD OF THE TOWN OF SCHROON
ESSEX COUNTY
SCHROON LAKE, NEW YORK 12870

To the Residents of the Town of Schroon:

The Town Planning Board, in cooperation with the Supervisor and Town Board, as part of its duties as a policy advisory board to the Town, is in the process of preparing a comprehensive land use study and updating the existing zoning ordinances.

Because this is a sizable undertaking, and the Planning Board has no staff, Stanley Judkins, of ENVICO, has been retained to assist the Planning Board. State funding is available to help pay for these planning services, with the Town's share being one-sixth of the total cost.

The Planning Board has drawn up a list of opinion questions accompanying this letter. We are asking for your comments on certain issues and needs within the Town and encourage you to add any additional comments you might desire, even though they may not be covered by one of the questions.

We feel that this questionnaire is a very important part of our planning process since it lets us know the desires of the people of Schroon regarding their town. It can only be worthwhile to us if you, and your families, take the few minutes necessary to answer the questions, put in any additional comments you want, and mail back the questionnaire to our consultant in the accompanying self-addressed, postage-paid envelope. The results of this questionnaire will be discussed at a public meeting to be announced soon.

These questionnaires are being distributed to all taxpayers, including our summer residents. If you know of a family that did not receive a questionnaire please tell them extra questionnaires are available at the Town Clerk's Office.

We want to emphasize that **YOU NEED NOT SIGN THIS QUESTIONNAIRE**, as the Planning Board is concerned about what each household or individual thinks, and not who they are.

Thank you for your assistance.

Planning Board of the Town of Schroon,
Robert J. Kugler, Chairman
Joseph F. Gregoire
Andrew W. Possehl
Paul D. Provoncha
Gerald J. Smith

TOWN OF SCHROON QUESTIONNAIRE

Directions: Please answer the following questions, using the space below. Return to the consultant, using the self-addressed, postage paid envelope. YOU NEED NOT SIGN THIS QUESTIONNAIRE. Add additional sheets if necessary.

1. Is the Town of Schroon an excellent, good, fair, poor, place to live? _____
Why? _____
2. Do you feel that your local town government is responsive to the needs of this community?
Yes _____ No _____ Why? _____

3. Are the following services excellent, good, fair, poor?

	Excellent	Good	Fair	Poor	Comment
(a) Police?					
(b) Fire?					
(c) Ambulance?					
(d) Road Maintenance?					
(e) Youth Rec. Program?					
(f) Other Recreations?					
(g) School System?					
(h) Health Services?					
(i) Library?					

4. Do you feel the current recreational facilities provided on State Land in the Town of Schroon: Are Adequate _____ Are Underdeveloped _____
Comments: _____

5. Are there historical, scenic, or other particular sites that you feel should be preserved?
Comments: _____

6. Are you in favor of encouraging tourism in Schroon? Yes _____ No _____ If yes, what type? _____

7. Are some of the following needed?

	Yes	No	Comment
(a) New business?			
(b) Industry?			
(c) Small apartment houses?			
(d) Ski slope?			
(e) Sidewalks?			
(f) Motels?			
(g) Sewage system extension?			
(h) Water system extension?			
(i) Other?			

8. Do you feel the current Town Zoning is: Adequate? _____ Not Needed? _____
Needing Revisions? _____ Comments: _____

9. Do you think the Town of Schroon should adopt:
- | | | |
|------------------|------------|-----------|
| | <u>Yes</u> | <u>No</u> |
| Building Codes? | _____ | _____ |
| Sign Ordinances? | _____ | _____ |
| Other? | _____ | |
10. How do you feel about the Adirondack Park Agency? _____
11. Which do you feel can do the most acceptable and fair job of guiding the future of the area; at the town level or at the state level? _____
12. What type of desirable job opportunities are needed in your Town:
 for men? _____
 for women? _____
13. Over the next ten to twenty years would you like to see the population of Schroon:
 Increase rapidly _____ Moderately _____ Slowly _____ Remain the same _____?
14. Do you feel there are problems or potential problems in Schroon from:
- | | Yes | No | Comment |
|---|-------|-------|---------|
| (a) Pollution of our water supplies & streams? | _____ | _____ | _____ |
| (b) Disappearance of natural & open areas? | _____ | _____ | _____ |
| (c) Dangerous intersections & highway conditions? | _____ | _____ | _____ |
| (d) Large scale vacation house development? | _____ | _____ | _____ |
| (e) Other? | _____ | _____ | _____ |
15. How long have you lived in the community? _____
16. What factors influenced you in selecting this community as your home? _____

17. How many in your family at home? Total _____ Adults(18 and over) _____ Children _____
18. Do you earn your living outside of town? _____ Where _____
19. Do you own or rent your home? _____
20. What should be done to improve the Town of Schroon to make it a better place in which to live?

APPENDIX B

TABULATION

OF

TOWN OF SCHROON OPINION QUESTIONNAIRE

1. Is the Town of Schroon an excellent, good, fair, poor place to live?

	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>No Comment</u>
Year-Round	2	37	24	6	2
Seasonal	38	101	31	17	26

2. Do you feel that your local town government is responsive to the needs of this community?

	<u>Yes</u>	<u>No</u>	<u>No Comment</u>
Year-Round	34	26	11
Seasonal	106	39	68

3. Are the following services excellent, good, fair, poor?

a) Police	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>No Comment</u>
Year-Round	16	27	18	4	6
Seasonal	45	77	23	14	54

b) Fire	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>No Comment</u>
Year-Round	47	21	3	0	0
Seasonal	49	83	15	9	57

c) Ambulance	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>No Comment</u>
Year-Round	51	15	4	1	0
Seasonal	75	71	6	5	56

d) Road Maintenance	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>No Comment</u>
Year-Round	10	33	18	10	0
Seasonal	39	79	38	24	33

e) Youth Rec. Program	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>No Comment</u>
Year-Round	5	15	24	18	9
Seasonal	20	49	27	20	97

f) Other Recreation	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>No Comment</u>
Year-Round	7	22	19	13	10
Seasonal	32	59	26	13	83

g) School System	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>No Comment</u>
Year-Round	4	19	24	15	9
Seasonal	13	50	21	7	122

h) Health Services	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>No Comment</u>
Year-Round	6	27	15	12	11
Seasonal	13	42	28	24	106

i) Library	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>No Comment</u>
Year-Round	9	29	20	5	8
Seasonal	8	43	35	19	108

4. Do you feel the current recreational facilities provided on State Land in the Town of Schroon:

	<u>Are Adequate</u>	<u>Are Underdeveloped</u>	<u>No Comment</u>
Year-Round	19	44	8
Seasonal	109	72	32

5. Are there historical scenic, or other particular sites that you feel should be preserved?

Some suggestions were:

Year-Round	Boat house, blacksmith, shoreline's natural beauty
Seasonal	Boat house, lake frontage, old houses and lodges near town beach

6. Are you in favor of encouraging tourism in Schroon?

	<u>Yes</u>	<u>No</u>	<u>No Comment</u>
Year-Round	55	11	5
Seasonal	137	56	20

7. Are some of the following needed?

a) New Business	<u>Yes</u>	<u>No</u>	<u>No Comment</u>
Year-Round	60	6	5
Seasonal	134	42	37

b) Industry	<u>Yes</u>	<u>No</u>	<u>No Comment</u>
Year-Round	53	11	7
Seasonal	94	77	42

c) Small apartment houses	<u>Yes</u>	<u>No</u>	<u>No Comment</u>
Year-Round	38	22	11
Seasonal	35	121	57

d) Ski slope	<u>Yes</u>	<u>No</u>	<u>No Comment</u>
Year-Round	50	12	9
Seasonal	128	50	35

e) Sidewalks	<u>Yes</u>	<u>No</u>	<u>No Comment</u>
Year-Round	43	16	12
Seasonal	25	114	74

f) Motels	<u>Yes</u>	<u>No</u>	<u>No Comment</u>
Year-Round	18	39	14
Seasonal	36	118	59

g) Sewage system ext.	<u>Yes</u>	<u>No</u>	<u>No Comment</u>
Year-Round	39	19	13
Seasonal	77	64	72

h) Water system ext.	<u>Yes</u>	<u>No</u>	<u>No Comment</u>
Year-Round	24	28	19
Seasonal	60	67	86

i) Other
Nursing home, shopping facilities

8. Do you feel the current Town Zoning is:	<u>Adequate</u>	<u>Not Needed</u>	<u>Needing Revisions</u>	<u>No Comment</u>
Year-Round	34	9	17	11
Seasonal	86	11	46	70

9. Do you think the Town of Schroon should adopt:	<u>Yes</u>	<u>No</u>	<u>No Comment</u>
Building Codes	40	16	15
Year-Round	117	53	43
Seasonal			
Sign Ordinances	<u>Yes</u>	<u>No</u>	<u>No Comment</u>
Year-Round	37	16	18
Seasonal	129	33	51

Other: Mobile home regulations, motor boat regulations

10. How do you feel about the Adirondack Park Agency?	<u>Yes</u>	<u>No</u>	<u>Yes w/reservations</u>	<u>No Comment</u>
Year-Round	9	42	11	9
Seasonal	75	73	28	37

11. Which do you feel can do the most acceptable and fair job of guiding the future of the area; at the town level or at the state level?	<u>Town</u>	<u>State</u>	<u>Combination</u>	<u>No Comment</u>
Year-Round	53	6	6	6
Seasonal	125	22	33	33

12. What type of desirable job opportunities are needed in your town?

Year-Round

Men light industry, handicrafts, office and clerical, technical employment

Women light industry, handicrafts, office and clerical, waitressing, hairdressing

Seasonal

Men small industry, conservation work, training programs for young people

Women business opportunities, clerical, public health service, office

13. Over the next ten to twenty years would you like to see the population of Schroon:

	<u>Increase Rapidly</u>	<u>Moderately</u>	<u>Slowly</u>	<u>Remain the Same</u>	<u>No Comment</u>
Year-Round	6	36	18	9	2
Seasonal	7	47	94	52	13

14. Do you feel there are problems or potential problems in Schroon from:

a) Pollution of our water supplies & streams? Yes No No Comment

Year-Round 35 24 12

Seasonal 133 41 39

b) Disappearance of natural & open areas? Yes No No Comment

Year-Round 27 32 12

Seasonal 84 82 47

c) Dangerous intersections & highway conditions? Yes No No Comment

Year-Round 36 26 9

Seasonal 43 114 55

d) Large scale vacation house development? Yes No No Comment

Year-Round 13 42 16

Seasonal 79 88 46

e) Other not enough housing, APA, snowmobile noise pollution

15. How long have you lived in the community?

<u>Years</u>	<u>Year-Round</u>	<u>Seasonal</u>
0-10	10	78
10-20	20	50
20-40	17	34
40+	24	28
No Response	0	23

16. What factors influenced you in selecting the community as your home?

Some of the more common answers were:

Year-Round location, beauty, clean air, health, employment, not too crowded, home town, hunting and fishing, mountainous terrain.

Seasonal

not crowded, beauty, friendly sincere people, native borns, adequacy of services, summer recreation, open areas, small town, "I can leave my door open", country atmosphere, business pursuit.

17. How many in your family at home?

<u>Total</u>	<u>Year-Round</u>	<u>Seasonal</u>
1	10	6
2	25	58
3	5	21
4	14	31
5	8	38
6	5	18
7+	2	13
No Response	2	28

18. Do you earn your living outside of town?

	<u>Yes</u>	<u>No</u>	<u>Retired</u>	<u>No Comment</u>
Year-Round	10	44	13	4
Seasonal	154	14	21	24

* Many of the seasonal responded that they work in New York City or in the Albany area.

19. Do you own or rent your home?

	<u>Own</u>	<u>Rent</u>	<u>No Comment</u>
Year-Round	65	5	1
Seasonal	181	8	24

20. What should be done to improve the Town of Schroon to make it a better place in which to live? Some of the more common responses were:

Year-Round

spray for bugs, preserve wilderness area, musical events, control building and development, new business, more opportunities for youth to keep them off the streets.

Seasonal

control growth, organize community musical events, invite competitive supermarket to locate in town to provide a fairer price control, need more facilities to remain open at night keeping tourists in town, summer residents are not fairly taxed, update face of village.

APPENDIX C

MAP LIST

Town Wide

Existing Land Use

Public Facilities; Transportation Plan, Trails System

Proposed Land Use

Built-Up Area

Existing Land Use