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VII. THE MASTER PLAN

A. INTRODUCTION

This section contains a description of the Master Plan for the park. In reviewing this section, the Master Plan is described in terms of the overall development of the park. The actual construction of facilities will occur in phases over a period of years.

B. DESCRIPTION OF THE MASTER PLAN

The Master Plan for Point Au Roche is illustrated on Figure 22. The complete park program proposed for Point Au Roche consists of nine elements:

1. Control/Access
2. Day Use Area
3. Nature/Historic Area
4. Boater Access Facilities
5. Camping
6. Winter Recreation
7. Maintenance
8. Utilities

Although there is considerable overlap, each of these elements will be described separately. The recreational activities are expected to attract 42,000 day users per year. It is also expected that with full development approximately 52,000 campers will attend the park during the camping season.

1. CONTROL/ACCESS

Entrance to the park for the general public will be located approximately 400 feet west of the intersection of Point Au Roche and Lake Shore Roads. This location will minimize traffic congestion and provide an acceptable sight distance in both directions along Point Au Roche Road. The park entrance will be a 20-foot wide asphalt/concrete paved road with a design speed limit of 30 mph.

The park contact station (900 square feet) will be the first facility that park visitors will approach as they enter the park. At the contact station visitors pay the entrance fee and can obtain information about directions to various park areas. The contact station area will also have a vehicle turn-around and a small visitors parking area.

From the contact station area visitors can proceed directly to the day use area, camping loops, or the boat launch facility. The main park road also leads to the nature center on the eastern shoreline of the park.

2. DAY USE RECREATION AREA

The Point Au Roche day use area will focus on swimming and picnicking opportunities. The access road leading to the day use area parking lot is approximately 0.6 miles in length. The initial road and parking facilities will be gravel base only. Paving with asphalt will occur in a later phase of development. There will be two parking facilities serving the day use area: one will be close to the picnicking facilities and will hold 100 cars while the other will be situated closer to the beach and will hold another 250 cars, 30 recreational vehicles and 8 buses. Sizes of the parking areas were designed according to the recreational design specifications in SCRIP (1983). At capacity, the total number of day users will be approximately 1,400.

The swimming complex will consist of the beach, bathhouse, concession facility, and access walkways. Access facilities for the handicapped will also be provided. The beach bathhouse will contain showers, toilets, and lifeguard/first aid facilities. A food and drink concession facility will be an element within the beach complex.

The beach is 800 feet long and has a capacity of approximately 1,000 bathers. It will be modified to provide optimal conditions for the beach users and to protect upland areas from the effects of high water and/or storm events.

Past informal use of the beach area indicates some patrons can be expected to arrive by boat. Persons arriving by boat will be directed to the area east of the proposed beach. The number of such visits will be monitored, and a formal management program put in place if it is deemed to be warranted. Landing of small boats on the westernmost beach will not be encouraged.

Based on information provided at and following the public hearing on the DEIS/Draft Plan, expansion of the bathing opportunity will be considered by OPRHP. Such expansion will be dependent on the need and interest of park patrons and the capacity of the environmental resources for additional use.

The picnic area will cover approximately 28 acres and have a capacity for approximately 1,000 patrons. Picnicking will be located primarily in the wooded area east of the beach complex. This area is situated at a higher elevation which facilitates runoff from, and breeze circulation through, the site. Another smaller picnic area will be established to the west of the large parking lot. Both picnic areas will have toilet facilities available.

The proposed day use facilities also include an area of approximately 3 acres for field games and a play lot of about one acre. Both facilities will be located in the open area north of the larger parking lot. The day use program will allow for consideration of other related recreation activities.

3. NATURAL AND CULTURAL RESOURCE INTERPRETATION PROGRAM

The proposed environmental resource interpretation program for Point Au Roche State Park will promote conservation of resources by furthering environmental and historical awareness in visitors. The program will be year-round and based at the nature center facility. Supporting aspects of the program are the trails and resources of the park as well as the potential for special programming assistance from area educational and cultural facilities.

a. Nature Center

The nature center/museum building will be the focal point for the overall program by serving as a base for instruction in the environmental sciences. The building will contain classrooms, a reference library, administrative offices, washroom facilities and storage facilities for study equipment. There will also be a display area containing live and mounted wildlife, flora, geological specimens, and historical artifacts. In addition, the center will serve as the headquarters for the winter recreation program which will be discussed later.

The nature center staff will provide guided walks and special programs to orient the public to the park's natural and cultural resources. Some of the special programs which may be scheduled at the center are:

- nature craft workshops
- summer campfires
- guest lectures
- camp craft (outdoor cooking, orientation)
- wildlife identification
- bow hunter safety
- boating safety
- Indian lore
- Lake Champlain history
- cross-country ski lessons

Schools from around the area can participate in special programs for classroom study at the center. Programs can be coordinated with SUNY Plattsburgh, which could not only use the facility for curriculum purposes, but could also assist in providing material and exhibits. Also, area students could work as interns under the supervision of the center's director.

The center will be located just west of Conner Bay. There is ample open area for the access road and parking. The proposed parking lot will hold 50 cars and 10 buses or recreation vehicles and will be located on the inland side of the nature center building. Parking capacity at the center, was estimated, in part, from use figures for the Minna Anthony Common Nature Center in Wellesley Island State Park.

In addition to the park manager's residence, two other structures - a storage facility and an unused park survey shed - are presently situated in this area. Although these buildings will be used temporarily, the long range plan for the park specifies replacement of these structures in other areas of the park.

Access to this site will begin by proceeding left from the contact station intersection along a two lane 20 foot wide asphalt/concrete surface road. The total length of the road from the toll booth to the nature center building will be 1.3 miles. Approximately 0.8 miles of this road will be new construction and the remainder constructed over existing road.

The existing access road to this area crosses a narrow strip of land between the end of Deep Bay and an adjacent wetland. This road does not provide reliable access to the nature center area because of flooding. By re-routing the access road northward along an abandoned roadway, the Deep Bay road can be limited to trail use and park maintenance vehicles only. The adjacent Deep Bay wetland would then have minimal vehicular intrusion and would serve as an easily accessible example of a wetland ecosystem.

b. Trails

The park's existing 7 mile hiking and cross-country ski trail system will be improved and expanded. Interpretive markers providing information about natural or cultural resources will be placed along these trails. The entire interpretive program will be coordinated through OPRHP Recreation Services and Historic Preservation staff as well as the park's nature center staff. A self-guiding trail with access for the handicapped will be designed by the nature center staff.

Initial trail improvement activities include:

1. Post and /or fence off the dangerous cliffs at the end of Long and Middle Points.
2. Minor modifications of portions of trails along Deep Bay and eastern shorelines to improve visual access to lake and mountains.

3. Construct rest stations at overlook points.
4. Construct wildlife viewing areas with the assistance of DEC Fish and Wildlife staff.
5. Construct an elevated walkway through the wetland ecosystem at the end of Deep Bay.

Another trail system proposed for the park is a Class I bike-path which will also be used for cross-country skiing. The trail will be 8 feet wide with a stone/dust surface. The bike route will begin at the park entrance and run roughly parallel to the main road, through the picnic area and woods, and continue to the eastern campground area. From there the trail will proceed to the parking area for the nature center. The total length of the trail will be approximately 2.7 miles.

c. Preserve Areas

In keeping with the classification of Point Au Roche State Park as a Scenic Park, certain areas are designated for low intensity uses either as preserve or open space. As shown in Figure 22, these areas will primarily be Long, Middle and Short Points, much of the park's eastern shoreline and the dunes associated with the St. Armand's Beach area. Trails will be constructed through parts of these areas allowing some public access. Hiking and cross-country skiing will be the most intensive uses allowed in these areas. In addition, a wildlife blind or overlook may be constructed adjacent to St. Armand's Beach as a wildlife observation area for park patrons.

4. BOATING FACILITIES

The proposed boating facilities at Point Au Roche State Park will consist of a boat launching site and a pump-out facility. In addition the feasibility of and need for a formal mooring area in Deep Bay will be evaluated. The wastewater pump-out facility and a visitor's dock will be constructed on the northeastern shore of Deep Bay. The docking area will be primarily for nature center visitors and will consist of a 60 foot x 8 foot wooden dock that will be able to serve six boats simultaneously. At the terminus of and perpendicular to the dock, a 40 foot wooden dock will be constructed for wastewater pumpout. The pump-out facility will consist of a small water tower, wastewater treatment system and a pumping system.

The boat launching site will be situated at the northern end of Middle Bay and will serve the Treadwell Bay area. The facility will be modest in size and rustic in appearance. The facility includes a two lane 1,800 linear foot access road connecting to the day use road. The parking lot will accommodate up to 30 cars and trailers and cover approximately 50,000 square feet. The boat launch ramp itself will be 25 feet wide and 120 feet long. A five foot difference in water elevations during the boating season requires special design consideration in order to protect facilities.

A sheetpile bulkhead system will be installed as part of the site, and will consist of 80 linear foot walls along either side of the concrete ramp and a 100 linear foot seawall along the shoreline for short term docking purposes. The total bulkhead system will be roughly 4,240 square feet.

Consideration will be given to provide a boat rental concession in the Middle Bay Area. Approval of such recreational facility will require additional analysis of possible effects in Middle Bay and adjacent areas as will analysis of patron safety consideration.

5. CAMPING FACILITIES

After considerable review of comments from various groups and individuals on the camping element in the Draft Plan and DEIS, the OPRHP remains committed to its position that it is both reasonable and appropriate to provide campers with access to the significant recreational resources of not only the park but also Lake Champlain.

The possible total number of sites identified in the plan was based on (1) the attractiveness and limitations of the park's resources and (2) the camper use of two comparable parks - Cumberland Bay State Park and Ausable Point. The total number of potential campsites has been reduced to 210 and changes and clarifications have been made to the description in the Draft Plan to reflect the agency's interest in working cooperatively with the private sector.

Every effort will be made to reduce unnecessary competition and to mitigate adverse impacts on the private campground industry. Only basic campsites will be provided at Point Au Roche. These unimproved sites will not have electric, water, or sewage hookups, but will be served by basic comfort facilities. Development will be phased and timed to avoid unnecessary pressures on the market, especially during adverse market conditions. The possibilities of a public/private cooperative venture to offer camping in the vicinity of Point Au Roche will be explored to encourage private investment and revenue utilization for operations and to develop a pricing structure which more closely reflects costs.

Construction of camping facilities will be in two parts. The first will consist of 30 carry-in sites and two loops, each with 30 unimproved drive-to sites. This initial development will be

located in the eastern campground area. Special effort will be made to provide some camping opportunity near the water; however, the stated policy of protecting the scenic character of shoreline areas will not be compromised. Most of the 60 unimproved sites will be replacements for site reductions at Cumberland Bay State Park and Macomb Reservation. The decrease in sites at Cumberland Bay will significantly alleviate the present overcrowded situation.

The second part of the camping element consists of up to 120 additional unimproved sites. If additional sites are to be developed, they will be primarily located in the western campground area; one loop of 30 sites will possibly be added to the eastern campground area. The opportunities and feasibility of this second part of the camping development will be determined through a more detailed assessment of actions taken by the private campground sector after development of day use facilities at Point Au Roche. Prior to any decision by OPRHP regarding the second part of the camping element, resource capacity and cost/benefit analyses will also be conducted. Also, findings from all studies will be provided to the local Point Au Roche Advisory Committee as well as representatives of the private sector.

In the Master Plan both parts of the camping facility construction have been moved to a later phase in the development schedule (i.e. the first part from Phase III to Phase IV/V and the second part from Phase V to Phase VI.)

Roadways for the camping areas will be of two widths: 12 foot wide one way loop roads, and 20 foot wide two-way campground access roads.

The eastern campground area will be served by a 4,000 linear foot two-way access road. The three camping loop roads in the eastern section would total approximately 4,800 linear feet of one-way roadway. The western campground area would be served by a 2,400 linear foot two-way access road and contain four camping loops totalling 6,400 linear feet of one-way roadway.

All campground areas will be accessible to and connected by the bikeway.

The carry-in campsites will be located in the eastern camping area. At these sites, patrons would park their vehicles at a single location and carry in their gear to individual campsites. These carry-in areas will be designed to provide the camper with more of a feeling of "remoteness" than a regular drive-to site. There will be approximately 30 of these campsites serviced by one comfort station.

The drive-to camping sites are primarily for tent-users. These sites will be arranged in loops of approximately 30 with each site situated along either side of a one-way loop road. Each loop will be served by one comfort station, and as site conditions permit, may contain recreational facilities such as playgrounds or ballfields.

Both the eastern and western campground areas are brushland/open field areas. Campground design, therefore, will necessarily include planting with native species of evergreen and hardwood trees. Care will be taken, however, to maintain important vistas and adequate site distances along roadways.

The existing pond near the eastern campground area will be preserved, and retention basins will be constructed to protect the stream flowing out of the pond from the adverse effects of increased stormwater runoff. The importance of this stream/wetland system rests primarily in the fact that it is the only such system in the park.

6. WINTER RECREATION

Winter recreation activities will, to the greatest extent possible, functionally relate to the recreation areas described in the Master Plan. The activities proposed for the park are: ice fishing, cross-country skiing, hiking, nature interpretation and snowmobiling. Required elements for a comprehensive winter recreation program are: a parking facility, a winter recreation headquarters with toilet facilities, and access to trails and the lake.

The nature center will serve as the winter recreation headquarters. Lake ice access will be provided both at the boat launching site at Middle Bay, and from the nature center area.

The current trail system will be sufficient for winter uses until demand demonstrates the need for improvements. Access to Lake Champlain will be provided for snowmobilers over designated trails.

As a result of comments received and reevaluation of the need, the cabin colony proposed with the Draft Plan has been deleted from the Master Plan. It is felt that recreationists who want to use the park during the winter can find comfortable accommodations at reasonable costs in motels near the park. The need for overnight accommodations for students was also found to be low since the park is within a short drive to most educational facilities in the Plattsburgh area. Changing conditions in institutional relationships or in recreational demand may result in reconsideration of the cabin element. Such a proposal, however, would represent a significant change to the Master Plan and thus require an open environmental review and evaluation prior to an agency decision.

7. MAINTENANCE AND OPERATION

These facilities will be located in the northeast corner of the park. The main building will consist of a winterized maintenance headquarters housing park and security staff, a storage garage and shop area. These facilities will serve as subregional headquarters for state parks in the Clinton County area. The park manager's residence will eventually be located in this area.

The maintenance area will be accessible from both the nature center access road within the park and from Point Au Roche Road. The latter entrance is located approximately half a mile east of the intersection of Point Au Roche and Lake Shore Roads, and will be a maintenance and emergency vehicle entrance to the park. A gate will be placed along this access road near the intersection with the nature center access road to prohibit park patrons from entering or leaving the park through this point.

8. UTILITIES

a. Water

The primary source of water for Point Au Roche State Park is expected to be groundwater. Based on information pertaining to the existing well at the Headlands Building, groundwater should be more than adequate in terms of both quantity and quality. The exact location and number of wells to be drilled will be determined following more detailed studies of the site's soil and groundwater characteristics. Ideally, the wells can be located close to the park facilities they are serving.

The water requirements for the park facilities have been estimated as follows:

<u>Facility</u>	Daily Requirement (gal/day)	Required Well Flow (gal/min)
Day Use	12,000	25
Camping (210 sites X 100 gal/day)	21,000	44 (2 wells)
Nature Center	1,250	2.6
Maintenance Facility	750	1.6
Toll Booth	300	1.0
Boat Sewage Pumpout	1,000	2.1

b. Wastewater Treatment

Similar to the potable water facilities, final design and location of wastewater treatment facilities for the park's various use areas are dependent on the findings of future, more detailed soils investigations. Septic tanks followed by land treatment is the preferred method to dispose of wastewater generated at Point Au Roche.

With the exception of the boat pumpout facility on Deep Bay, the hydraulic loading estimates for wastewater are essentially the same as the water requirements listed in the section above. Results from a more detailed investigation (Atlantic Testing Laboratories, Limited, 1984a) demonstrate that discharge of treated wastewater to standard leaching fields or raised leaching beds will be feasible and that the need for point discharge of treated wastewater to Lake Champlain is not likely. Results from tests have shown that areas chosen for facilities possess structurally sound soils. Certain areas possess soils with excellent percolation tests. The major cause of wetness is associated with a strata of

clay which acts as a dike and holds the water in the areas. Borings were made to a depth of eight feet and no rock was encountered. Similar findings from analysis of soils in other areas of the park are anticipated as more detailed studies are conducted prior to final design.

c. Electric and Telephone

All electric and telephone lines serving the park will be buried. An investigation of the cultural/archeological resources of the park, as described in section VIII C, will be conducted prior to any ground disturbance. Installation of electric and phone lines will be done in a manner sensitive to the findings of that study.

C. STAFFING

Because of the seasonal use aspect, the management of Point Au Roche will be coordinated with the operation of Cumberland Bay State Park, Macomb Reservation, and the boat launching sites at Great Chazy and Point Au Roche. In this way, some permanent staff of the TISP&RC could work on the year-round maintenance and operation at either Point Au Roche or Cumberland Bay depending on priorities. The permanent staff would consist of: a Park Manager responsible for parks within the Lake Champlain area, namely Point Au Roche, Cumberland Bay, Macomb Reservation and the boat launching ramps at Great Chazy and Point Au Roche. Full-time Assistant Park Managers would be hired and stationed within this complex. Maintenance of these facilities would be provided by: (1) a general mechanic who is a journeyman and capable of plumbing, electrical and carpentry trades. He would be assigned to the maintenance and repair of all buildings, utilities and other facilities; (2) a maintenance assistant mechanic who would maintain park equipment; (3) a park worker who would be available to assist in general maintenance duties. This individual may assume supervisory responsibilities during the summer months; and (4) a clerk who assists the Park Manager by conducting routine tasks associated with payroll, purchasing, communications, etc.

Security would be the responsibility of the Park Patrolman stationed at Cumberland Bay. Because of the increased year-round responsibility, an additional officer will be assigned to night security for all facilities. During the peak summer season Temporary/Seasonal Park officers would work 20 to 30 hours per week at Cumberland Bay and Point Au Roche with major shifts being on the weekends.

The Environmental Education Program at Point Au Roche would be under the direct supervision of the Park Manager. The education staff would run the year-round facility under the direction of a permanent Conservation Educator. There is a possibility of supplementing the nature center program with resources available through Plattsburgh State University. In this instance, the center could be used for teaching/learning experiences for students.

The greatest number of employees would be hired between the period of May through October 1, the period of maximum park use. These employees would be temporary and seasonal (T/S) and would each work between 400 and 1,600 hours a year depending on the need. It is estimated that approximately 15 T/S persons would be employed in the park. There may be some rotating and shifting of personnel throughout the season depending on the use and maintenance required, and for special occasions.

Income to the communities as a result of operation and maintenance of Point Au Roche is estimated to be \$342,180 annually.

D. PHASING

The significant scope of the Master Plan was the primary basis for preparation of a phased implementation program. The park development program has been divided into six phases (Table 12). The initiation and completion of each phase are dependent on findings from demand analysis and, of course, sufficient funding. Each phase may involve a multi-year construction program.

Table 12 lists each of the major facilities in the first column on the left hand side. The second column lists more specifically the primary components to be developed.

Construction of facilities which are presently in the greatest demand will be undertaken in the earlier phases. For example, day use access, swimming beach facilities and picnic grounds and pumpout facility for deeper draft vessels will be developed and improved in the early phases, while construction of the boat launch, campgrounds, and the new nature interpretive building will be initiated in later phases.

At present, it is estimated that part of Phase I, which will provide facilities for day use of the park, will be constructed using \$875,000 appropriated within the 1984-85 State Budget. A cost breakdown for the first part of Phase I is listed below:

	<u>(000's)</u>
Road and Parking Areas (Road = \$195) (Parking area = \$168)	\$363
Bathhouse and Tollbooth	165
Electrical Service (Primary)	30
Site Work (Incl. shorewall, beach grading, day use grading, walks, dumpster pads, handicap sites and handicap access)	130
Water Systems (for bathhouse and tollbooth)	25
Sewage System for bathhouse	30

TABLE 12 PHASED DEVELOPMENT SCHEDULE FOR MASTER PLAN

PROJECT PRIORITY	SPECIFIC ACTIONS	COMPLETED	I	II	III	IV	V	VI
A. DAY-USE ACCESS	1. Entrance Rd. 2. Toll Booth 3. Parking-380	Demolition & Cleanup of Fantasy Kingdom	Construct Gravel Access Road, Toll Booth & Parking Area	Asphalt Pave Roads + Parking Lot	Construct Toll Booth Area (Parking & Signage)			
B. BEACH/SWIMMING FACILITY	1. Beach Const. 2. Site Work 3. Bath House 4. Concession 5. Equipment	Demolition + Cleanup of old road and O'Brien Estate	Construct Beach and Bathhouse Building Landscaping		Construct Concession Building			
C. PICNIC GROUNDS	1. Sitework 2. Equipment 3. Playground 4. Field Games 5. Walkways	Existing Structures Demolished Trails Improved	Lawn Const. 10 Acres Install 200 Grills and 200 Tables	Pave Walkways Construct Playgrounds	Lawn Const. 10 Acres Const. Field Games Add 200 Grills and 200 Tables			
D. MAINTENANCE FACILITY	1. Maint. Shop 2. Garage 3. Managers Res. 4. Roads & Parking			Construct Shop, Office, Garage, and Parking		Asphalt Pave Maint. Roads		Construct Managers Residence
E. NATURE/HISTORICAL AREA	1. Access Road 2. Parking 3. Nat. Ed. Museum 4. Trails	Access Road Improved Trails Improved		Improve Trails	Construct New Road to Nat. Center	Construct Nature Center		
F. BOAT FACILITIES	1. Access Road 2. Parking 3. Ramp & Bulkhead 4. Install Mooring 5. Boat Dock and Pumpout Station (Deep Bay)		Construct Pump Out Station + Visitor Dock		Construct Boat Launch Ramp, Bulkhead, & Gravel Road	Asphalt Pave Road	Evaluate Mooring Program	
G. CAMPGROUND DEVELOPMENT	1. Access Road 2. Camping Loops 3. Comfort Stations 4. Equipment 5. Sewage Dump Station					Construct 30 carry-in campsites, 60 unimproved sites, 3 conf. sta. + Sewage Dump-Station		Conduct study of need for more campsites If demonstrate need, construct up to 120 additional sites

Dock and Boat Sewage Pumpout	80
Force Account Work (incl. install. of tables, grills, signs, clearing of picnic area sites, and construction inspectors)	60
TOTAL	\$875,000

E. DETAILED STUDIES

The above description of the Master Plan provides an overview of the facilities which may ultimately be constructed. The site specific plans for some of these facilities, however, are contingent on more detailed studies.

Perhaps the most critical study is a more specific analysis of the park's soils. Findings from this study will assist in the determination of not only the locations but the type of wastewater facilities required. As indicated in the resource analysis section, the soil in the park is classified as having significant limitations for ground discharge of wastewater. Findings from the soil investigation have and will help the TISP&RC staff locate areas capable of receiving wastewater discharge.

In addition, an ongoing survey will to determine if any areas of historic or prehistoric significance are present in this park.

Another more specific evaluation will be conducted by regional staff to identify areas of scenic value. These areas will then be considered in the site specific design of park facilities such as the campgrounds or picnic areas. Areas of particular scenic value will be managed and maintained as part of the park's operation and maintenance program.

Finally, OPRHP Planning and Regional staff may conduct more detailed analyses of the demand for camping at Point Au Roche. This analysis will specifically address the type and number of sites that will be provided at the park and whether an arrangement for their operation by the private sector would be feasible.