

APPENDIX H

COMMENTS RECEIVED AFTER THE COMMENT PERIOD



June 3, 2020

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Executive Director
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Matthew Kendall
Adirondack Park Agency
P.O. Box 99
Ray Brook, NY 12977
(Via Electronic Submission)

**RE: Draft Supplemental Environmental Impact Statement for Map
Amendment 2019-01 in the Town of Lake Luzerne**

Dear Mr. Kendall,

On behalf of the Adirondack Council, I would like to thank you for the opportunity to provide comments on the Draft Supplement Environmental Impact Statement (DSEIS) for Map Amendment 2019-01 in the Town of Lake Luzerne. In reviewing the DSEIS and attending the May 18th public hearing, the Adirondack Council does not believe that the proposed map amendment sufficiently meets the legal thresholds to be classified as Moderate Intensity Use (MIU). For this reason, the Council opposes the reclassification of 105 acres from Rural Use (RU) to MIU in the Town of Lake Luzerne; the area should retain its RU classification.

According to the DSEIS, the Town of Lake Luzerne would gain an economic benefit if the land area were reclassified to MIU. Rural use areas allow one principal building per 8.5 acres while MIU allows one principal building per 1.3 acres. This change in building density would allow for a significant increase in development than is currently permitted under the RU classification. In addition, the applicant notes that the area “reflects the same characteristics as the adjacent Moderate Intensity Use and the classification would reflect the current usage.” If reclassified, the 105 acres would become a part of a larger 4,000-acre block of MIU lands in the Town.

As the Council has stated on past map amendment proposals, we support these types of amendments when they uphold the overall intent and integrity of the original Adirondack Park Land Use and Development Plan (APLUDP) classifications, harmonize natural resource protection with meaningful economic and cultural expansion for the surrounding community, and provide measurable net gains for all stakeholders. However, based on the Adirondack Park Agency Act’s land characteristic descriptions and Appendix Q-8, the Council does not believe Map Amendment 2019-01 achieves these ends. The following comments outline why the proposed map amendment should not be permitted as currently described.

Character Descriptions

Pursuant to §805 of the Adirondack Park Agency Act, Rural Use (RU) area is defined as, Those areas where natural resource limitations and public considerations necessitate fairly stringent development constraints. These areas are characterized by substantial acreages of one or more of the following: fairly shallow soils, relatively severe slopes, significant ecotones, critical wildlife habitats, proximity to scenic vistas or key public lands. In addition, these areas are frequently remote from existing hamlet areas or are not readily accessible. Consequently, these areas are characterized by a low level of development and variety of rural uses that are generally compatible with the protection of the relatively intolerant natural resources and the preservation of open space. These areas and the resource management areas provide the essential open space atmosphere that characterizes the park.

Moderate Intensity Use area is defined as,

Those areas where the capability of the natural resources and the anticipated need for future development indicate that relatively intense development, primarily residential in character, is possible, desirable and suitable. These areas are primarily located near or adjacent to hamlets to provide for residential expansion. They are also located along highways or accessible shorelines where existing development has established the character of the area. Those areas identified as moderate intensity use where relatively intense development does not already exist are generally characterized by deep soils on moderate slopes and are readily accessible to existing hamlets.

The maps and narrative provided in the DSEIS demonstrate that the proposed map amendment area more closely aligns with the RU rather than the MIU classification. For example, the area is not located near a Hamlet area, contains significant forest blocks, is not serviced by public sewer and water, and increased development may impact the abundant water resources it is proximately located near, including Lake Vanare. In addition, the 105 acres is a part of a larger RU network spanning 18,000 acres over multiple towns that provide important park characteristics as well as environmental benefits that should be maintained and protected.

Land Use Area Classification Determinants

Pursuant to Adirondack Park Agency (APA) Regulation Part 583.2(a), the APA must consider nine land-use classification determinants, including soil, topography, water, fragile ecosystem, etc., when reviewing a map amendment. The determinants are broken down into three categories: natural resources, existing land use patterns, and public considerations. These determinants flesh out what types of development will or will not add value to the Park and its communities, if allowed. Below is an assessment of the Appendix Q-8 Land Use Area Classification Determinants:

1. Soils: does not meet criteria. Of the 105 acres, over 28 acres of the land area is unsuitable for on-site wastewater treatment systems. With the lack of established public water or sewer facilities and given that 27% of the area cannot sustain on-site septic, the Council does believe the proposal sufficiently meets the Soils determinant.

2. Topography: meets criteria. With 98% of the area containing slopes of 15% or less, the topography would not unduly limit development.
3. Water: unclear. The land area contains a C(t) stream that may support a trout population, 13.7 acres of wetlands, and is situated near two lakes. The impacts of increased development, as the DSEIS outlines, “permitted by Moderate Intensity Use can increase nutrient levels and contamination of adjacent waters. Excessive nutrients cause physical and biological change in waters which affect aquatic life.” (Page 20) It is unclear if the water criteria has been met given the area’s natural characteristics and if/how future development would impact the water resources.
4. Fragile ecosystem: does not meet criteria. “Approximately 80 acres of the area are within an 11,800-acre area identified ‘regionally important’ forest block by the Wildlife Conservation Society...This forest block is one of 115 regionally important forest blocks identified in the Adirondack Park.” (Page 17) With a majority of the proposed land area existing in a regionally significant forest block, the land should be protected in its current RU classification to conserve important open space and natural resources.
5. Vegetation: does not meet criteria. For the reason cited in #4 above and given that “large forest blocks provide habitat to area-sensitive species and are more resilient to large-scale disturbances which maintain forest health of over time”, increasing development capacity in this land area will diminish vital open space and habit protection currently maintained by the RU classification. (Page 19)
6. Wildlife: does not meet criteria. Increasing development permitted under an MIU classification would allow up to 500 buildings per square mile. This level of development, much beyond the 75 buildings per square mile permitted in a RU area, would certainly impact wildlife by greatly diminishing corridors and habitat.
7. Park Character: does not meet criteria. While the land use area is adjacent to a MIU area, it is also situated within a large 18,000 RU block spanning multiple towns, and is multiple miles away from a Hamlet area. The amendment fails Park Character because the area is not proximate to existing communities and services, and therefore, intense development would be “detrimental to the open-space character of the park.” (Appendix Q-8)
8. Public Facility: does not meet criteria. The DSEIS acknowledges that the land use area is not currently serviced by public sewer and makes no mention of the intent to propose or develop a system.
9. Existing Land Use: does not meet criteria. The existing land use of private forestlands and overall low level of development of the area indicates that the lands should not be opened up for high levels of development.

Additional Comments

In addition to the comments provided above, the Council echoes comments submitted in previous map amendments that have come up for Agency consideration:

1. Comprehensive planning, not spot zoning: Map amendments should fit within a larger comprehensive planning effort that considers and addresses community needs, natural resource impacts, the character of the surrounding landscape, and impacts to adjoining properties, especially when state lands are involved. Of its 25,000+ acres, the Town of Lake Luzerne is looking to reclassify only 0.4% of its total land area through this map amendment, which will benefit only a small amount of property owners in the Town.
2. No consideration of future development: Pursuant to APA Act Regulation Part 583.2(b), the Agency cannot consider any future land development proposals or existing or proposed land use controls when reviewing a map amendment.
3. Eight votes needed for approval: According to Part 583.6, in order for a map amendment to be passed, "Eight affirmative votes shall be required for the agency to grant any map amendment whenever a two-thirds vote is statutorily required."

In closing, the Adirondack Council opposes Map Amendment 2019-01 to reclassify 105 acres in the Town of Lake Luzerne from Rural Use to Moderate Intensity Used based on the failure of the proposal to meet the nine classification descriptions and criteria outlined in Appendix Q-8. We thank you for reviewing our comments and look forward to your response.

Sincerely,



Rocci Aguirre
Deputy Director

From: Heidi Wendel
To: MapAmendment_comments@apa.ny.gov
Subject: Continue the designation of Rural Use for the 105 acres near Lake Vanare
Date: Monday, July 06, 2020 1:50:15 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Adirondack Park Agency,

I am writing to ask you to please deny the request to rezone 105 acres of private land near Lake Vanare from Rural Use to Moderate Intensity. **I am requesting that the 105 acres be kept in the zoning as Rural Use.** The Rural Use zoning was correct and should not be changed. It is part of an 18,000-acre block of Rural Use, with wetlands, streams and valuable forest ecosystems. As the APA Act states, "Rural Use areas help to 'provide the essential open space atmosphere that characterizes the Adirondack Park.'"

Thank you for your consideration of my views.

Respectfully,

Heidi A. Wendel
29 Secor Street
Nelsonville, NY 10516
(917) 854-1645
heidi.wendel@gmail.com

From: Greg Wait
To: MapAmendment_comments@apa.ny.gov
Subject: Lake Vanare
Date: Wednesday, July 08, 2020 10:16:17 AM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hello,

I live in the town of Corinth. I volunteered as a nurse and then taught skiing at Double H Ranch. The kids come from all over the northeast to have camp in the rural Adirondacks. To increase development in this area would diminish this experience for the children. When they leave the Northway, for many, the Adirondack experience begins. They might as well stay in New Jersey for camp if they know that the camp is no longer in a rural area. (Increased noise, light, traffic, decreased wildlife, decreased trees, increased garbage, and pollution). Also, the Town of Luzerne is not taking advantage of the incredible opportunity they have in the down town area. And, as I am sure you are aware, once you start chopping the park up, decreasing its rural character, it will no longer be a great treasure.

You will be partly responsible for destroying the national treasure that it is. Please have the 105 acres near Lake Vanare remain as Rural use.

Thank you,

Gregory A, Wait

475 county Route 10

Corinth N.Y

12022

518 796 7697

RECEIVED
ADIRONDACK PARK AGENCY

JUL 13 2020

Thursday July 7, 2020

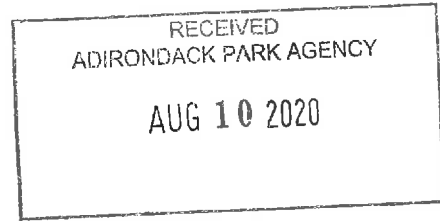
Respectfully to the Adirondack Park Agency,

Please keep the 105 acres of land near Lake Vanare rural without additional development. The Town of Suzerne is a beautiful Adirondack "pathway" and should not show growth as do our near by cities. Our wild life is being "pushed out" enough.

Thank you, stay well

Elizabeth Benton Wait

Date: July 30, 2020
To: Adirondack Park Agency
From: Francis Hurley



I own a home in the building that used to be the Silver Dollar restaurant and bar. It has been here since the 1930s. We are on Lake Avenue (route 9N) in Lake Vanare and part of the property that is being considered for moderate density zoning.

Since we are already only 5+ acres, and always were, I'm not sure why we weren't always in that category. We are in Lake Luzerne's .Resort Residential. zoning ordinance and pay taxes based on that.

Some of our neighbors, like Mountain Man Campsites, aren't on 8+ acres either. So our area, including my home, shouldn't be zoned low density. That only discourages economic development in an area that justifies it.

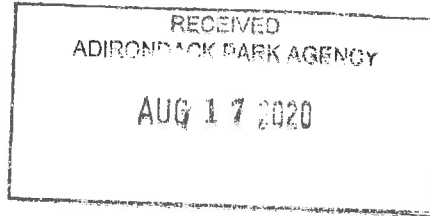
Sincerely,

A handwritten signature in cursive script that reads "Francis M. Hurley". The signature is written in dark ink and is positioned to the right of the word "Sincerely,".

Francis Hurley

Date: July 30, 2020

To: Matthew Kendall
Adirondack Park Agency



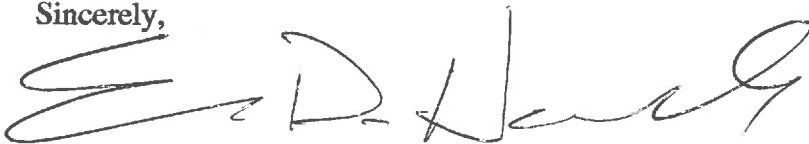
Re: Map Amendment 2019-19

At the time the APA was created our property was the Ranch House restaurant. It evolved over the years and now we operate Tubby Tubes on this site. We are at the corner of Hidden Valley Road and NY Route 9N. We are within the area proposed for change to moderate density.

We are in the Town RR zoning, Resort Residential. We are taxed that way. We, and our neighbors, are certainly not in a "low density" area as you can see just by looking at the surrounding properties.

Please pass the proposal to change the area to moderate density.

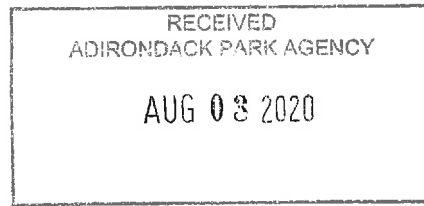
Sincerely,



Eric Hamell

July 20, 2020

Matthew Kendall
Adirondack Park Agency
PO Box 99
1133 NYS Route 86
Ray Brook, NY 12977



Dear Mr Kendall,

Since the 1950s my family has had residences in the Northwoods section of Lake Vanare in Lake Luzerne, NY. Our area is basically made up of residences, motels and small businesses. We are taxed as Resort Residential zoning.

The area that is proposed by the Town of Lake Luzerne to be changed from low density to moderate density by the APA actually should have been moderate already according to its actual use since we've been here! In the 70s, when the Park Agency was formed, that specific area already included a couple bars, a campsite, several homes and a dude ranch!

Continued growth in our area would be encouraged by approval of 2019-01. As things stand the Town is shrinking in population. Lands included under this proposal can easily sustain more dwellings which would fit in nicely on the Hidden Valley corridor complimenting homes on the other side of Hidden Valley road.

Thank you for listening to these comments in favor of 2019-01.

Sincerely,

A handwritten signature in blue ink that reads "George Buhrmaster". The signature is fluid and cursive.

George Buhrmaster

From: R VanDerzee
To: [Kendall, Matthew S \(APA\)](mailto:Kendall.Matthew.S@APA)
Cc: dgibson@adirondackwild.org; Info@protectadks.org; info@adirondackcouncil.org
Subject: Fw: MA2020-01 (Lake Luzerne)
Date: Monday, August 31, 2020 11:16:06 PM

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PROPOSED ACTION:

Amendment to the Official Adirondack Park Land Use and Development Plan Map in the Town of Lake Luzerne, Warren County (Map Amendment 2019-01) to reclassify approximately 105 acres pursuant to the Adirondack Park Agency Act, Section 805(2)(c)(1) from Rural Use to Moderate Intensity Use.

Mr. Kendall,

I respectfully request the application be voided, or at minimum, an extension be given for responses. "The applicant must provide the names and addresses of both adjacent landowners and those within the area being requested for reclassification..." and they did not. Property tax IDs and names of those overlooked are at the bottom of this letter. These properties adjoin or are adjacent (across the roadway) to the parcel under consideration; the latter an unarguable standard since all properties on the opposite side of Hidden Valley Road are noted on the application.

I have included a copy of my initial response. I would like to reiterate that I only heard about this application by word-of-mouth on May 31, just before the response deadline and well after the public hearing. Property owners on Hall Hill have still not been notified either.

My response at that time was quite rushed in order to meet the deadline, but I now have more thoughts to add. The application states the variance would be in character with adjacent properties. I disagree. The properties on the Hall Hill Road side are rural residential; eight of the ten I reference below consist of 10+ acres.

Two of the properties documented on the application are not immediately across the road from the Reed property but opposite Double H Hole in the Woods Ranch. If they were given the opportunity to provide input, would then property owners further up Hall Hill Road also have the same respect?

You may also want to locate the habitat and nest of the bald eagle that I have seen soaring over my property. It definitely makes its graceful loops, ever steadily, towards Lake Vanare. My first sighting was late summer or early fall last year. My brother, an avid outdoorsman, stopped and I was telling him my husband and I were heading to Spier Falls/Moreau Lake to try and spot an eagle. He said, " Why? There's one right there." I've been fortunate to see one twice since then.

Thank you for your consideration.

Cordially,

Mrs. Roberta VanDerzee

Properties not on application:

Gordon and Betty Ellsworth (286.-1-13) 11 acres

Roberta VanDerzee/writer (286.-1-16) 1.77 acres

James and Maureen Sampson (286.-1-17) 1.46 acres

Donna Baker (286.-1-20.1) 16.87 total acres

Sarah Kyarsgard (286.-1-27) 9.06 acres

Steven Kyarsgard (286.-1-26) 2.54 acres (combined with above = 11.6 acres)

Patrick Zawarkay (286.-1-24 and 25) 1.58 acres

Wayne Allison (286.-1-2) 16.5 acres

Bryan Arnold (286.-1-15) 36 acres

Dolores Arnold (286.-1-6) 10.5 acres

Marilyn Williams (286.-1-4) 10.4 acres

Ronald and Debra Arnold (286.-1-3) 45 acres

Shawn Graham (286.-1-80) 34.86 acres >> A portion of his property is directly across 9N

[Sent from Yahoo Mail on Android](#)

----- Forwarded Message -----

From: "R VanDerzee" <rlf99@yahoo.com>

To:

Sent: Mon, Aug 31, 2020 at 10:04 PM

Subject: Re: MA2020-01 (Lake Luzerne)

[Sent from Yahoo Mail on Android](#)

On Tue, Jun 2, 2020 at 7:55 AM, R VanDerzee

<rlf99@yahoo.com> wrote:

I am commenting on the proposal by the Town of Lake Luzerne to amend 105 acres within the APA from Rural Use to Moderate Intensity Use. This land primarily faces Hidden Valley Road. This will be a short narrative, as I only found out about this proposal by word of mouth a few days ago.

- My first point is that the Town's application is incorrect. Part B.4. states the Town "must provide names and addresses of both adjacent landowners and those within the area being requested for reclassification."
 - The back of my property (286.-1-16) and that of at least three other landowners connects to the land now owned by Thomas Reed and we are not on the list, nor were we notified of this proposal.
- Consideration needs to be given to the fact that these parcels were purchased by the previous owner 4/8/2005. And Gene has been Town Supervisor as far back as at least 2007. So, why the request for reclassification now? The timing is perhaps coincidental, probably not. The parcels were purchased by a new owner last June and the application

from the Town came just four months later, dated 10/21/2019. If I read between the lines that tells me the new landowner fully intends to develop the land at its fullest.

- Current class would allow for up to 12 homes on the property.
- New class, up to 80 homes
- Observed environmental impacts
 - A pair of pileated woodpeckers, who are territorial, come flying on to my trees from within the parcels. While not endangered, they are protected by the US Migratory Birds Act.
 - There is a bear den back there somewhere. I can hear hooting and I saw a set of twin cubs just two years ago.
 - Wildlife patterns
 - Every spring I see a turkey hen, and ultimately her chicks, emerge from behind my house.
 - A herd of five deer, and a one lone one, have a routine path. I see them regularly cross the road opposite from my father's house (his land abuts against the Charles Wood/Double H property), traveling through his 12 acres, then diagonally across the top corner of mine, and then SW into the parcel in question. There is an old creek bed and former snowmobile trails that are part of their trail system. I am guessing if the land was developed that old trail would be a prime place for roadways and completely disrupt their normal travel pattern.
 - Quite a flock of turkeys call this large parcel of land home as well. There were 12 of them the last time I saw them a couple weeks ago.

I will be sending a copy of this to the Town as well, so want to also say, that I moved back to Luzerne because it was the way it is. Due to a divorce, I did move outside the Town for a few years. I did not move here hoping and praying that someday I would get to see potentially 80 new homes clustered in one area, let alone right behind me completely changing enjoyment of my property and neighborhood. Let's not forget, new homes mean greater tax base, yes. But also financial and personnel impacts on the school, Transfer Station services, and EMS and Fire services.

Thank you for your consideration.

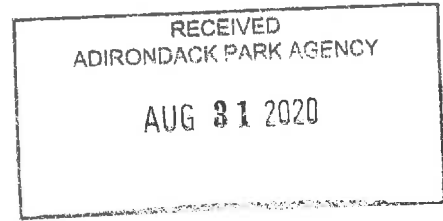
Roberta VanDerzee

PO Box 386, 80 Hall Hill Rd

Lake Luzerne, NY 12846

518.955.2324

Matthew Kendall
Environmental Program Specialist
Adirondack Park Agency
P.O. Box 99
1133 NYS Route 86
Ray Brook, NY 12977



Dear Mr. Kendall,

Every day I drive to work I pass by the properties included in A.P.A. Map Amendment 2019-01. I drive by Mountain Air Campground on NY Route 9N, Wolf Hollow (formerly the Silver Dollar Bar), Tubby Tubes Recreation Co. at the corner of Route 9N and Hidden Valley Road, Up Hidden Valley Rd past the Pavone Cabin, the Reed property, a small apartment house (that used to house Hidden Valley Dude Ranch workers), a garage owned by the Flanagan family across the road, and I arrive at work at the Double H Ranch (we reside on Wood Foundation property).

These are our neighbors. This is our neighborhood, an integral part of the Lake Vanare Community. Many people in our community work and volunteer here at the Double H Ranch as we make the lives of children with life threatening illnesses a bit brighter (see enclosure). Eric Hammell of Tubby Tubes and Tom Reed are just two of our neighbors who help us out. That's what neighbors do.

Most of our community lies in the A.P.A. "moderate intensity" designation. The area within 2019-01 has topography that is similar to, and, in fact, better than, lands that are already "moderate" within our Lake Vanare community. It only makes sense to include them as equal within our community.

I appreciate your taking these thoughts into consideration.

Sincerely,

Max Yurenda, CEO
Double H Ranch

Wayne & Maryellen Allison
17 Hall Hill Road
Lake Luzerne, NY 12846
(518)696-3629
me.an.wayne@gmail.com

September 3rd, 2020

RE: town of Lake Luzerne application Map Amendment 2019-01

Matthew Kendall
Nys Adirondack Park Agency
Post office Box 99
Ray Brook, NY 12977

To All Interested Persons,

We are writing to express our concerns over the proposed map amendment 2019-01 in the Town of Lake Luzerne, more specifically Lake vanare. We reside on Hall Hill Road, an area zoned as Residential Countryside. We live here year round.

We enjoy the quiet setting that is our Adirondack neighborhood and chose this area because of its peaceful, woodland setting. We CHOSE to live in the Adirondack park because the park honors and protects the gift of nature.

Most mornings we can be found walking our dog up the hill for enjoyment and exercise. We regularly see deer, fox (both red and gray), and a variety of birds including turkeys, a pair of pileated woodpeckers and, this year, a pair of broadtail hawks who raised their young. We have also seen a weasel, a fisher, bears and two years ago, a bobcat. All of these along with more common creatures such as porcupines, gray, red, and flying squirrels, and chipmunks. We are very concerned about the impact of the construction of a potentially large number of new homes on the habitat of these animals. It is a wonder and a privilege to see them on a regular basis.

It has come to our attention that there is an entrance to the property, from Hall Hill Road, that is within 500 feet of our property. While this entrance/property is NOT part of the 105 acres being considered for re-zoning, it does belong to a major stake holder in that property. We are worried about an increased volume of traffic on the road. The street is a narrow country road designed to accommodate a minimal amount of traffic. There are no sidewalks so walking the dog could become hazardous. The potential increased noise from the traffic would also impact our quality of living.

Additionally, with the re-zoning, there could potentially be a large number of new homes installed. We are concerned about the impact of that number of wells and septic systems on the ground water which we have depended on for the past thirty years.

We feel that the current zoning of rural property is correct and hope the agency denies this request and protects our wild spaces. Our town does not have the infrastructure in place to support such a potentially large development. We thank you for your time and consideration and hope for a satisfactory outcome on this subject.

Sincerely,

Wayne & Maryellen Allison
17 Hall Hill Road
Lake Luzerne NY 12846
518-696-3629

From: Kathleen Corlew
To: MapAmendment_comments@apa.ny.gov
Subject: Hall Hill
Date: Friday, September 04, 2020 11:06:05 AM

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Matthew, My name is Kathleen Cook-Corlew and I live in Lake Luzerne New York. I am a taxpayer in the town and I manage a family estate on Hall Hill Road. I recently read in the Adirondack explorer about how the town proposed a map change for 100 acres off of Hall Hill Road and connecting the Hidden Valley Road. I do not support the idea of the APA allowing the town to change the zoning on that property. Please advise me as to when the next meeting will be held, or who I should contact to express my concerns. Thank you.

From: Erin Cook
To: MapAmendment_comments@apa.ny.gov
Subject: MA2020-01 (Lake Luzerne)
Date: Saturday, September 05, 2020 9:29:28 AM

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Hello,

As a long time resident of Hall Hill Road and Lake Luzerne, I do NOT support changing the zoning of Hall Hill from rural to “moderate intensity use.” Our area is beautiful and a sought after tourist area because it is NOT developed like many of the surrounding areas. Please protect the rural countryside of our home town.

Thank you for your consideration of this request.

Erin Cook

Erin Cook, Ph.D., NCSP
NYS Licensed Psychologist

9-5-20

MATT KENDEL

I'M WRITING IN REGARDS
TO MAP AMENDMENT 2019-01
A SUB DIVISION. I DO NOT
WANT IT!

THANK YOU

Dolores J. Arnold

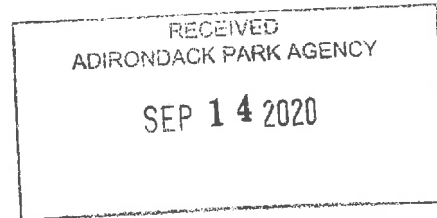
RECEIVED
ADIRONDACK PARK AGENCY

SEP 14 2020

08/07/2020

NYS Adirondack Park Agency
P.O.Box 99
Ray Brook, NY 12977

Marilyn Williams
75 Hall Hill Road
Lake Luzerne, NY 12846



Dear Matthew,

I am writing you in opposition of Map Amendment 2019-01. I would like to start by saying that I have just recently found out about this housing development thru my neighbor. No one has contacted me in any other way or form. I live directly across from a right of way to this proposed site. I have lived here with my husband for 33 years and have chosen to live here because of the quietness and beautiful wildlife that we enjoy every day. We sit on our front porch and watch hummingbirds, robins, blue jays, cardinals, gold finch, blue birds, red tailed hawks, crows, woodpeckers, squirrels, chipmunks, foxes and there babies, several deer herds, and an occasional bear. We LOVE watching our wildlife here. All of this will be taken away from us if this development is allowed. The APA was established to protect our environment and I hope you consider this before anything else. Our neighborhood is a beautiful place to live and we ALL want to keep it this way. The increased traffic will be horrible, let alone the noise level, possible crime, and invasion of privacy. It will in no way help with the tax base because our property taxes have Never gone down since I have lived here. This right of way will go directly in front of Jim and Maureen Sampson's house. That is ridiculous! I am asking that you do not approve the change in zoning. I thought that zoning laws were here for a reason, to protect us. On behalf of my self and ALL of my neighbors, PLEASE do not approve this.

Sincerely,
Marilyn Williams Homeowner

Marilyn Williams

RECEIVED
ADIRONDACK PARK AGENCY

SEP 14 2020

Dear Mr Kendall

I am writing in response to information that was just brought to my attention. It seems that our town officials do not find it necessary to notify residents of adjoining properties when changes are to be made that affect our quality of life. First was the installation of a cell tower project No 2020-0111. All of the property owners around this are strongly opposed to this. Correspondence has already been sent to Ariel D Lynch. The second well kept ~~secret~~ is a proposed 80 unit housing development with access off Hall Hill Rd (past said cell tower) project No 2019-01 map amendments. I checked into the zoning for this area before I built my home here 39 years ago. The zoning in this area is such that people cannot build on top of one another. Hall Hill Rd is a quiet dead end road surrounded by forest and wild life. We do not need any more mini cities popping up in the Adirondacks. I am strongly opposed to both of these projects.

Thank You for your attention to this matter

Sincerely
Ronald Arnold

From: Judy Weinstein
To: MapAmendment_comments@apa.ny.gov; [Judy Weinstein](#); [Stephen Weinstein](#)
Subject: Lake Vanare Land Use changes
Date: Wednesday, September 16, 2020 1:36:36 PM

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I am concerned that the public has no idea about what the land will be used for. Is there a developer with plans for the land if the changes are approved? The town should be up front about this.

I am concerned that forest blocks will be destroyed. I am concerned that two wetlands are included. They contribute to groundwater and the aquifer. I am concerned about the affect of more septic systems on the water quality in Lake Vanare and Fourth Lake. Fourth Lake already has a terrible vegetation problem.

Sincerely,

Judy Weinstein
11Colony Drive
Lake Luzerne

From: Madelyn Edelson
To: MapAmendment_comments@apa.ny.gov
Subject: Please keep Lake Vanare area free of further development.
Date: Tuesday, September 15, 2020 12:27:04 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Madelyn Pressman Edelson
23 Colony Drive
Lake Luzerne NY

Sent from my iPhone

From: Karen Bloom
To: MapAmendment_comments@apa.ny.gov
Subject: Rezoning
Date: Tuesday, September 15, 2020 5:04:26 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

To Whom It may Concern:

It has been brought to my attention that a request has been made to rezone 105 acres of private land near Lake Vanare from rural use to moderate intensity. That means going from possible 75 buildings per sq. mile to 500 buildings/sq. mi. They want to maximize development on an already heavily developed lakefront and along the Rt.9N corridor in Lake Luzerne.

In allowing this request to proceed means more traffic and destruction of the beauty of the area. I am writing this to notify you of my objection to any rezoning at this location.

Sincerely,
Karen Bloom

From: Bruce Robbins
To: MapAmendment_comments@apa.ny.gov
Subject: Re zone
Date: Tuesday, September 15, 2020 3:42:41 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

I do not believe re zoning in this area is in the best interest of our “pristine Adirondack “ park or its inhabitants. My family has lived here for at least 8 generations.

Bruce Robbins Sr.

[Sent from Yahoo Mail for iPhone](#)

From: Wayne Allison
To: [Kendall, Matthew S \(APA\)](#)
Subject: Town of Lake Luzerne map amendment 2019-01
Date: Friday, September 18, 2020 11:07:46 AM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hi Mr. Kendall,

I spoke with you a few weeks ago about this map amendment in Lake Luzerne (Lake Vanare area). I just had a question about how the application was made. Is it normal procedure for a town to apply for this type of change? Why wouldn't it be up to the land owner to apply? Thank you for any Information you can provide.

Sincerely,
Maryellen Allison
17 Hall Hill Road
Lake Luzerne, NY 12846
518-232-8839

From: Crystal R. Peck
To: [Phillips, Elizabeth A \(APA\)](#)
Cc: [Kendall, Matthew S \(APA\)](#); supervisorlakeluzerne@hotmail.com; [Robert A. Regan](#)
Subject: RE: FGEIS - Supplemental Submission for MAP 2019-01
Date: Tuesday, September 15, 2020 4:13:30 PM
Attachments: [Amended Justification.pdf](#)
[Final Tech Report - ADK Gateway Council.pdf](#)
[AATV - APA zoning map amendment \(002\).pdf](#)
[Final Comprehensive Plan w appendices.pdf](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Good Afternoon Ms. Phillips,

I am attaching the supplemental Part 4 Justification Statement with additional supporting documents. The cover letter from the Town regarding the supplemental submission will be sent under separate cover tomorrow. I have copied the Town Supervisor and Town Attorney on this email.

Should a hard copy of everything also be placed in the mail?

Thank you.

Crystal

Crystal R. Peck, Esq.
Bailey, Johnson & Peck, P.C.
5 Pine West Plaza, Suite 507
Washington Avenue Extension
Albany, New York 12205
Telephone: (518) 456-0082
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Facsimile: (518) 456-4767
E-Mail: CRPeck@baileyjohnson.com
Website: www.baileyjohnson.com

PLEASE NOTE: We want to assure our clients and partners that we remain open and able to serve you, however, due to combined guidance from the CDC and NYS, we are increasing safety measures and have ceased all non-essential face-to-face business until further notice. We are available via phone, email or fax. Please do not hesitate to reach out.

CONFIDENTIALITY NOTE: This communication, together with any attachments hereto or links contained herein, is for the sole use of the intended recipient(s) and may contain information that is confidential, privileged, or legally protected, and as such is not a public document. If you are not the intended recipient, you are hereby notified that any review, disclosure, copying, dissemination, distribution or use of this communication is STRICTLY PROHIBITED. If you have received this communication in error, please notify the sender immediately by return e-mail message and delete the original and all copies of the communication, along with any attachments hereto or links herein, from your system.

MA 2019-01
Supplemental Part D Justification Statement

The proposed area of reclassification is adjacent to a designated moderate intensity corridor that stretches the width of the Town's boundaries. The proposed area would allow for a consistent density allowance surrounding Lake Vanare, which was identified as a small hamlet area of the Town in its Comprehensive Plan where increased development would be appropriate. (1.9,1.10). The physical characteristics of the proposed area are conducive to development, predominately meeting the character description of Moderate Intensity as set forth in the Adirondack Park Agency Act and reflect the same land characteristics of the adjacent lands designated as Moderate Intensity along Hidden Valley Road.

The proposed area is a natural extension of the existing Moderate Intensity area as it would include existing recreational/commercial business and allow for uniformity in the development of this corridor that will be in-line with existing usage. Reclassification of the proposed area balances the legislative policies and objectives identified in Section 801 and 805 of the Adirondack Park Agency Act, specifically existing natural resources and open space with public and economic benefit. In addition to the proposed area being a natural extension of land use designation in the Lake Vanare area, it will allow for the addition of updated housing and a larger variety of residential/workforce accommodations.

The proposed change in classification further supports development needs which were identified in the Town's 2010 updated Comprehensive Plan. Due to restrictions on infrastructure, the Town is unable to further grow and develop its main hamlet area. The Town must look outside the hamlet area to provide a variety of housing options to local workforce and young families. An objective identified in the Town's Comprehensive Plan is to allow for housing to be built that caters to young families. A lack of variety in available development parcels, specifically smaller lot sizes, was identified during this process as a hardship that deters individuals and young families from building modest homes in the Town. Recommendations were made to develop zoning regulations that would allow for multi-family and single-family homes to be built on smaller lots thereby increasing the variety of housing options available to the community.

The loss of economic development opportunities has also been a consistent problem for rural communities in New York State, including Lake Luzerne. It was a focus of the Town's Comprehensive Plan in 2010 and continues to be concern for the Town. Revitalization of upstate economic development has also been the focus of the Governor and is currently being studied by the Rockefeller Institute. A link between the loss of economic development opportunities and the failure of Adirondack communities to provide a variety of housing options for local workforce and young families has been identified by a number of Adirondack based agencies, including the Adirondack Association of Towns & Villages in its 2020 Legislative Agenda and the North Country Regional Economic Development Council in its Strategic Plan. The lack of variety combined with aging and costly housing stock in the Adirondack Communities was further studied/identified by the Adirondack Gateway Council in its Fair Housing and Equity Assessment (FHEA) & Housing and Transportation Analysis, 2015 Technical Report.

Technical Report # 2

Fair Housing and Equity Assessment (FHEA) and Housing and Transportation Analysis

JUNE 2015

A Project of the
Adirondack Gateway Council



www.agcny.org



AGC Technical Report No. 2

The Adirondack Gateway
Regional
Fair Housing and Equity Assessment (FHEA)
And
Housing and Transportation Analysis

Final Report 2015





The Adirondack Gateway
Regional
Fair Housing and Equity Assessment (FHEA)
and
Housing and Transportation Analysis

Final Report 2015

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Acknowledgements

This document was produced by the Adirondack Gateway Council, Glens Falls, New York in association with Ann Ruzow Holland, Ph.D. Community Planning Advisor, Willsboro, New York. It could not be completed without the help of many community leaders and agency personnel who shared their ideas and loaned their voices to the development of this report. We want to thank the dozens of agencies, programs, and community leaders who contributed their knowledge to this planning project. We want to especially acknowledge the critical role played by the staff of the Warren County Planning Department who contributed their expert skill at data collection, analysis, and GIS mapping. The following is just a partial list of the 40 or more organizations that cooperated with the Adirondack Gateway Council to make this happen.

Warren, Washington, and Saratoga County Social Services	Warren-Hamilton Counties Community Action Agency Brant Lake Taxi	National Association for the Advancement of Colored People (NAACP), Glens Falls Division
Washington County Public Health	Washington County Office for the Aging and Disabilities Resource Center	Adirondack Emergency Community Chaplains
Warren, Washington, and Saratoga County Planning Offices	Greater Glens Falls Senior Citizens Center, Inc.	Warren-Hamilton Community Action
Towns of Chester, Corinth, Hadley, Moreau, and Queensbury	Warren/Washington/Hamilton Housing Committee (part of the Saratoga-North Country Continuum of Care)	Glens Falls Housing Authority Housing Assistance Council
The Conkling Center	Adirondack Glens Falls Transportation Council (AGFTC)	Washington County Economic Opportunity Council
Calogero Associates	Tri-County United Way	Moreau Community Center
Family Services Association of Glens Falls, Inc.	The Glens Falls Home, Inc.	Southern Adirondack Independent Living Centre
Greater Glens Falls Transit System	Wait House	

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“The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the views of the Government.”



**ADIRONDACK
GATEWAY
COUNCIL**

234 Glen Street Glens Falls, NY 12801
Edward Bartholomew,
CEO-Executive Director
Ph.: (518) 761-6007
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FHEA Certification

May 31, 2015

The Adirondack Gateway Council, Inc. (AGC), sole Applicant and Grantee for the HUD FY11 Sustainable Communities Planning Grant hereby certifies, on behalf of the region, that regional stakeholders, including the AGC Consortium considered the FHEA Findings (Section 3). AGC further certifies that it is accountable for the veracity of the certification claim.

John Diamond, Chair
Adirondack Gateway Council, Inc.

Date





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Section 3: Findings and Recommendations

FHEA Decision-Making and Bridge

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Section 3: Findings and Recommendations FHEA Decision-Making and Bridge

Chapter 13. Introduction to Section 3

Sections 1 and 2 provided a high-level, comprehensive snapshot of the most prominent socio-economic, demographic, and political-geographic features of the Adirondack Gateway Region. Potentially marginalized populations, including people living in poverty, individuals with disabilities, homeless individuals, migrant farm and tourism workers, and individuals with limited English proficiency were identified and described. A participation and resource allocation analysis was conducted to determine the relative availability of social services, land use planning, and community infrastructure. In addition, we used data collected from the extensive stakeholder engagement process, including provider and citizen survey results, to flesh out our understanding of the issues, interests, conditions, and future vision for the AGC Region. We listened to folks who live here, people who provide services related to housing, transportation, and advocates for Access to Opportunity.

The first part of Section 3 provides a summary of our findings (not in order of prominence or weighted) Access to Opportunity, Transportation, and Housing.

The enumerated *Findings* tie directly to the specific *Recommendations* that follow in Section 3.

The second part of **Section 3** presents the outcomes from 18+ months of collaborative study, inquiry, dialogue, and analysis. This work actively involved citizens in the collection, interpretation, and interdependent analysis of locally important issues surrounding housing, “mobility,” and equity.

Individuals who live, work, and commute “through” the region served as the community experts and generated most of the recommendations. It is they who found possible solutions for their concerns. Their insightful comments demonstrate a clear understanding of the complexities and nuances that contribute to both the successes and challenges of their community.

We have worked very hard to recognize and emphasize that our region is one of contrasts and not uniformity. Distinctive places and geographic variability are the norm in the Adirondack Gateway Region. The region includes the southern Adirondacks, and Greater Glens Falls area creating a mix of urban, suburban, and rural communities. A large part of the region’s population and land area, including Greater Glens Falls is located just outside the Adirondack Park boundary along the Interstate 87 Adirondack Northway transportation corridor. This includes Greater Glens Falls area where a bulk of the region’s commerce and residential population concentrates in the city and suburbs.



Section 3 includes community-specific and AGC-wide references. We recognize that circumstances, at the community level change fairly rapidly and that what might start off as more critical needs in certain communities or counties and for specific vulnerable groups than others, might rapidly change. The diversity of geography, demographics, economics, and needs in different parts of the region require us to avoid the trap that one size fits all—or for a narrow interpretation of where and for whom need exists. Instead, appropriateness becomes an important principle. While needs in one part of the AGC area may be the same as in others the appropriate solutions will vary.

The last part of Section 3 included the Implementation Plan. This section identifies when, who, and where actions should occur using the following categories.

<u>When</u>	<u>Who</u>	<u>Where</u>
Start Now	AGC and Consortium	AGC Region-Wide
Build Interest	Partners	Greater Glens Falls
Work on Concurrently	Governments	Hamlets, Villages & Settled
Take a longer view	Human Service Provider	Areas
	Transportation Providers	Rural Countryside
	Housing Providers	

The **Recommendations, Suggested Capital Actions, and Next-Step Initiatives** are structured to plug holes and gaps, challenge thinking, and test ideas. They emphasize the equal relevance and importance of the Section 3 findings and recommendations—if they were included in this section, they were important to a critical mass of leaders and stakeholders. You will note that they come in various sizes and complexities, but are always implementation oriented and focused on getting real projects planned, designed, and working on the ground. They are also about making informed decisions that show us one way forward.

This section provides recommendations that:

- ✓ Provide more transportation choices and timely access to employment centers, educational opportunities, services, and other basic needs.
- ✓ Promote equitable, affordable and workforce housing.
- ✓ Increase mobility and lower the combined cost of housing and transportation.
- ✓ Coordinate policies, remove barriers to private-public cooperation, leverage funding and increase effectiveness to plan for future growth.
- ✓ Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.



Figure 88: Ground-truthing Initiatives
Source: Google Images, 2015



HUD's Livability Principles

The AGC's Sustainable Community Planning Grant (FY11) is grounded in the use and application of HUD's Livability Principles that guide and inform our work. These principles can be found at the link provided below and are described below.

1. Provide more transportation choices. Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
2. Promote equitable, affordable housing. Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
3. Enhance economic competitiveness. Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers as well as expanded business access to markets.
4. Support existing communities. Target federal funding toward existing communities—through such strategies as transit-oriented, mixed-use development and land recycling—to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.
5. Coordinate policies and leverage investment. Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
6. Value communities and neighborhoods. Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities/Six_Livability_Principles

Section 3 Recommendations apply these principles and demonstrate ways that equity and access to opportunity can be improved in the AGC Region.



Chapter 14. Methods

Building the Recommendations, Suggested Capital Actions, and Next-Step Initiatives

In addition to collecting information through traditional channels, we decided to ask—and listen to-- the folks in the trenches and on the front lines. These include the institutional and local government providers who create and facilitate *Access to Opportunity* and the marginalized citizens who confront the challenges in everyday life. Through a substantial and varied series of guided activities and events, AGC involved people in learning, discussing, and working out solutions for the region’s housing, transportation, and equity concerns. Directly asking-- and getting some direct answers from Adirondack Gateway Region’s stakeholders led to a better understanding of how attitudes, values, and experiences-- and obstacles and opportunities-- differ across the diverse region. The AGC Regional Provider and Citizen Surveys filled the gaps, enhanced, and in many cases supported what people already know. Finally, we matched the quantitative data generated by outside experts to the community-generated recommendations to see how the numbers matched with the interests/issues. We believe that the combination of traditional research and the information collected through a deliberative public engagement process provides a solidly built foundation for establishing priorities for action (National Consumer Council, UK, 2008).

The recommendations included in this section were generated after synthesizing information from literature reviews, third party data sources, comments from more than 32 community and stakeholder focused activities and events, and the results from the citizen and provider surveys. We used all this to construct a **Straw Man** representation of regional recommendations. We use the term **Straw Man** in a figurative sense to represent an intentional document that we distribute for selected reviewers to read, deconstruct, and critique. We stand the document up and the reviewers do their best to knock it down. The Adirondack Gateway Council maintains a working list of more than 107 interested stakeholders. Of the 107+ on the list, a representative group (geography, clientele, government, non-profit) of 35 people were selected to act as Proxy Reviewers. Of the 35 selected, 15 provided comments (see Figure). A running list of the 15 sets of commentary was used to make edits and revisions to this section.

Key Reviewers for Section 4: Decision-Recommendations Strawman

Agencies providing comments:

1. Warren County Planning Office
2. Town of Chester
3. Calogero Associates
4. Town of Queensbury Community Development Department
5. Greater Glens Falls Senior Citizens Center, Inc.
6. Warren/Washington/Hamilton Housing Committee
(part of the Saratoga-North Country Continuum of Care)
7. Adirondack Glens Falls Transportation Council (AGFTC) Senior Staff
8. Adirondack Glens Falls Transportation Council (AGFTC) Staff
9. Adirondack Emergency Community Chaplains
10. Washington County Public Health
11. Office of Community Services for Warren and Washington Counties
12. Housing Assistance Council
13. Family Services Association of Glens Falls, Inc.
14. Greater Glens Falls Transit System
15. The Glens Falls Home, Inc.

Figure 89: Agencies Providing Comments
Source: Author, 2015



Chapter 15. Findings

Access to Opportunity

HUD defines *Access to Opportunity* as, “jobs, transit, affordable housing, good schools, and other infrastructure.” All these topics are integrated into one conversation in this report. However, the focus of this technical report is on housing, transportation, and fair housing equity. Therefore, we discuss the broader issues of Access to Opportunity first. This is followed by the issues of housing and transportation that are teased out into two subsections.

Finding #1: The presence of the Adirondack State Park—continues to be a significant and dominant influence on the AGC Region.

The Adirondack Gateway region is a lesson in contrasts—natural beauty and remoteness, ruggedly independent and strong opinionated with even stronger lifestyle preferences. The Region is geographically diverse and vast, creating large variations in conditions and needs. More than half of the AGC’s 1,800 square miles are within the Adirondack Park. The Adirondack Park is a six-million acre living landscape where people coexist with protected natural resources. The Adirondack Park Land Use and Development Plan overlays regional, natural resource focused zoning protections that complement, extend, or supplement local government land use laws. Most notably 93% of Warren County is within the park boundary. Thirteen of the 32 AGC communities are within the park. The Adirondack Park boundary is proximate to the Glens Falls/Queensbury urban region where most of the population is concentrated.

The resident population of 152,230 in the AGC Region’s 32 communities ranges from 587 in Dresden, Washington County, to 27,845 in Queensbury, Warren County. The region’s population is growing at a conservative rate. Ten communities within the AGC Region are growing relatively

rapidly at greater than the regional average of 4%. Of these ten, four are growing faster than the national average of 10.7%. Fourteen (14) communities are growing faster than the State average of 2.2%. Nine communities are losing year-round population. Double-digit population losses are most significant in Johnsbury and Hadley. Eleven places are growing, but at very modest rates. Whitehall’s population growth approximates zero for the three-year period.

Concentrations of people, in the urban sense of the word, don’t really exist in the AGC Region. One neighborhood in the Bronx or Brooklyn can contain the entire population of the AGC Region. We have a small city and suburbs that host most of the population and commerce. Approximately 70,000 persons live just outside the Adirondack Park in the Greater Glens Falls area in the four largest communities of Glens Falls, Queensbury, Kingsbury, and Moreau. The remainder of the population is disbursed across an extensive rural landscape within and outside the Adirondack Park.

No two places in the Adirondack Gateway Region are alike—in size, history, community composition, or available services. The rugged geography of the



region really and its historical settlement patterns define place. Economics may drive density, but in the countryside, recreational or visual amenities drive desirability as a place to live. Service availability in settled areas differs. In the outlying communities, such as Hadley, Chester, Hague, Johnsburg, Stony Creek, Warrensburg, Cambridge, Dresden, Granville, Hebron, Jackson, White Creek, and Whitehall, access to resources, such as subsidized housing, public transit, job training, and jobs is limited. In the more urbanized core of Greater Glens Falls area, that includes Glens Falls, Queensbury, Lake George, Forts Edward and Ann, Moreau, and Kingsbury, access to resources, including employment is closer at hand. An estimated 7-10 million tourists visit the park annually and about 84 million people

live within a day's drive of the park. As the southern gateway, many arrive at the Adirondack Park by traveling through the AGC Region. The Greater Glens Falls area, including Lake George and Queensbury, provides extensive tourism support services, retail, and amenities for visitors. The lakes, shorelines, farmlands, countryside, and backcountry attract second homeowners and snowbirds from the more urban areas of the northeast. We have more than three times the number of seasonal properties than found in NYS or the US. Land values within the 13 communities of the park and the cost of housing are substantially higher than in out-of-park communities.

[Finding#2: Chronic and situational poverty, and not race, determine where and how people live.](#)

The AGC region's white population is estimated at 95.6 %. Racial minority populations are estimated at 4.4% --well below the proportions found in NYS (34%) and in the US (25.8%).

Regional spatial patterns and trends associated with the residency of racial and ethnic households do not reveal any notable places where racially or ethnically segregated neighborhoods exist. In fact, the data speaks to a fairly even spatial distribution of racial and ethnic groups amongst the general population. There was little evidence of fair housing complaints based upon race, and about one per year, associated with disability, appeared to be filed with the authorities. According to the data provided by HUD, the AGC Region does not include any Racially or Ethnically

Concentrated Areas of Poverty (RCAP/ECAP).

Limited income is a stronger determinant of where people live than race. Household Income is similar to that across the US, but about \$3,500 less than other areas of the state. The percentage of Female Heads of household with children less than 18 years in poverty (42.8%) exceeds the national average of 39.1%. Chronic and/or situational poverty (Relative and Absolute) exists in all 32 communities within the AGC Region. Our levels of individual and family poverty and households using public assistance are below those across NYS or the US, but are still high for a nation such as ours.



There are 17 of the 32 communities where the concentration of poverty is greater than the regional percentages of 11.7% for People and 8.8% for Families. Two are in northern Saratoga, six are in Warren County, and nine are in Washington County. Whitehall has 19% of its population, almost one in five, living below poverty level. Those 19% of the population are distributed within a 57.6 square mile community and not all in one dysfunctional neighborhood.

Three specific tracts located in Glens Falls and Hudson Falls where poverty levels exceed the 20% of the population. Greater Glens Falls Area, including Kingsbury, Glens Falls, and Moreau has the greatest concentration of disabled persons living below poverty level. The Greater Glens Falls Public Transit system provides mobility and thus full access to services, food, jobs, and educational-job training facilities.

There were less than 86 homeless persons in the two-county area. The trends appear hopeful because overall counts were relatively stable, the number of sheltered individuals increased, and the number of unsheltered people was halved. The AGC Region has significantly lower overall crime, and proportionally less violent crime than areas to the south, although the region shares with other areas the high proportion of property-related crimes. Poverty exists in the AGC Region, but the numbers of people and families below poverty level represent a smaller subset of the overall population. As mentioned in Section 1, for example, Whitehall has 19% of its population, almost one in five, living below poverty level. Those 19% of the population

are distributed within a 57.6 square mile community and not all in one dysfunctional neighborhood.

The AGC region is not alone in the fundamental difficulty created by an escalating cost of living that is outpacing incomes and benefits. Housing, utilities and energy, food, health care, educational loan costs, and basic transportation continue to increase. Their larger bites from the household budget leave few dollars remaining for remaining expenses. This shortfall disproportionately affects households living on very limited incomes, including those retired or fully disabled. The victims of this circumstance vary and include children, elders, frail elders, the disabled, the mentally ill, and the addicted. *(See Section 1, Chapter 2, Unemployment)*

An AGC Regional Provider shares these thoughts, *"There is not a simple answer for the reasons people are in poverty -especially now - people in need usually have far more complex personal and social problems that impact their economic status - i.e.: getting a job or finding them a home is not necessarily going to change a person's life in and of themselves - there are usually co-existing factors such as disability, mental health issues, domestic violence, homelessness. Any service, from public assistance, employment, or housing; that does not work together with other services to meet an individual's unique set of circumstances will not be completely successful in making the changes necessary to bring people out of poverty."*

Bringing people out of poverty requires responsive and rapid change in a dynamic environment. Opportunity to change the status quo might begin with the extensive



and deep existing stakeholder network—many whom already working together. The AGC Region is fortunate in having a sizable and comprehensive set of organizations, agencies, and local governments that provide a great variety of support services to residents. Many have expressed interest in collaborating further and more extensively to improve the exchange of information, capitalize on funding resources, and increase the efficiency of direct and indirect services. New

partnerships are growing—extending communication and noting shared purposes. Increased collaboration and coordination takes risk, but resource scarcity and changing policies might provide a strong incentive to work together. At the same time, technology is changing how we communicate. “Everyone” stands to gain from better partnerships, better integrated planning, and better communication between users, providers, and advocates including local governments.

[Finding #3: The changing age-demographic \(fewer children, older-old, Generation X, Y and Z\) will have an impact on programs and services, as well as labor pool and economic growth.](#)

Half our population is over 43 years old—which beats the median of 37-38 years old for both NYS and the US by about five years. Fewer children growing up in the region may influence enrollment at the various public schools. A larger population of young people entering their 20s signifies a growing labor pool that may require training and employment. Retaining their residency also helps financially support the rapidly expanding elderly population, especially the older “old.” More than half our households are retired and on fixed incomes creating new and different needs for housing and transportation, medical and support programs and services at the community scale.

The Adirondack Gateway Region benefits from a vigorous and diverse regional economy. The region draws strength from its strategic location north of the Albany-Capital District, west of southern Vermont, and on the boundary of the Great South

Woods of the Adirondack Park. In recent years, the region has added medical technology, devices, and health-related clusters to its economic base. The unemployment rate in the Glens Falls MSA continues to be higher than the statewide average, which most recently, was set at 5.8%. However, the steep downward trend encourages optimism—more people are employed!

Education is an essential component in generating higher incomes. About one in ten persons lacks a high school degree and one in five persons possess at least a college degree. The Region hosts many fine educational institutions available for lifelong learning and job training to change what people earn. At the community level, libraries serve as a global portal, providing Wi-Fi, and computer access in addition to their traditional roles promoting a literate and employable citizenry.



Finding #4: Growth is occurring almost everywhere, but at completely different scales.

Dynamic change is happening and few places are untouched by the globalization of economy and the desirability of the amenity-rich real estate that exists region-wide. From 2005-2014, more than 17,000 net acres of land were converted to development from undeveloped or agricultural use in Warren and Washington Counties. The villages and hamlets have completely different scales and sets of needs than the urban core.

It is important to recognize early and often, and not forget that, the region is rapidly changing. We now have millennials interested in the urbanized areas. Folks priced out of the downstate real estate markets are moving in. Each demographic segment's needs are changing. The elders are getting older and need more of everything. We know that limited, low incomes create a daily struggle and hardship to pay for Daily Living Activities. However, we don't know how many people fall through the cracks and are not counted. In order to respond, to these diverse issues,

we need to distinguish economic issues for those who are "employable," those who are not, those that are retired, and those that are disabled. While many of the issues may be similar, the solutions are different. One size does not fit all.

More than 21 major public investments (community economic development) and 150 Brownfield sites are on the drawing board. Not all of the investment is slated to occur in the central north-south corridor. Housing and health investments are distributed throughout the outlying settlements where need is great, particularly for medical care. The 21 investments run the gamut from shelter, health, drinking water, and wastewater, to communication, transportation, and recreation. A regional investment strategy uses a Smart Growth-New Urbanism-Landscape Ecology approach of concentrating investment in existing communities rather than generating sprawl in open space lands.

Transportation

Finding #5: The Region is highly automobile dependent, particularly in the hamlets and towns without access to the existing "public" transportation options.

For much of the 20th and 21st Centuries, the region has been automobile dependent. This is understandably caused by an expansive and mountainous geography with a low population density. Rural mass transit is problematic. Outside of the Greater Glens Falls area, the region is predominantly rural with just a few concentrations of population and these may not be going the same places. "This is not an urban area-people generally like to live free and independent; travel independent;

public transit is out of many folks comfort zone" (Stakeholder Commentary). Folks may not often think of utilizing public transit when they see it as more convenient and preferable to drive their own vehicle. Despite this, a well-used public transit system exists in the greater Glens Falls area and also in the Capital District to the south. GGFT ridership for all transit services has steadily increased over the past 26 years. Clearly, it is a well-used system serving the most dense and populated area. Options in



the outlying areas not served by the GGFT are limited and generally auto dependent.

Many residents, particularly those in the countryside, still rely on their car. It is the first choice, and in many of the region's rural locations, the only choice. The 1,333 "car-less" owner and renter-occupied households, living outside the public transit system, depend upon alternative means to stay mobile. Commercial businesses, such as Adirondack Trailways, Brant Lake Taxi and Glens Falls-based taxis help fill the gap. Van or car-based senior transport services exist in several townships. Church members, friends, and family also pitch in to get folks where they need to go. An impressive number of agencies and non-profit organizations provide transportation services to serve particular mobility needs for specific segments of the population. They help fill a mobility gap particularly in areas not currently served by Greater Glens Falls Transit.

Safe, reliable, and affordable "mobility" options allow for access to jobs, health care, education and training, housing, and community involvement. We need to understand what is basic and essential to livability and quality of life. Moreover, these preferences and practices are not static. For example, aging populations are rapidly growing in rural Washington and Warren Counties. Physical and cognitive changes force elders to abandon driving. These populations will need alternative to driving themselves, and as we live longer, will require more demand-response accommodative services and vehicles. Encouraging mixed use, walkable neighborhoods with affordable and workforce housing development for all

ages, in closer proximity to the services they demand most, will benefit both Millennials and retirees.

According to a recent report from **Smart Growth America**, noted that the most favorable new business locations include vibrant, walkable neighborhoods where people want to both live and work. Companies also wanted their new location to be accessible by a range of transportation options, emphasizing in particular commuting choices for their employees as well as convenient access to the rest of the city and the region.

People are working varied shifts and days -- and need to get to work. Employers need a stable and reliable work force that can consistently get to work. Economic development efforts are paying off and creating more jobs along the Interstate 87 Northway corridor between Glens Falls and Albany. More and more commuters need to get to the employment centers in the Capital District, including Saratoga and Luther Forest Technology Park. Few options are available and most take a personal car or find a way to work regardless of gas prices and distance.

According to the A/GFTC, "...there is a number of working-age residents that lack access to vehicles. This lack of "mobility" access may pose a large hurdle to finding employment. Lack of "mobility" to work has been cited by some agencies as a large barrier to finding employees. Vehicle ownership trends are also expected to continue in the near future as the costs associated with auto ownership continue to rise. National trends amongst Millennials include opting out of car ownership. This



will place a greater demand on shared transportation services. (A/GFTC, 2014)

[Finding #6: The Region benefits from an existing multi-model transportation system](#)

The Adirondack Gateway takes strength from an existing, multi-modal “mobility” system. A well-used public transit system exists in the greater Glens Falls area and also in the Capital District to the south. Adirondack Trailways, Greyhound, and several taxis serve the region. Van or car-based senior transport services exist in several townships. According to the AGC Provider Survey (2014), at least 15 agencies and non-profit organizations provide “mobility” services to their clientele. “Although these services are not truly public in that they are only available to limited segments of the population or specific clients, they do serve particular mobility needs for specific segments of the population and often operate in areas where sustained public transit is not feasible” (A/GFTC, 2014). Church members, friends, and family also pitch in to get folks

where they need to go. There are sidewalks and bike paths that help people move around—perhaps more in the urbanized areas, villages, and hamlets—and less so in the countryside.

These existing systems are not seamless and equally accessible. They come in all shapes and sizes from rideshare to public transit busses. Many have their share of economic, scheduling, regulatory, and perception problems. In many cases, full capital and operating costs cannot be shouldered by the ridership and dedicated and permanent financial subsidies are rare and shrinking. High Cost-Low Benefit—i.e. lack of funding, distributed demand, high capital cost, are among the reasons that public transportation systems are compact and serve the densest populations.

[Finding #7: Increased access to adequate bike and pedestrian infrastructure will lead to safer conditions.](#)

“Lack of pedestrian and bicycle infrastructure affects the region by increasing dependence on vehicles, forcing residents to drive for trips that could otherwise be taken by walking or biking. The popularity of “walkable” neighborhoods is growing, as is interest in healthy lifestyles. Providing access to non-motorized modes of transportation also benefits the community by reducing traffic congestion” (A/GFTC, 2015). While biking might be seen as a young person's pursuit, new data show that Americans aged 60-79 represent a sizeable chunk of new riders. The National Household Travel Survey reports that

between 1995 and 2009, the rise in biking among people ages 60-79 accounted for 37 percent of the total nationwide increase in bike trips.

“Education and Experience is vital to safe use of streets and sidewalks by pedestrians and bike users. Too often, we see traffic and intersection safety violations right out our agency windows: jay walking, crossing against a traffic light, biking on the sidewalk, walking in the street with traffic etc.” (Family Service Association, 2015)

There are no known recurring bike or pedestrian crash locations that can be tangibly identified as constituting a safety



issue. There is a lack of dedicated infrastructure that contributes to a perception of safety deficiencies and likely deters bike and pedestrian activity to an extent. According to the Adirondack Glens Falls Transportation Council, pedestrian access is limited by sidewalk condition and maintenance, busy intersection conflicts between pedestrians and motorists, and a lack of continuous sidewalks between major

commercial developments, residential developments, and important destinations (A/GFTC 2014). In addition, much of the older existing pedestrian infrastructure may not be compliant with current requirements for access to the blind and disabled. Bicycle transportation issues include inadequate infrastructure, road shoulder width and conditions, and pavement conditions.

[Finding #8: There are many unserved places and demographic groups in Warren, Washington, and Northern Saratoga Counties.](#)

According to the A/GFTC, *“...the broad geographic distribution of clients and providers coupled with multiple service destinations in and outside of the area... appear to pose the major challenge to human service transportation coordination”* (A/GFTC, 2014). There is no getting around the fact that Access to Opportunity is impaired for those who live in the more remote areas of the AGC Region, need to get somewhere, and do not own-- or cannot afford to operate their car. Travel costs are higher if you don't have a car or access to a bus when you need it. Taxis are an especially large burden for needy households. Because jobs and services are distributed, there are no single points or hub communities outside of Greater Glens Falls.

Issues and solutions in rural areas of the Adirondack Gateway Region differ from place to place. The needs in North Creek, for example may be similar to Whitehall, in geography, but not in demand.

Transportation options need to address specific needs of community members. Concerns exist for working or school-aged residents who need consistent and reliable transportation to get to work or school in

order to support their families or get ahead. This also extends to families who need to get to medical or other critical appointments. Participating communities and organizations of Warren, Washington, and Northern Saratoga Counties also have shared concerns about mobility for the disabled, veterans, and the elderly. There are special concerns that very remote locations are practically inaccessible. This is especially true if one needs to drive a specialized vehicle down unimproved roads to transport the disabled.

The transportation service providers have been working very hard to develop the quality and variety of transportation resources that do exist across the region. According to the A/GFTC, *“While many of these operators cater to unique clients or geography, overlap of services does exist. Coordination of human services transportation has the potential to increase significantly the efficiency and range of area transportation services”* (A/GFTC, 2014). The Adirondack-Glens Falls Transportation Council, Greater Glens Falls Transit, and many other transportation service providers have a good working relationship. A Coordinated Human Services



Transportation Plan for Warren, Washington, and Northern Saratoga Counties exists (See 2014 Update A/GFTC).

A collaborative planning structure is a strong step in the right direction and serves as a business case for public transportation *transformation*. Long-term municipal support, in the form of public policy, both capital and operational capital investment, and local accountability, is needed. In order to provide public transportation services to the outlying communities of the AGC Region local governments, town, village,

city, county, need to collectively take future-forward actions and develop a financially sustainable system(s) that addresses the truly unmet transportation needs that still exist. A collaborative, not competitive effort to attract new **capital and long-term operating funds** would jump-start a second-generation transportation system that serves most, if not all interests. It should be emphasized that capital infusions alone for transportation systems are not sustainable without a viable, annual revenue streams to operate and maintain the system.

Housing & Fair Housing Equity

Finding #9: Location Affordability is primarily driven by housing, transportation, and utility costs.

The 13 communities located within the Adirondack Park experience substantially higher land values and housing costs (*see Section 1, Chapter 4, Real Estate, and Land Values*). The high cost of land in some parts of the region impacts housing affordability for both renters and owners.

Housing Stock is aged, costly to purchase and maintain, and subject to high-energy costs. More than 65% of the housing in the AGC Region was built prior to 1980 and the adoption of new building codes. Only one place out of 32 has more than half its housing units built after 1980 and that is Hampton in Washington County. Glens Falls, Cambridge, Salem, Whitehall, and Fort Edward have more than half their housing built before 1948. The building booms of the 50s, 60s, and 70s are evident in the remaining 26 communities. We know from experience that utility costs are high, particularly because of weather-related energy costs. Utility costs add to an already

high housing cost burden, hits hard those earning far less than the median income.

Homeowners are significantly cost-burdened-- spending more than a third of their income on their mortgage. The mortgage gap analysis for Warren County revealed that Lake Luzerne was the only one of 12 communities in the county where the gap between median income and housing values enabled households to fully afford modest mortgages. In Glens Falls, Stony Creek and Thurman the gap between housing values and mortgage-ability ranged from \$14,186 -\$22,793. In the remaining communities, the gap widened considerably. The banks are picking this up. Mortgage denial rates for home purchases in northern Saratoga and Washington Counties are significantly higher than denial rates in Warren County, and generally in New York and the US. In addition, many more high cost loans with higher interest rates were made in northern Saratoga



County than anywhere else in the region (See Section 1, Chapter 4. Home Loan Applications Taken (by Action Taken): Select Communities.) If you are low or moderate income, less than one in five families can afford to own a home in the AGC region.

Approximately 28% of the AGC Region's residents are renters. Just more than half of the region's rental units are affordable; to low and moderate income families-- one in two family's struggles to afford the rental. For renters, .46 cents of every dollar earned just pays the rent.

The NYS Fair Market Rent (FMR) for a two-bedroom apartment is \$1,313. In order to afford this level of rent and utilities – without paying more than 30% of income on housing – a household must earn \$4,376 monthly or \$52,513 annually.

Finding #10: Subsidized housing availability is not keeping up with demand

Efforts have been unable to keep up with the growing need for affordable shelter. Communities have some form of subsidized housing available, including rental housing vouchers, multifamily rental housing projects, mortgage assistance, rehabilitation or replacement support or land trusts. The region has an estimated 152,000 people, but only 1887 units of fixed location housing projects and programs and 575 HUD Section 8 Vouchers that are distributed throughout the AGC Region by the Glens Falls Housing Authority. No-Vacancy is the rule in many subsidized rentals. Extensive waiting lists and very slow turnover rates exist for most subsidized rental housing projects and programs. It can take more than a year, possibly two, to move out of existing situations into more affordable units.

As a whole, the AGC Region pays out a substantial part of household income on the costs of transportation and housing-- more than .50 cents of each dollar. This is particularly challenging for single, very low-income households, single workers, and low-income households. The northwest and northeast areas outside the north-south axis of Interstate 87 corridor and the town of Hebron have the highest percentage of income expended for transportation costs. The Greater Glens Falls core spends the least percentage of income on transportation. Five least affordable locations within the AGC Region include Dresden, eastern Kingsbury, Cambridge, and Greenwich in Washington Counties, and south Chester in Warren County. The most affordable location is includes Glens Falls.

Project-based housing is a crucial part of the AGC regional housing stock. Demand exceeds supply everywhere. There are just not enough affordable units. Limited supply of housing with features needed by certain protected classes such as people with disabilities, elders, and larger families. Units designed to accommodate people with disabilities who need accessibility modifications, frail elders, and larger families are in short supply. Housing advocates tell us that when elders can no longer stay in their homes, it can take more than 18 months to find an affordable apartment—anywhere in the region. There is a market shortage of affordable three bedrooms units. Some housing advocates tell us that they don't exist at all. Volunteer housing advocates tell us that an affordable unit that comes on the market will be



rented within 24 hours. Single-family housing, that will be rented for less than \$1,000/month (considered locally to be “affordable,” will be off the market in five days.

In addition, these “affordable” apartments may not have the amenities or accommodations necessary to age in place with dignity. One story involves a senior earning 1,000/month. The senior was waitlisted for the small-subsidized rental project in the community where turnover is extremely rare. A regional apartment search turned up places where the total housing costs, including rent, heat, and trash removal exceeded \$750.00 per month. How can one then afford medicine,

food, and other necessities on \$250/month? Eventually a \$500/month apartment was secured. The senior had to move out of the local community in order to find an affordable apartment.

Moreover, it isn’t just quantity; it’s also quality. Affordable, safe, and appropriate apartments are a rarity. Potential infill development opportunities or potential public-private development sites need to be systematically and continually inventoried -- and compared against current development standards, design guidelines, and market needs. In this way, project-based housing can be developed to meet current and future levels of demand.

Finding #11: The Region’s housing stock is deteriorating faster than it can be repaired.

Before 1981, housing was constructed without the oversight or high standards of New York State. Then came the adoption of the *Uniform Fire Prevention and Building Code (Uniform Code)* and *State Energy Conservation Construction Code (Energy Code)* (*Article 18 of the Executive Law & Chapter 707 of the Laws of 1981*). More than 65% of the housing in the AGC Region was built prior to 1980 and this is an important date. Only one place out of 32 has more than half its housing units built after 1980 and that is Hampton in Washington County. Glens Falls, Cambridge, Salem, Whitehall, and Fort Edward have more than half their housing built before 1948. The building booms of the 50s, 60s, and 70s are evident in the remaining 26 communities.

The region’s housing stock that could be available to low and moderate-income households is pretty old and not in the best

shape. The region has a large supply of 19th century large footprint historic housing stock. Places such as Corinth, Warrensburg, Whitehall, Granville, Hudson Falls, and Ft. Edward have many examples of 3,500 sq. foot Victorian homes.

Not all older houses show their age, but when they do, occupancy can create public health and safety concerns such as asbestos and lead contamination, mold, and fire risks. Rehabilitation costs to address major system replacement can quickly escalate and become unaffordable. Larger square footage and limited weatherization can considerably increase overall housing costs for any occupants of older housing. Households living in older single-family homes may not be able to maintain on the edge on repairs or energy costs. This can also be true for landlords of subdivided, older, large square footage properties converted to rentals.



Conversion of these big, old, drafty, and sometime lead-contaminated dwellings from single family to multi-family rental housing is not always done to the highest standards. This will lead to challenging and difficult circumstances for occupants. Converted older housing stock generally is not energy efficient. In rentals, tenants have the responsible for utilities and while rents may be affordable, oftentimes the utilities are expensive. Federal HEAP and weatherization programs are very well used and popular. However, the fact remains that these multifamily units and not well insulated and will expose occupants to lead based paint. Landlords should be encouraged to participate in the various Weatherization Programs. Many owners do not know that program exists or that the cost to them is low. Increasing the efficiency of homes would reduce utility cost for renters.

Older housing stock that is not carefully renovated, including lead abatement will lead to health and safety concerns. For example, buying an old house and doing the renovation yourself is an economical way to achieve home ownership. According to a local health department official, “DIY”-do it yourself-renovation is popular, and novices may not realize when they are tearing down walls and removing floors that they are uncovering lead paint and creating lead dust. Since many families live in the homes as renovation progresses, exposure to lead, mold, dust, asbestos, and other pathogens

will occur. An unintended public health cost will result.

Deferred maintenance can wreak havoc on any home, but the older the house is—the greater likelihood of more wear and tear on major systems. Older housing can also have challenges complying with modern building, fire, and energy code requirements. Building code enforcement can be challenging and result in poor upkeep from landlords, particularly with absentee landlords who are managing properties from long distances.

Entitlement communities, such as the City of Glens Falls, that are funded by a regular allocation of HUD funds, are in a good position to monitor and mitigate lead exposure and improve code compliance for its housing clients. Governments and non-profits with ongoing housing rehabilitation programs are also in a good position to troubleshoot code issues and public health concerns. However, housing Rehabilitation Programs operated by non-profit and governments are finding it extremely challenging to keep up with demand, let alone attract public funds to help homeowners meet basic housing quality standards. For mobile home owners, rapid depreciation and deferred maintenance increase the urgency of assistance, yet progress is slow because of limited funding. The region needs to increase its success rate for funding awards in order to have the resources it needs to address its housing concerns.

[Finding #12: Declines in federal and state housing funding constrain improvement of the AGC’s regional housing supply](#)

In recent years, a decline in federal and state resources to support housing construction contributed to the difficulty of

increasing the AGC’s regional housing supply. One example of many: The Housing Assistance Council reports that from 2012-



2013, USDA Rural Development allocations for ownership and rental programs declined. However, this slow decline has been occurring since the early 2,000s—the second wave since the 1980s. Federal and state funding sources have been drying up, while, at the same time, the number of applicants for funding is increasing. Awards are reallocating funds to larger population centers and away from the less populated rural areas.

Glens Falls, which is also a HUD Entitlement community, has been particularly successful at competing compared to the more rural areas of the region. However, even for Glens Falls, the odds of getting funded, even with a competitive application are getting lower.

Popular and effective programs such as the Low Income Housing Tax Credit and the Housing Trust Fund favor urban and

suburban projects. There is insufficient flexibility in the State and Federal guidelines to accommodate the different conditions that exist in the region's rural areas.

Decreasing formula-based funding and reductions in capacity-building programs have contributed to the substantial loss of local capacity to broker affordable and workforce housing development. In the late 20th Century, New York State fully funded its national exemplar: the Neighborhood and Rural Preservation Companies Program—a capacity-building program for local housing advocates. With New York's State's financial support, local staff served as development catalysts. Concurrently with this loss of local capacity, the federal and state underwriting regulations for capital investment now require an even higher level of development sophistication in order to compete and succeed.

[Finding #13: Public Policy constrains the availability of affordable and workforce housing.](#)

Building-Fire-Energy Code Enforcement is conducted independently or shared amongst a shifting mix of towns, villages, county, and the state. Governmental policy about inspections, compliance, and enforcement is not clear-cut and varies from place to place. Stakeholders report that there are significant differences in how communities apply, understand, and enforce certain regulations and standards. Some Code Enforcement officials lack sufficient training and depth of knowledge of regulations and requirements. Therefore, availability and enforcement are inconsistent. Trends appear to be moving towards enforcement that is more aggressive and standardized across each county, if not the entire region.

Local and state land-use regulations may unintentionally contribute barriers to affordable and workforce housing throughout the region. Within the Adirondack Park, but outside most hamlets, local regulations are overlaid with additional land use laws administered by the Adirondack Park Agency. Outside the Adirondack Park, local governments control land use.

There are many stories of local housing projects being tabled or denied permits because land use regulations are not responsive to affordable and workforce housing needs. In some cases, compliance increases project costs to the tipping point where the projects become infeasible. Inclusionary zoning is not widespread.



Regulatory uncertainty is a strong deterrent to affordable and workforce housing. One local government official noted, “This is a

very important issue that cries out for resolution.”

Finding #14: There is a region-wide disparity between housing costs and income.

Incomes are not keeping pace with the costs of housing. As a result, households are paying a larger and larger percentage of their income towards shelter. Rental costs are rising, particularly in Hadley and Corinth. Fixed retirement incomes are not keeping pace with rents.

up housing prices to the point where low and moderate-income households are priced out. Washington County’s housing prices are generally more affordable. However, the Washington County real estate market is rapidly changing. Properties are being bought up by New York City and downstate folks who see the sale prices as “reasonable” from their market perspective.

Second home development in the lake and resort towns of Warren County are pushing

Finding # 15: Mobile Homes are critical, problematic shelters for vulnerable people.

New York State Homes and Community Renewal reported that, “In many rural areas mobile homes are recognized as one of the most affordable housing options. Many mobile homes, in both parks and on scattered sites, are in poor condition and do not meet basic housing quality standards” (DHCR 2009 Housing Needs Study).

New York State’s 2009 Regional Housing Needs studies of the North Country, Finger Lakes, and Western New York Regions highlighted the critical role that mobile and manufactured homes play in affordable and workforce housing across the state. The studies also underscored the severe deterioration of many of these homes, particularly those built prior to 1976 when the use of tin roofs, metal siding, and inefficient windows was commonplace.

The American Community Survey reports that of the 32 communities with the AGC Region, 11 have more than 10% (one out of 10) of their owner-occupied units as mobile homes. According to housing practitioners and planners, some of the worst housing conditions in the region exist amongst renters and owners abiding in mobile homes. For many it’s the only housing choice outside of multi-family rental housing. Moreover, in the rural areas of the region where land used to be inexpensive, installing a mobile home on a parcel of land was considered an affordable home ownership option.

In many people’s minds, mobile homes have become shorthand for poverty. Our AGC communities recognize an important need- wherever and whenever possible-- in rural and suburban communities --to provide safer, more affordable homes for low-income individuals and families by replacing severely substandard and dilapidated mobile and manufactured homes with new ENERGY STAR Qualified manufactured housing.



Chapter 16. Recommendations, Suggested Capital Actions, and Next-Step Initiatives

The recommendations, suggested capital actions, and next-step initiatives presented in this chapter and in the implementation plan were constructed on a solid and comprehensive foundation. They tie-in directly --and are informed by our understanding of the statistical profile, public investments, public engagement, and synthesized findings. They hold significant content validity based upon a strong alignment between constituency viewpoints and external statistical data. Chapters in Sections 1, 2, and 3 unfold in sequence. The Implementation Plan recaps this chapter in summary, and identifies when, who, and where the recommendations should be instituted.

We have not prioritized recommendations. We've left this to the folks who will be the leaders and sparkplugs for implementation. The Adirondack Gateway Council (AKA Consortium) will act as a central coordinating body, clearinghouse, and portal. AGC will convene and work with the various stakeholder interests to select specific recommendations for priority, short-term action. Participation will be drawn from the impressive list of active and engaged stakeholders generated through this assessment.

There are a lot of players involved and AGC will do its best to facilitate the creation of a regional equity network to ensure the work moves forward. AGC will identify partnerships with implementation agencies. Active and engaged stakeholders who are both consortia-members, community leaders, and agency personnel, have expressed a desire to work with AGC and continue to lead and organize the pursuit of specific recommendations. The AGC intends to act as a "convener" to assist the providers and other stakeholder interests focus on specific recommendations and move them from thoughts to action.

What is needed next is for stakeholders to select and fast track the most popular or timely project and policy recommendations that most closely represent their interests. Once these emerge and are selected by ad hoc leadership groups, specific stakeholder interests will take leadership and coalitions can come together. Projects can be evaluated and refined by these groups so that ideas are fleshed out into concrete, fundable proposals.

In the current economy, public resources are changing at a rapid pace. One cannot predict how and when funding resources will change in a topsy-turvy legislative, economic, and political climate. Funding Optimization Plans and template proposals for the most important or timely projects or programs will improve competitiveness in the funding arena. The watch list provided in Chapter 18 (Show Me the Money) can be used to find "low hanging fruit" to support project or policy recommendations.

Access to Opportunity

1. Achieve Better Case Management--Better Partnerships-- and Better Integrated Planning.

"Current service and program providers could learn a great deal from each other. We might be able to come up with common areas and make recommendation on how we could get through some of the challenges. This would take a lot of work, but would be beneficial." Joan Tarantino



The region has a strong foundation, particularly in greater Glens Falls Region, of providers, advocates, services, and programs. This can enhance efforts to build better service networks, increase regional competitiveness, and attract public investment that benefit the outlying, more rural places and strengthen the urban core.

AGC can kick-start Recommendation #1 (including its subparts) by convening the various government agencies and non-profit organizations providing housing and transportation services who have participated in the development of this recommendation and the FHEA process. **Use** the existing Housing/Transportation/Fair Housing Stakeholder list as a starting point to identify the key boards, commissions, and councils that will conduct the various activities supporting this recommendation. This list can also be refined by reviewing the list of Provider Survey respondents and those agencies who participated in the outreach and engagement work.

Collaboratively evaluate the human service system in order to better serve the residents of the region. Improve Wraparound Services, recruit and train front line responders, and publicize the programs.

Improve Wraparound* services to residents by enhanced information exchange, service coordination, and collaborative planning.

**Wraparound services is a term coined in the 1980s that most recently has been defined as a human service planning and case management process that builds constructive relationships and support networks. It is community based, culturally relevant, individualized, strength based, and family centered (Portland State University; National Wraparound Implementation Center (NWIC)).*

Reevaluate service delivery to determine the extent that constituents are making use of the service centers and the necessity or viability of circuit rider approaches. (Circuit rider refers to a professional who travels a regular circuit of locations to provide services.)

Find out the extent of folks falling through the cracks, who don't take advantage of adequate services and what that means to demand for services (i.e. childcare) and impacts on society. We have a comprehensive and extensive set of providers—some new and others well established.

Conduct cross-agency, independent, evaluations to determine the extent to which long term, institutionalized services, and programs (i.e. legacy programs) are still relevant, effective, and appropriate for the times.

Design a coordinated outreach strategy to publicize existing housing and transportation programs that incorporates digital and electronic media in addition to the traditional and conventional publicity campaigns. **Capitalize** on the broader use of technology as one of several marketing tools.



Recruit and Train front line, first responder, town office staff, so that they will more effectively respond to calls for help. United Way is an important resource that already has made progress in consolidating training and outreach materials.

Use the existing Housing/Transportation/Fair Housing Stakeholder list as a starting point to identify the key boards, commissions, and councils that will need to be briefed and show an interest in collaborating.

2. Give Priority to Aging Initiatives to address the fastest growing regional demographic trend.

Be proactive and plan ahead to have regional programs and services suited to the Elder Boom ready.

According to the demographic data compiled in Section 1, the growing groups in the Glens Falls MSA include the elderly, the “older old,” and interestingly-- the 20 and 30 “somethings.” Among the needs and preferences of these groups, housing and transportation preferences will dominate and direct the shape and substance of Adirondack Gateway communities. These groups may desire compact, mixed-use communities where quality infill development exists with good transit service. A new survey from the American Association of Retired Persons (AARP) entitled, “What is Livable? Community Preferences of Older Adults” found that the three most important government actions important to older adults were increased police presence, better schools, and a more pedestrian-friendly environment. The AARP notes that the needs of an aging population dovetail with many of the trends seen among Millennials (between the ages of 18 and 34), who are interested in living less auto-centric lifestyles.

Initiate comprehensive regional aging programming and services targeted at places and populations within the region that are rapidly growing old.

Understand what other places are doing to address the growing elder population. Study Best Management Practices, such as the York County, PA “Embracing Aging Initiative” and Milken Institutes, “Best Cities for Successful Aging” report. (See Bibliography)

3. Change Status-Quo Policies in order to Enhance Resources, Apply Different Approaches, and Institute New Thinking.

A range of policy and regulatory issues occurring at different levels of government emerged from the public input and dialogue between housing and transportation stakeholders. Recommendation #3 and its subsections identify a few specific issues that have been called out by the plan contributors. These need further discussion in order to flesh out the issues, concerns, and possible policy changes. It would be helpful if the AGC could host forums for further discussion of these issues amongst providers and government officials.

Act with other partners, including county officials, local governments, and members of the public and local organizations to evaluate, and where appropriate, advocate for institutions to remove policy or regulatory obstacles that keep people from having better programs, partnerships, and practices.



Work with appropriate government officials to improve the quality, quantity, design, location, and density of housing, transportation, and other related projects and services. For example, affordable and workforce housing agencies have identified the lack of availability of land suitably classified by the Adirondack Park Agency as an obstacle to affordable and workforce housing.

Propose amendments to the APA Act to allow development rights to be used for affordable and workforce housing from a transferable development right bank of development rights created as the state extinguishes building rights in state fee and conservation easement purchases (See Inclusionary Zoning Recommendations).

Open Dialogue geared at removing department-level obstacles such as organizational policies. Improve Department of Social Service policies regarding access to temporary assistance so that it prevents eviction and homelessness. A positive step can just be a better understanding by agencies and advocates of the policies, how assistance decisions are made and how to qualify for assistance. Too often, people approach their local DSS for help and are unprepared with proper documentation. Sometimes it is because the referring agency, doctor, or community health worker does not know the policies and procedures.

Identify barriers caused by State and Federal contract and funding conditions imposed by public grants and programs.

Develop a legislative agenda with the help of State and Congressional representatives and national organizations such as Policylink, Housing Assistance Council, to waive or modify these conditions.

Work with appropriate government officials to broaden eligibility assessments for support programs. Increase eligibility by recognizing household expenses such as housing, transportation, taxes, medical and other insurance, childcare as deductible before net income is calculated. To this end, the regional Continuum of Care Consortium is developing a Coordinated Assessment for agencies in Saratoga, Warren, Washington and Hamilton counties that will be used to reduce homelessness. All Continuum of Care funded agencies will be required to use it and we are encouraging all agencies to participate. Once completed the customer is directed to the appropriate formal support. Creating an assessment that includes all formal supports would reduce the number of customers who fail to obtain all the benefits for which they are entitled.

4. Improve income to keep pace with the cost of living.

Advance economic development efforts to diversify and grow the economy so that employers provide more and better paying jobs and residents obtain the education and training they need to expand their employment prospects.



Keep folks working and getting to work.

Coordinate and expand existing offerings for training young and old. Include workforce training, basic daily living skills, such as managing health care, education, food, finance, and transport. Use on-line training webinars and self-study workbooks, promote shared transportation to site-based training, and expand curricula to include basic education and work-readiness.

Encourage individuals to complete some form of formal education-- whether it is vocational training or an undergraduate or graduate degree. Education is the critical attribute for lifting people out of poverty and expanding wealth.

"The key is balancing formal supports and getting individuals and families to increase their self-sufficiency. I firmly believe that a strong relationship exists between educational attainment and earned income. If children graduating from high school could live at home while attending college, their costs would decrease. Older students in the area may be able to maintain their employment and complete their degree locally." (Stakeholder comment)

Provide training and support services to provide encouragement and resources for working low resource clients to keep them employed, in their homes, and with transportation options.

For example, the Family Service Association (FSA) intends to develop workshops for budgeting, nutrition, and cooking on a budget, and job readiness will be offered to all at no charge. Many of the people FSA works may not have been exposed through family, school, or life experiences how to pay bills, talk to a job supervisor, make healthy meals, or interact with their children's school personnel.

Home care is one of the fastest growing industries in the US. New care choices outside of the conventional nursing home models are being promoted. High quality home care is critical to many households affected by the "Elder Boom." As demand for caregiving grows, it is important to rethink training and workforce development systems to support and improve the quality of jobs in this sector. According to Ai-jen Poo, MacArthur "genius" award winner, and author of *The Age of Dignity: Preparing for the Elder Boom in a Changing America*, action to provide access to training, and create career ladders, can provide high quality care, and provide a value-added framework to support working families. Poo cites *Maine's Keep Me Home Initiative* as a Best Management Practice at the state-level. The initiative includes a comprehensive policy package to support seniors who are aging in place.

Improve Household Income. There is a need to have a healthy discussion on the role income plays in housing/transportation affordability from both the employee and employer perspective. Area businesses, chambers, advocacy groups, organizations, state officials and representatives need to recognize the issue and need for discussion. Discuss ways (including workforce training and higher education) to reduce the gap between



income and cost of living in our region. This would ease the burden on the working poor, help achieve financial independence, free up resources for savings, investment, and/or for the purchase of capital assets (e.g. provisions for retirement or home purchases) that build wealth and ensure long-term financial security (MIT, 2015).

Note: The overall sustainable development plan created by the HUD planning process, entitled, “AGC REGIONAL ECONOMIC DEVELOPMENT STRATEGY: PATHWAYS TO PROGRESS” provides a deeper and complimentary analysis and study of jobs, wages, labor sectors, and access to jobs.

Establish cell service in certain unserved areas and improve broadband service.

Establish and or improve cell service in northern and western Warren County, northern Saratoga County, including Corinth, Day and Hadley, and certain areas of southern, central, and northern Washington County. Improve Broadband service principally in rural areas of the three counties.

Note: The overall sustainable development plan created by the HUD planning process, entitled, “AGC REGIONAL ECONOMIC DEVELOPMENT STRATEGY: PATHWAYS TO PROGRESS” provides further information on communication system needs.

[5. Honor Southern Adirondack-Greater Glens Falls Independent Lifestyle and Cultural Preferences.](#)

Take into consideration that the 32 diverse communities of the region see change coming in different way

Recognize and plan ahead-- as a Region—to prepare and capitalize on changing demographics and neighborhood character. From a geographic perspective, a 1,800 square mile patchwork of village, city, crossroads, and countryside make it impossible and infeasible to create a “one size fits all” approach to any community or economic development venture. Places, like individuals, have distinct personalities, concerns, interests, and ways they get things done. Add to this vast geography a population with cultural preferences for independent thought and action, self-reliance, and privacy. Interventions and strategies planned for the region are not always so simple or straightforward. In the face of all this diversity, there is agreement that every place is different and has different needs. Within the Adirondack Park, small town issues focus on maintaining a compact footprint, yet finding ways to serve all the needs of area residents. Rural-agricultural areas of Washington County have far different priorities than the rapidly urbanizing areas in northeastern Saratoga and southern Warren and Washington Counties

In order to provide *Access to Opportunity*, we need to keep in mind the diversity of circumstances—from the perspectives of our rural, suburban, and urban places. Access is defined differently from place to place and person to person. However, there are many questions we share: Jobs to People-or People to Jobs? How are we going to get people to jobs without automobiles when they live in the country? Where (and how many) are the “employables” and where are the “unemployables”? How well are our programs working? How will the growing retired and disabled populations affect



employment and service needs? What will we do with our schools? When will we find a better solution than mobile homes to provide rural affordable and workforce housing?

If there are 32 communities in the AGC region, we may have a dozen or more different answers (or suggestions) for addressing these questions. The point of this recommendation is to remind ourselves that our differences are not only geographic, but also cultural in their perspective about how change should or should not happen. Transportation

6. Ramp up a comprehensive, real-time, human services-based transportation network.

Expand involvement of existing public and private providers through greater coordination, partnership, and collaboration among all transportation modes. Focus attention on the diversity of mobility concerns around the region.

Work with transportation providers to understand, plan, and implement a cooperatively managed regional mobility network. (This doesn't necessarily mean creating another entity, but rather developing a better way of coordinating individual efforts and providing improved client-centered transportation.)

"To provide more client-centered transportation and to make the most efficient use of limited public transportation funds, many agencies are beginning to implement Mobility Management strategies. These strategies focus on providing service to the individual customer, improving communication and coordination, and using technology to streamline operations and improve information. The results include an expanded range of viable transportation options for the individual, more effective management of resources, and greater benefits for cost." (South Central Regional Council of Governments, 2013)

Develop a business case, including a feasibility and funding analysis, and then a forward-thinking blueprint to serve as first steps. But-- before that happens, we need to scope out the conditions, determine the extent of transportation providers' interest, capacity, demand, and financing options. For this to work--a critical mass of the existing private, public, and nonprofit transportation services programs that currently run across the region would have to buy into this venture. For this to work—transportation providers would have to be flexible and innovative to address organizational, governance and other policy barriers that are likely to be confronted. For this to work—the agencies' issues or concerns would need accommodation. Implementation of individual projects or programs could be phased, but eventually, the goal would be enhanced services for residents of the region. Integrated management of mobility services has a strong potential to sustainably and effectively add value to the operations of respective partners. For example, expanded scheduling, increased ridership, better fleet maintenance, improved driver recruitment and retention, and cost-control could be achieved.

The citizen engagement work conducted as part of the development of this report reveals great interest in the expansion of present mobility options within the AGC's rural,



suburban, and urban reaches. This is especially true for Washington County, Up-Country Warren County, and the Corinth and Moreau areas of Saratoga County. Jobs are appearing along Interstate 87 between Albany, Luther Forest Technology Park, Saratoga, and Glens Falls—and people need to get to where the jobs are. As the costs of owning and operating a car increase, commuters may consider different options, such as ridesharing and using park and ride lots near the Northway exits, vanpooling, or taking the bus. People might find a networked transportation systems easier to use and more affordable than relying solely on their own vehicle. Collaboration might provide a smarter way to improve service to areas in the region that are currently lacking transportation services or where duplication might exist. Establishing a regional mobility management network has been suggested in the past and stalled with very little interest generated. Perhaps a broader and timely interest will supply momentum to build on previous efforts and to make it happen.

Scale-up a collaborative partnership among existing public, non-profit and private transportation operators so they can serve as a starting point for developing a regional mobility network servicing more of the Adirondack Gateway Region. The region has a strong foundation, particularly in greater Glens Falls Region, of providers, advocates, services, and programs. This can enhance efforts to build better service networks, increase regional competitiveness, and attract public investment that benefit the outlying, more rural places and strengthen the urban core.

Consensus is already building through the efforts of the Adirondack/Glens Falls Transportation Council that generates a Coordinated Human Services Transportation Plan for Warren, Washington, and Northern Saratoga Counties (See 2014 Update A/GFTC). **Use** the existing Housing/Transportation/Fair Housing Stakeholder list as a starting point to identify the key boards, commissions, and councils that will need to be brought up to speed on this recommendation and verify their interest in collaborating.

[7. Conduct Transit-Integration Scenario Planning.](#)

A Managed Mobility Regional Network is a big project and requires further steps to evaluate existing and potential barriers to a seamless real time transportation network.

Support efforts by the A/GFTC to conduct a scoping study of the available rural transportation options that might apply to rural Warren and Washington Counties.

Generate an interactive GIS-based map layer(s) that shows scheduling and routes for all of the existing service providers (from Churches to Taxi's to Public Transit) operating transit services in the AGC Region. **Use** this information to conduct a more refined geographic analysis of service, potential clients, and unmet needs. **Include** an evaluation of gaps in terms of locations, users, etc. and possible fleet shares (school busses, smaller vans, and part-time workers to share). **Identify** workforce and other training venues and scheduling. A more thorough examination of potential trip capacity coordination can be aided by this information. It may also help the partners understand transit and shift schedules that could be realigned for smarter operations.



The data is probably already collected in pieces here and there, but an integrated analysis of point-to-point gaps and opportunities could further an understanding of when value will be added to the system.

GGFT completed a Transit Development Plan in 2009 that included a thorough analysis of its routes and ridership. Many of the recommendation were successfully implemented at that time, including increased year-round frequency to the Village of Lake George (“rural”) and expanded evening service. The only major one not implemented was increased frequency to West Glens Falls and South Glens Falls, which was not done at the time for fiscal reasons. However, west Glens Falls remains near the top of the list for GGFT expansion based on the area’s density and demographics. Others include (in roughly descending order) service to Warrensburg, further expanded evening service and improved connections with Saratoga Springs. Although it’s been 5 years, the 2009 study is still a relevant ridership/service assessment for the fixed route transit needs.

Much can be learned regarding the cost/benefit of spurs or alternative “runs” to communities from the data annually collected by GGFT. **Develop** several straw-man scenarios for the participating agencies to discuss and decide. These may become a template for future funding applications. . For example, a well-designed rural car or rideshare program might be considered along with the more traditional bus/van/taxi approaches. (This task is included in A/GFTC's draft Work Program for 2015-16 Rural Ridesharing Plan).

8. Deploy a Regional Ride Clearinghouse

Publicize the iPool2, 511NY Rideshare and 511NY network. iPool2, is an online source for up-to-date commuter and carpool information-plus a free ride-matching service-for anyone who lives or works in the Capital Region. This is helpful to AGC Region commuters.

Support efforts by the A/GFTC to develop, regularly maintain, and update a single web-based online portal serving the AGC Region that links those in need of transportation services with human service transportation providers and taxi services. Currently, there are dozens of local and regional agencies that provide transportation services. However, there is no single information portal dedicated to providing data concerning geographic range, accessibility, or other qualifying factors. (A/GFTA-2035 Long Range Plan).

Recruit private companies, such as *Lyft*, *Uber*, and *Zipcar*, alternatives to traditional cab companies and livery services to serve all or parts of the AGC Region. **Uber** is a private car service company that uses your phone's GPS to detect your location and connects you with the nearest available driver. Burlington, Vermont and southern New Hampshire are already in the Uber system. **Zipcar** is an alternative to car rental and car ownership. Zip Car exists in nearby Poultney, Vermont and at SUNY Albany.



Educate human service clients and transportation providers that are involved in the referral network that short-noticed pickups are a challenge and problematic for providers.

9. Troubleshoot Policy restrictions and find ways forward.

Analyze the regulatory and policy environment in which the transportation network operates.

Inventory and study the government-based policies, including the restrictions of operations, funding, ridership, that may inhibit flexibility in cooperative ventures.

Discover the difference between local regulations and those at the state or federal level that may be waived or reversed.

Find the problems, propose approaches, discuss, and take action.

Work with policy makers to change the regulatory environment for transportation services. For example, reimbursement fees from insurance companies or other providers appear to be structured with short distances in mind, such as centralized, urban locations. With more miles to cover and more points between the origination, pickup and drop-off locations, the costs/mile are higher in rural areas than in urban ones. The costs for rural transportation services, whether public, private, or non-profit are not covered by the reimbursement rates. Another related problem is that transportation providers may not be able to afford fancy, new equipment or meet driver licensing standards that may be designed ideal situations and NYC-style urban settings. As a result, the region may not have any service available for specialty, health-related cases.

Convene the transportation service providers and evaluate to what extent existing transportation service agencies have the legal capacity and interest to change client-only ridership policies in order to expand ridership to other vulnerable populations.

Work with providers to determine whether charging a fee for non-client use is possible and to what extent it might serve as a revenue source to support the programming.

Understand to what extent taxis are regulated and how those regulations influence availability and affordable fares. Examine fee structure and the feasibility of imposing quality standards for all taxicab services in the region.

Discover the extent that health insurance providers help with health care related transportation.

Advocate for changes to the Medicaid Transportation Service program managed by NYS Department of Health (NYSDOH). NYS assumed the management of Medicaid



transportation with the intent to improve the quality of transportation services, reduce the local administrative burden for transportation services and local management contracts, and achieve projected budgeted Medicaid savings. The Medicaid transportation services in Warren, Washington, and Saratoga County are now being handled by a centralized agency, Medical Answering Services, a Syracuse -based non-emergency medical transportation management company. The impact of MAS on the established transportation systems around the state has been very significant as it has reduced reliable transportation operating funds from public transit agencies, such as Greater Glens Falls Transit, and private taxi/ambulette services such as Brant Lake Taxi. Instead of increasing the quality and quantity of services, the opposite may be occurring, particularly in the AGC Region.

10. Evaluate ridership trends and make course corrections.

Work with area employers, business councils, and chambers to create company-based transportation savings account that matched dollar for dollar employee contributions towards ridesharing, small van ridership, or other more sustainable forms of getting to and from work, (consistently and reliably) this “carrot” might help commuters employed at the top ten regional employers. From the employer perspective, costs might be recaptured from more reliable workforce, less absenteeism, less turn over and fewer training costs for new employees. A pilot could be run with a progressive group from the top ten regional employers and the results evaluated.

Create more transit hubs. A transport hub (also transport interchange) is a place where passengers are exchanged between vehicles or between transport modes. Communities that have expressed an interest in serving as a transport hub include Chestertown, North Creek, Warrensburg, and Corinth. Trolley service to Warrensburg (and back) from the Warren County buildings to serve shift changes might also be helpful to county employees.

Glens Falls, Ft. Edward, and South Glens Falls also interested in expanding their transit hubs to enable employable residents to use public transit (and other ride-sharing approaches) to get to work in the Capital District. Efforts to coordinate public transit services between Greater Glens Falls Transit and Capital District Transit Authority are needed to improve commuter transit services south.

Begin with the existing commuter services, schedules, and locations provided by Capital District Transit Authority (CDTA), Adirondack Trailways, Greyhound Bus, and the Greater Glens Falls Transit.

Find a way forward to improve synchronized scheduling, standardization of fares, and shift timing.



11. Select consensus based pilot projects to build successful enterprises.

Work on collaborative projects. These will help to break down institutional barriers and bring money into the region. **Select** projects focused on future mobility needs. **Evaluate** the pilots for their cost/benefit and shares the results in the network.

Select pilot projects that address funding, governance, operations, ridership, and scheduling. **Use** the existing Housing/Transportation/Fair Housing Stakeholder list as a starting point to identify the key boards, commissions, and councils that will need to be brought up to speed on this recommendation and verify their interest in collaborating. Pilot projects allow contributors to make measurable progress towards mobility while demonstrating how collaboration works. This should be a parallel track to large-scale, regional mobility management efforts, which may take many years to come to fruition.

Use NYS DOT and/or NYS efficiency grant (or a similar funding source) to study the cost/benefit of various alternatives to consolidate and centrally manage the various town-based senior vans and other public agency transportation systems.

Consider privatization options if feasible, and group purchasing of contracted services. Towns could pay per capita by contract and perhaps a private entity or public authority could operate the system.

Determine the Cost/Benefits of shared services/expansion of the CWI (Community Work and Independence, Inc.) model to accommodate expanded regional vehicle repair service for all public and private based transit vehicles. CWI's Transit Connection operates a large garage, specializing in DOT-approved inspections and repairs. The maintenance staff provides fleet management and repair services to over 50 vehicles from other not-for-profit entities. A shared services study, including an in-depth cost/benefit, efficiency, and site/facility analysis is an important first step in understanding the feasibility of maintaining mixed fleets (different vehicle manufacturers, engines, components, etc.) owned by various institutions.

Devise ways to create an economy-of-scale through cooperative driver training, recruitment, retention, insurance, and job sharing program among the various transportation providers. Collaborative efforts are described elsewhere in this assessment, including mobility service information and dissemination, and alternative mobility facilitation services. If new and improved collaborative partnerships can be accomplished amongst transportation providers new ways to create economies of scale should evolve on their own in a more organic way.

12. Update the Transport Infrastructure System

Promote a well-cared for road and bridge network that gives travelers safer conditions for bicycling, walking, and driving. Implement the Regional Transportation Improvement Program as amended from time to time.



Support and expand ongoing capital transportation planning for highways and bridges through the continued cooperation of the Saratoga, Washington and Warren County DPW, Adirondack/Glens Falls Transportation Council (A/GFTC), the Capital District Transportation Committee, Greater Glens Falls Transit, the local highway departments, and Region 1 DOT.

Continue to collaborate early and often through the A/GFTC Transportation Improvement Process. Work together and provide regional leadership to get behind the capital projects and get them funded.

Preserve the functionality of the existing transportation system through and system-wide prioritization of preventative maintenance and corrective repairs designed to prevent infrastructure that is presently in fair to good condition from deteriorating into poor condition and thus becoming much more costly to repair or replace.

Advocate for a constitutional amendment that would allow for the widening of roads currently bordered by Adirondack State Forest Preserve, which prohibits widening and canopy removal to allow sunlight to reduce the need for salt.

Incorporate by Reference. Refer to and use the:

- A/GFTC's Five-year capital improvement plan, known as the *Transportation Improvement Program (TIP)* and revised from time to time, as a guiding plan for capital investment. Please note: The A/GFTC reports that the above referenced TIP is currently undergoing significant modification due to federal investment cutbacks. The TIP is a planning document and subject to periodic revision. Link to Current TIP- <http://www.agftc.org/tip.asp>
- Adirondack Glens Falls Transportation Council: Update Long Range Transportation Plan 2035. According to the A/GFTC, "the Long Range Transportation Plan represents the synthesis of public input, regular interaction with local officials, and technical studies undertaken by A/GFTC. The Plan describes existing system conditions, projects future conditions, identifies transportation priorities, and recommends projects and strategies to maintain and improve the system in the near and long term." Link to Current Plan (at bottom of page) <http://www.agftc.org/about.htm>

[13. Provide for a safe transport experience for all users \(including bicyclists and pedestrians\) by using a Complete Streets* approach to planned improvements as funding permits.](#)

[*According to the National Complete Streets Coalition, "Complete Streets are designed and operated to enable people of all ages and abilities to safely move along and across streets in a community, regardless of how they are traveling. Creating complete streets means changing the approach; we have to roads of all types by designing and operating the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This](#)



means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live. A “complete” street in a rural area will look quite different from a “complete” street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.” Link: <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals>

Promote and invest in a Complete Streets approach as a win-win for communities. **Comply with the Complete Streets policy** of New York State, and the Americans with Disabilities Act (ADA) in all communities by installing improvements, including curb ramps, sidewalks, pedestrian count-down timers, and crosswalks as appropriate. These improvements will encourage pedestrian circulation. In addition, these investments will spur economic growth. The younger generations, especially the “Millennials” and the Baby Boom generation retiring, are migrating to compact, lively, urban areas, like the Greater Glens Falls area. Communities that invest in bikeways, sidewalks, and public transportation create a more inviting environment for the pedestrians, and this will spur private investment along these routes.

Teach and train local officials and community leaders about Complete Streets. **Initiate** a regional campaign to adopt and enact a local Complete Streets law at the village, town, city, county-levels.

Improve Walkability*, including developing sidewalk networks that link major commercial and residential developments, key educational, cultural and recreation facilities.

**Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others.*

Maintain and improve existing sidewalk networks to bring them into compliance with current requirements for accessibility.

Enhance rural safety and pedestrian comfort through improvements to roadway lighting, shoulder width and conditions, installation of crosswalks and pedestrian-scaled infrastructure.

Consult the *Adirondack/Glens Falls Transportation Council Regional Bicycle and Pedestrian Plan* and the *Glens Falls Community Challenge Connectivity Plan (2014)* to create a comprehensive network of bicycle and pedestrian facilities in Warren, Washington, and northern Saratoga Counties. The document should be referenced to identify and implement priority bicycle network connections and pedestrian improvements.



Improve Cycling Options by prioritizing bicycle amenities and improvements for bicycle safety.

Institute measures that facilitate the use of bicycles as alternative transportation as funding permits. Shared travel lanes, shoulder width, and pavement conditions require full assessment for on-road bike and auto safety concerns. To this end, DOT Complete Streets policy should be utilized together with the bike-industry standards for any proposed road improvements. Consult the A/GFTC's *Bicycle Facility Improvement Process* as a guide.

Although bicycles are permitted to ride within the vehicle travel lane, most beginning and average cyclists prefer to ride in wide road shoulders or designated bicycle lanes.

Where possible, road shoulders should be widened (or travel lanes narrowed) to encourage cycling. Pavement conditions within the road and shoulder should be maintained consistently to provide a uniform riding surface. Clear designations of bicycle routes can help to remind motorists that there are bicyclists using the road. Construction of a parallel pathway in areas of acute congestion to safely move bicyclists and pedestrians away from vehicles are suggested.

Improved bicycle parking in all communities would encourage more bicycle trips. In urban areas, designated bike lanes or shared-lane markings (also known as "sharrows") can help to reduce potential bicycle-vehicle conflicts. Motorists should also be encouraged to travel at a safe distance from the cyclists.

In addition, the Regional Bicycle Pedestrian Plan, 2014-(as updated from time to time) prepared by the Adirondack/Glens Falls Transportation Council should be consulted. The Warren County Board of Supervisors has recognized the Warren County Safe and Quality Cycling organization as a key volunteer group to provide input on this subject within Warren County.

Promote bicycle use in the outlying areas of the AGC Region. Paving and widening road shoulders are encouraged where use and demand is high. In this way, bicyclists will experience some standardization of road conditions. Bike-related road improvements could also be implemented as DOT or County DPW as new projects are developed and as annual maintenance is conducted. Advocate with road-owners and right-of-way owners for changes so that DPW staff have the support and resources can make this happen.

Submit more competitive grant applications generated by local municipalities that combine vehicle and bicycle improvement projects. New York State Complete Streets legislation promotes combining bicycle facilities in the design and construction of roadways or bridge projects



14. Improve Rail Service

Extend daily passenger rail service on existing lines at Amtrak stations including Fort Edward, Albany, and Saratoga Springs. Revamp schedule so that passengers can travel in a more accessible time for better connections to New York City and Boston, as well as other points west. Determine regional demand and possible points for commuter service to link with employment points south. Meaningful commuter rail service between the Glens Falls region and Albany would be a major enhancement to boost Access to Opportunity. Passenger rail service from Rensselaer-Albany to Saratoga-to Corinth and North Creek during summer and winter would enhance passenger access to the western communities of the region.

Improve lines to accommodate freight rail and reduce the red tape among the existing rail operators.

Housing and Fair Housing Equity

While each of the specific measures proposed in this section will stimulate housing development, the following overarching recommendations will jump-start public investment and promote housing choice:

15. Continue to invest, improve, and expand the range of Affordable and workforce housing from shelters to rental to owner-to continuum of care. Take care of the young and old through increased appropriately scaled and distributed housing stock in the hamlets and village, and the greater Glens Falls area. A strong partnership of existing providers, advocates, services, and programs will enhance efforts to build better service networks, increase regional competitiveness, and attract public investment that benefit the outlying, more rural places and strengthen the urban core.



Figure 90: The Community Housing Continuum

Source: Google Images, 2015

Consider how a regional vehicle, such as the Adirondack Gateway Council, could improve funding and administration of certain housing programming in the AGC Region.

16. Improve Capacity to win funding. Advocate for a renewed commitment of expanded state and federal financial resources and funding incentives for housing.

Increase funding for state and federal housing and community development and continuum of care programs.



Encourage all funders to allocate sufficient funds for capacity building, infrastructure investment, and all phases of development so housing will reflect community scale, interests, and design concerns.

Evaluate how well New York State Homes and Community Renewal and HUD Housing programs are currently used in the AGC Region (See Section 1, Chapter 4, Access to Subsidized and Assisted Housing). Determine the extent of pipeline projects over the past five years. **Study** the outcomes. Understand where the process has worked and where it has not. **Request** public access to market studies and developer lists.

Discover if HUD will help the region qualify for “Difficult to Develop” status as part of the Low Income Housing Tax Credit program. [DIFFICULT DEVELOPMENT AREA (DDA): Any area designated by the HUD Secretary as an area that has high construction, land, and utility costs relative to the area median gross income.] (This is the only role that HUD plays.) The rest of the determination is fixed by a formula and is controlled by IRS.) Essex, Jefferson, Otsego, and Sullivan Counties qualify as DDA’s.

If the AGC Region-or some portion thereof, could qualify, then there is a significant financial benefit through a 30% basis boost. The program becomes a far more usable financing tool than under current circumstances. A favorable decision in this matter would recognize that regional construction costs are as high as those in the urban areas to the south are, but that the market’s low and fixed, incomes do not support the higher rents that one might receive from properties located to the south.

Advocate with partners, including developers, housing leaders, NYS Rural Housing Coalition, and the Housing Assistance Council a tax credit program more favorable to rural areas and smaller projects. The cost/unit of disbursed, smaller projects is considerably higher, but they offer other benefits. Smaller projects may be the only suitably scaled solutions for the hamlets and rural countryside—particularly in the Adirondack Park. Scattered-site projects, fairly proximate to one another might also be cooperatively managed and support services delivered through a circuit rider. Distributed development, below-market, and subsidized rental housing may be more expensive, but they allow folks to remain a part of their community. **Use** the existing Housing/Transportation/Fair Housing Stakeholder list as a starting point to identify the boards, commissions, and councils who are in the best position to collaborate to make these initiatives happen.

Succeed at funding a perpetual rental rehabilitation program that benefits the region’s households.

[17. Invest throughout the region in the development of compatible scale, permanent, good quality, affordable, and workforce rental housing for a broad range of intended users.](#)



Develop subsidized, below-market and workforce housing in places that are urban, suburban, and rural. One size does not fit all. Housing projects in rural places within the AGC will be compatible to the relative size of the community. **Adjust** unit density to reflect the demographics of place. Promote infill development and adaptive reuse of vacant or underutilized properties.

Promote energy efficiency in all construction and site planning activities. **Use** advanced energy efficiency measures and renewables to minimize fossil fuel use in order to stabilize household energy costs.

Support and spur mixed-use rental economic/housing development projects throughout the region that **include** below market rate housing as a proportion of housing constructed with mixed use, amenity-rich projects.

Encourage creative design and development to serve changing markets. **Develop** accessible and affordable subsidized housing for particular users, such as families, elders, veterans, the disabled, the mentally ill and homeless adults. For the suburban areas, this may mean design that accommodates smaller units, shared open space, and small-scale food production for use by its residents. Throughout the region, a higher proportion of larger square footage units--three or more bedrooms are needed to accommodate this growing market segment. **Design and develop** elderly housing so that additional services can be added to help folks stay independent.

Provide affordable and workforce rental housing that meets the needs and expectations of the growing populations of Millennials, retirees/empty-nesters, and less-abled markets. In the more urbanized areas of the AGC Region, **develop** affordable workforce housing as part of mixed-use developments proximate to public transit and bikeways. There is a growing demand for mixed-use developments that include affordably priced, smaller square footage apartments for young professionals, individuals, and young couples. Locating them near existing services, such as on a Main Street or in center-city enhances walkability and complements retail and restaurants.

Prioritize universal design elements that serve people of all abilities. Incorporate cutting-edge accessibility improvements in new construction projects. **Consider** requiring that all new residential construction include certain accessibility features. The region needs affordable and workforce-housing choices that is designed to accommodate persons with mobility issues and are visually impaired.

Incentivize new development opportunities. **Identify** potential public and private development sites and find ways to make them more feasible for development moving them from economically marginal to viable.



Work with the Adirondack Park Agency to have sites for affordable and workforce housing pre-approved and attempt to attract developers using density bonuses in existing law. **Court** the likely developers. **Collaborate** with well-respected developers and discuss the barriers to housing development in the region. **Use** these as a further basis to move the housing agenda forward.

Focus development to identified suitable sites. While it would be helpful to conduct the analysis region-wide, it may be necessary to conduct it in stages. The communities that have expressed interest in this include Warrensburg, Chestertown, Pottersville, Corinth, Whitehall, Ft. Edward, South Glens Falls, City of Glens Falls, and Moreau. **Assess** real-time market demand for targeted locations. Review the DHCR approved list of market consultants. **Conduct** a preliminary market analysis using a well-respected real estate marketing specialist with experience in affordable rental housing. **Determine** the relationship between the identified sites and the various market segments. If circumstances warrant, conduct a deeper market analysis. **Identify** key privately owned sites suitable for multi-family housing and determine the associated infrastructure and zoning issues. In addition, **identify** publically owned sites, particularly those that are underutilized. Include property held by school districts and local governments. Public land sold or leased for housing should feature a significant share of affordable units.

Develop a Shovel-ready Affordable and workforce housing site inventory using interactive GIS technology and share with developers, real estate brokers and other stakeholders—within and outside the Adirondack Park. **Identify** an entity to sponsor and perennially manage the database. **Map** opportunities for residential real estate development based on a standard set of site and regional attributes. Use the DHCR Design Manual (a standardized industry document) to consider site suitability. Criteria should include:

- Available infrastructure, access to power, internet/cable
- Proximity to grocery, other retail, bus, schools, library, pharmacy, health facility.
- Hazardous materials, incompatible adjacent uses
- Direct accessibility-topography
-

18. Promote Home Ownership

Expand homebuyer programs by extending their geographic “reach” throughout the AGC Region and in the range of services they provide to customers. Involve area banks who have their own programs. Where feasible, integrate programs, such as the City of Glens Falls First Time Homebuyer Program, a successful model program that assists approximately 12 families annually to become homeowners (155 assisted units since 2000). Incorporate programs such as Habitat for Humanity (more than 25 new homes in the Greater Glens Falls area).



Figure 91: Habitat for Humanity Housing
Source: AGC, 2015

Publicize that “individuals who have Section 8 Community Vouchers from the Glens Falls Housing Authority and qualify for a mortgage can keep their subsidy and HUD would pay a portion of their mortgage. Combine this with the First Time Home Buyer Program in Glens Falls and home ownership becomes increasingly feasible.” (M.Lajeunesse, Co-Chair Continuum of Care Coalition)

Support existing efforts to create an AGC Regional First Time Homebuyers Program through the expansion of the existing countywide program.

Provide down payment assistance, and counseling that connects prospective owners to existing programs, such as SONYMAE, USDA, and other public programs. To promote purchases of existing housing, **link** prospective owners to low-interest loan funds that provide rehabilitation assistance. **Use** the land trust services of the Adirondack Housing Trust to serve the southern Adirondacks and reduce land acquisition costs. **Encourage** additional funding for homeownership for families who earn between 80% and 120% of annual median income. This income group are not eligible for most state or federal housing assistance, but are nonetheless priced out of the housing market in many of the region’s communities.

Identify and focus home ownership promotion efforts on places that are already more affordable (See Section 1 Location Affordability Index), such as City of Glens Falls, South Glens Falls, Corinth, Hadley, and select towns in Warren and Washington County.

Create programs and opportunities to convert existing **mobile homes** to modular, doublewide, or stick built homes. Consider these experienced homeowners as needing a hand up to move into conventional homeownership. Investigate the following two model programs and learn of others:

The Manufactured Housing Innovation Project of the Vermont Housing Conservation Board is a new pilot project focused on developing new manufactured homes for Vermont homeowners. The homes utilize quality construction and materials as well as the latest in highly efficient energy technology. The ten high performance, 66’-70’ single-wide mobile homes will be sold to homeowners in non-profit owned mobile home parks or on private lots throughout the state of Vermont. Production of these homes provides a new housing option that stresses quality, efficiency, and energy



conservation and results in long-term energy savings and stable monthly costs over time. The homes use advanced energy efficiency technology to minimize the homeowner's monthly energy costs. Over time, as energy costs increase, the monthly housing cost for the high performance home stays relatively stable while the cost of the traditional mobile home escalates significantly.

The New Beginnings Program of the Friends of the North Country, in Keeseville NY has been operating since the 1990s. The program features construction of new, stick-built homes to replace dilapidated mobile homes for income-eligible owners. By providing affordable, energy-efficient designs in-house, Friends keeps building expenses in check. This program utilizes two 100% grant-funding sources to accomplish each project at no cost to the owner. Friends pioneered this program model and encourages other places to learn and replicate it to benefit low-income families living in dilapidated mobile homes.

19. Intensify investment in existing housing stock through home repair.

Expand existing housing rehabilitation programs. (For more local information on housing programs funded in the last five years, see Section 1, Chapter 4, Access to Subsidized and Assisted Housing.)

Build capacity to continue providing services, particularly at existing institutions, such as Habitat for Humanity, City, County, and Town Governments, and Rural Preservation Companies.

Increase rehabilitation costs per unit as needed in local programs (this is program dependent but ranges from \$15,000 over \$40,000) to accommodate energy, adaptive, and other improvements that reduce operating expenses or make occupants safer and more secure in their homes. Enable moderate to substantial rehabilitation that extends the useful life of properties.

Provide owner and renter occupied rehabilitation grants to combat deferred maintenance, lead-based paint, substandard conditions, and install aging-in-place supports.

Allow funding to be used to repair mobile homes in parks and private lands but offer other alternatives as well that allow for replacement (see earlier recommendation).

Offer tax incentives, low-cost loans, and grants to help owners modify their homes to accommodate household members with disabilities.

Specify universal design elements that serve people of all abilities. Incorporate cutting-edge accessibility improvements in rehabilitation projects. **Specify** home improvements so that persons with mobility issues and are visually impaired or elderly to remain in their own homes.



Use a variety of approaches including non-targeted ones in outlying villages, hamlets, and backcountry. **Direct** funding to low income areas throughout the region, including West Glens Falls and South Queensbury, Hadley, Day, Corinth, and northern Warren/Washington Counties.

20. Expand Emergency, Transitional, and Supportive Housing Options at a scale compatible to the host community. Support existing partnerships that build better service networks and attract public investment that benefits the outlying, more rural places and strengthens the urban core.

Establish an open-to-all, short-term homeless and emergency housing shelter (Code Red). Continue to support the Glens Falls Code Blue that provides emergency overnight shelter to homeless people in the Greater Glens Falls Area. (A Code Blue night is called when the forecast is for a temperature of 20 degrees or lower (including wind chill) or at least 12 inches of precipitation.)

Continue to support the work of the Saratoga-North Country Continuum of Care-Warren/Washington/Hamilton Housing Committee to address service delivery for homeless populations (See Section 1, Chapter 4. Assess to Subsidized and Assisted Housing).

Accommodate, through suitable design, single women, adult women with young families, adult males, and families.

Assist launching the region's *Emergency Housing Project*. The proposed *Emergency Housing Project* is sponsored by a sub-group of the Warren/Washington/Hamilton Housing Committee. In support of this project, the City of Glens Falls adopted the HUD Action Plan-Challenge Plan, Continuum of Care proposal. There is no name or potential location at this point. The shelter would have bedrooms for single adults (shared) and a separate area with bedrooms for families with children, resident bathrooms, a commercial kitchen, a dining and living room, offices for staff, staff bathrooms, and storage. The maximum number of people served at any one time would be 19, which would include two families (at least one adult and at least one child). Flexibility will be built in so that at any point in time if there were more families in need, they could be accommodated, and if there were more singles in need; adjustments could be made to serve them.

Program participants would be referred by the Warren and Washington County Departments of Social Services as well as community agencies who serve people who are homeless, such as the Warren/Hamilton Community Action Agency. Residents would be required to work with an on-site case manager to develop a goal plan for becoming employed (if unemployed) and for obtaining permanent housing. Capital costs are not developed because they are site dependent. Discussions are underway with state officials regarding construction and operating costs.



Evaluate the model programs, “HomeFirst” (<http://www.homefirstinc.org/>) and “Housing First” (http://www.endhomelessness.org/pages/housing_first) to determine what can be learned and adapted to the region’s situation.

HomeFirst recycles old housing, matches properties to qualified people, and adds mentoring and employment opportunities. This program has achieved remarkable success. *Housing First* offers permanent housing to the most vulnerable and chronic people experiencing homelessness. In both models, permanent housing is combined with wrap-around services. *Housing First* does not require individuals to earn the right to housing via employment, sobriety, or health.

Work with providers to develop transitional housing facilities for various groups, including victims of domestic violence, substance abusers, and the homeless. The AGC Region benefits from a comprehensive range of private-to-public human service providers who have the capacity, given suitable investment, to maintain their mission-forward efforts. Examples include Waite House, Catholic Charities, and Vet House.

Establish “Safe Housing” on active major bus lines-- to reduce the risk of these populations also becoming part of the hidden homeless populations.

21. Expand comprehensive and flexible Wraparound services and interventions that stabilize occupancy, prevent homelessness, and promote independent living.

Evolve housing intervention services into a coordinated one-stop “shop” for Wraparound, proactive, and preventative services. **Provide** a more comprehensive and flexible suite of support services, including security deposit, early and “first month’s” rent, utility arrears. **Promote** financial counseling services, including homebuyer and homeownership education. Improve training opportunities to develop self-sufficiency, better budgeting, and good work ethics. **Evaluate** the Homelessness Prevention and Rapid Re-Housing (HPRP) program sponsored by Waite House as a Best Management Practice for its effectiveness at preventing homelessness and rapid rehousing approach.

Work with the local governments, counties, and non-profit agencies to ensure that a range of services are available to older adults, including social and volunteer opportunities, education programs centered on health, finance, and housing maintenance, adult day care and meals programs, and health and wellness services.

Address the “Older Old” Demographic Shift that reveals folks leaving when retiring and coming back at 75-80 without support network in place. **Involve and train** first-line, local government staff to provide information and referral services to seniors in places where the population 50+ is growing.

Improve front door transit access, parking, and install an elevator at the Midtown Moreau senior housing project.



Support existing efforts to expand access to medical care. **Advocate** for the location of any new clinic or medical facilities to be on existing public transit routes.

Embed service coordinators at housing complexes where feasible, and provide *Circuit Riders** between housing complexes.

**Circuit rider* refers to a professional who travels a regular circuit of locations to provide services.

Advocate for changes to program eligibility requirements that often force seniors to “spend down” assets in order to access housing and care. Maintaining independence may require rethinking the role of assets in helping to manage fixed incomes, unusual expenses, special transportation, in-home care and assistance, and other aspects of aging in place with dignity.

Evaluate the extent of “Home-Sharing” within the AGC Region and consider expanding the program to include a modest tax advantage. Home sharing provides options for seniors to age in place, and for affordable and workforce housing (without new development).

22. Consider Greater Coordinated Code Compliance

Collaborate among code enforcement jurisdictions, wherever possible, in order to enhance inspection and enforcement across the AGC Region.

Increase public awareness of code enforcement in order to improve housing conditions. **Create a report card that lets consumers know about rental housing code compliance.**

Explore with interested local communities, the adoption of a historic building rehabilitation code that changes the standards for housing built before a specific date. The code would provide alternative building regulations for permitting repairs, alterations and additions necessary for the preservation, rehabilitation, relocation, related construction, change of use, or continued use of a “qualified historical building or structure.” A comprehensive set of health and safety requirements designed to ensure that safety of work done in existing buildings recognizes the unique construction issues inherent in maintaining and adaptively reusing old buildings.

23. Provide incentives for Affordable and Workforce Housing within existing or proposed land use laws.

Land Use Laws are more important to some communities and places than others. It isn't of interest to every local government in the Adirondack Gateway Region. However, where zoning or other land use laws exist, or are proposed by a local government, they can be a powerful tool to help build affordable and workforce housing by providing incentives that support new construction or development.



With interested communities, determine the best ways to use *Inclusionary Zoning (IZ)** at the local government level as an incentive increase market-rate and affordable and workforce housing production. Technical resources for this activity include NYS Department of State, Division of Local Government Services, the New York State Planning Federation, and County Planning Departments.

The Adirondack Park Agency could set the bar by establishing Inclusionary Zoning as part of their regulations and provide local governments within the Park with some model language in the proper legal framework.

***Inclusionary zoning (IZ)** is a big topic in the news. According to Alan Mallach, Senior Fellow at the National Housing Institute, Inclusionary Zoning is defined as: *“An ordinance or program that requires or provides incentives for developers to provide affordable housing as a part of their market-rate developments, either by including the affordable housing in the development, building it off-site, or contributing land or money to a housing trust fund in lieu of construction.”*

Work with Adirondack housing advocates to propose amendments to the APA Act to allow development rights to be used for affordable and workforce housing from a transferable development right bank (of development rights) created as the state extinguishes building rights in state fee and conservation easement purchases. Affordable housing agencies have identified the lack of availability of land suitably classified by the Adirondack Park Agency as an obstacle to affordable and workforce housing.

Encourage large-scale second home developers to donate (tax break for developer) excess development rights to towns to be used for affordable and workforce housing rather than agreeing to extinguish them.

Study Best Management Practices (BMP) that uses *IZ* as a tool to allow the community to invest and create a pool of affordable and workforce housing. In New York State, local governments can change their zoning to support construction of accessory dwelling units and mixed use developments that add affordable and workforce housing within walking distance of services or transit. *IZ* combined with a viable payment-in-lieu option will create smaller projects suitable to the less urbanized areas of the region. “Resort Towns” might want to look at inclusionary zoning as a long-term affordable option to encourage young and old to stay.

[24. Invest in Community Infrastructure. Make supportive Investments in the rural, suburban, and urban core to create a pro-housing environment.](#)

Encourage political and community leaders to actively consider how a proposed public improvement on the drawing board, including the location of infrastructure and services, will influence the creation or maintenance of affordable neighborhoods that are well connected to jobs, transit, and good schools.



Invest in public works and public services, where it is insufficient to support mixed income housing development and associated services. **Invest** in physical improvements in order to create walkable communities and opportunities for compact housing development.

Preserve and improve existing public works and services, wherever possible, in order to sustain the availability of existing and new housing stock. Drinking water, wastewater, utilities, and roads are needed to support housing development and community renewal.

Support existing efforts to invest in the continued operation, increased capacity, and improved efficiency of regional wastewater treatment plants.

How do the Findings and the Recommendations Line Up? The table on the following pages summarizes and illustrates the strong relationship between the Findings and Recommendations.



Table 75: Relationships between Recommendations and Findings

Source: Author, 2015

Recommendations ↓ Findings →	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1		✓	✓			✓		✓		✓	✓	✓	✓		✓
2		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓		✓	✓
5	✓	✓		✓	✓			✓	✓	✓			✓		✓
6			✓	✓	✓	✓	✓	✓	✓				✓		
7			✓	✓	✓	✓	✓	✓	✓				✓		
8			✓	✓	✓	✓	✓	✓	✓				✓		
9	✓		✓	✓	✓	✓	✓	✓	✓				✓		
10			✓	✓	✓	✓	✓	✓	✓				✓		
11			✓	✓	✓	✓	✓	✓	✓				✓		
12	✓		✓	✓	✓	✓	✓	✓	✓				✓		
13			✓	✓	✓	✓	✓	✓	✓				✓		
14			✓	✓	✓	✓	✓	✓	✓				✓		
15	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
15a								✓		✓	✓	✓	✓		
16								✓		✓	✓	✓	✓		
17	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
18	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
19									✓	✓	✓	✓	✓	✓	✓
20	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
21	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
22											✓	✓	✓	✓	✓
23	✓	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓
24	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



Chapter 17. Monitoring & Evaluating Achievements

Who are the Responsible Parties?

It is anticipated that the Adirondack Gateway Council, Inc. (AGC) will be a continuing and responsible presence in the region. In collaboration with its partners, AGC will take the lead to monitor and evaluate implementation outcomes. The AGC will act as a convener so that stakeholders have a mechanism to perpetually inform each other about their progress and investments that lead to regional success.

There is also an expectation that the recommendations will be used by a broad group of agencies, local governments, and non-profit organizations to inform their individual and collective policy and investment decisions. The recommendations build on the recent and ongoing work of community leaders and institutions with a vested interest in the outcomes. A great deal of work has already been done to identify who these are-- the various local governments and agencies who need to be at the table to achieve a more comprehensive impact in reducing barriers and fostering investments. The Housing/Transportation/Fair Housing Stakeholder List (Appendix 2-1) is an important starting point that identifies the key boards, commissions, and councils who have indicated interest in these subject areas.

How do we know when we get there? Evidence of Achievement

The AGC and its partners will conduct a retrospective formal evaluation of the plan's implementation at the one, three, and five-year mark. The conceptual and organizational framework for the periodic evaluations will be carefully designed to include evidence of achievement of outcomes and goals. Suggested components include:

- Collaborating to create and apply a set of relevant evaluation metrics as projects are selected and set up.
- Surveying the 107+ Housing/Transportation stakeholder list serve and their respective organizations.
- Adding new and different stakeholders, showing greater civic participation.
- Conducting 360-Degree interviews with key informants.
- Convening a gathering of stakeholders and in small groups review the recommendations.
- Sharing the results and making consensus based course corrections.

A few tried and true Bottom-Up methods initiated on a periodic basis, will give leaders a clear picture of the real-time status, importance, and relevance of the recommendations.

How do we know when we get there? "The idea to convene, meet, and discuss in small groups is appropriate and welcomed. As a small agency, which provides services to a population who has challenges with affordable housing, transportation, and sustainability in their community, it would be helpful to be included in the dialogue with other agencies, public officials, and policy makers. It will help agencies such as Family Service Association to understand what other avenues of assistance are available as well as report on the number of children, families and individuals that we assist each year." Kim Sopczyk, Family Service Association of Glens Falls Inc.



Chapter 18. Show Me the Money: Financial Capital and Resources

In the current economy, public resources are changing at a rapid pace. One cannot predict how and when funding resources will change in a topsy-turvy legislative, economic, and political climate. Funding Optimization Plans and template proposals for the most important or timely projects or programs will improve competitiveness in the funding arena. A brief watch list of housing, transportation, and equity resources relevant to the recommendations is provided.

Funding Watch List

<u>Federal</u>		
Ladders of Opportunity Initiative USDOT	The Administration for Children and Families HHS	Pay for Success and Utility Conservation Pilots HUD
The 5309 Bus and Bus Facilities Program USDOT	Administration on Children, Youth, and Families HHS	Surface Transportation Program/National Highway Performance Program (STP/NHPP) USDOT
TIGER (Transportation Investment Generating Economic Recovery) USDOT	Family and Youth Services Bureau HHS	Highway Safety Improvement Projects (HSIP) FHWA/NYS DOT
Transit-Oriented Development Planning pilot program. USDOT	Community Development Block Grant Program HUD	National Scenic Byways Discretionary Grants (FHWA) USDOT
Regional Innovation Grants EDA	National Disaster Resilience Competition HUD	Rural Economic Area Partnership (REAP) USDA
Investing in Manufacturing Communities Partnership (IMCP) EDA	Choice Neighborhoods HUD	502 Direct Home Loans USDA
Federal Lands Access Program USDOT	Promise Neighborhoods Program HUD	504 Repair loans and grants USDA
Energy Efficiency Conservation Loan Program USDA	Lead Hazard Reduction HUD	Subsidized Housing USDA
	Local Housing Policy Grants HUD	Our Town - National Endowment for the Arts NEA



Building Blocks for
Sustainable Communities
EPA

New York State

The NYS Water
Infrastructure
Improvement Act DEC

The Environmental
Protection Fund DEC-DOS

Upstate Revitalization
Fund REDC

Affordable Home
Ownership Development
Program NYSAHC

Nursing Home Transition
and Diversion (NHTD)

Housing Subsidy Program
NYS DHCR-DOH

NYS HCR Programs

Community Investment
Fund (CIF)

Farmworker Housing
Program (FWH)

Homes for Working
Families Initiative (HWF)

Housing Development
Fund (HDF)

Low-Income Housing Trust
Fund Program (HTF)

New York State HOME
Program (HOME)

Rural Rental Assistance
Program (RRAP)

Low-Income Housing
Credit Program (LIHTC)

New York State Low-
Income Housing Tax Credit
Program (SLIHTC)

NYS TCAP Information

SONYMA Products for
First-Time Homebuyers

National Foreclosure
Mitigation Counseling
(NFMCC)

Neighborhood
Preservation Companies
Program (NPP)

New York Main Street
NYS Community
Development Block Grant
(CDBG)

New York State HOME
Program (HOME)

Manufactured Home
Replacement Initiative
(MHRI)

Residential Emergency
Services to Offer (Home)
Repairs to the Elderly
(RESTORE)

Rural Area Revitalization
Projects (RARP)

Rural Preservation
Companies Program (RPP)

Urban Homeownership
Assistance Program
(UHAP)

Urban Initiatives Program
(UI)

Weatherization Assistance
Program (WAP)

Modernization Program

Local Government Citizens
Reorganizations
Empowerment Grant DOS

Educational Resources
(ER) program. NYSOTDA

Kinship Caregiver
Programs OCFS

Consolidated Local Street
and Highway
Improvement Program
(CHIPS) NYSDOT

Recreational Trails
Program NYS OPRHP

Local Waterfront
Revitalization Program
NYSDOS

Adirondack Smart Growth
Grants NYSDEC

Creating Healthy Places to
Live, Work, and Play
NYSDOH

Cleaner Greener
Communities NYSERDA



Transportation
Alternatives Program
NYS DOT

Private

Surdna Foundation:
Sustainable Environments
Program

Russell Sage Foundation
Seeks Letters of Inquiry for
Future of Work Research

National Transitional Jobs
Network NCEH
Connections Project

The Foundation for
Financial Planning

American Public
Transportation Association
Local Coalition Grant
Program

Home Depot Foundation
Veteran Housing Grants
Program

The Kresge Foundation
Human Services Program

RCAP-ECAP
FAIR HOUSING **DECISION MAKING**
INVESTMENT **ACCESS TO OPPORTUNITY** **DISCOVERY**
AFFORDABLE HOUSING **LIVABILITY PRINCIPLES** **SEGREGATION** **TRANSPORTATION**
LAND USE CHANGE **ADIRONDACK** **HOUSING**
CITYSIDE **EQUITY** **GATEWAY COUNCIL** **BROWNFIELDS** **ELDER BOOM**
STAKEHOLDERS **QUALITY OF LIFE** **FHEA** **HOUSING EQUALITY STANDARDS**
REGIONAL PLANNING **MOBILE HOMES** **COUNTRYSIDE** **ENGAGEMENT**
SUSTAINABLE DEVELOPMENT **PUBLIC POLICY**
ADIRONDACKS **DELIBERATION**



Chapter 19. Implementation Plan

This chapter presents the Implementation Plan in table form. It recaps in summary the Recommendations, Suggested Capital Actions, and Next-Step Initiatives for Access to Opportunity, Transportation, Housing, and Fair Housing Equity. The table identifies when, who, and where the recommendations should be instituted.

When (Timing)	Start Now
	Build Interest
	Work on Concurrently
	Take a longer view
Who	AGC and Consortium Partners
	Governments
	Human Service Providers
	Transportation Providers
	Housing Providers
Where	AGC Region-Wide
	Greater Glens Falls
	Hamlets, Villages & Settled Areas
	Rural Countryside

The action plan presents four time frames providing short to mid-term dates to ensure that the planning and implementation. They include:

- Start Now
- Build Interest
- Work on Concurrently
- Take a longer view

The first three are actionable short time-frames, hopefully within a year. Taking a longer view anticipates that three-five years may be needed before the item is underway or addressed.

Figure 92: Implementation Plan

Source: Author, 2015

As mentioned in Chapter 16, the Adirondack Gateway Council (AKA Consortium) will act as a central coordinating body, clearinghouse, and portal. After final completion of the HUD-funded planning process, the Adirondack Gateway Council (AKA Consortium) will convene and work with the various stakeholder interests to select and perhaps adopt as their “own” specific recommendations for priority, short-term action. The stakeholder interests or groups will then be associated with a recommendation for easier accountability.

The working list of stakeholders used for the engagement and participatory aspects of this assessment will be used by AGC to identify partnerships with implementation agencies. There are specific groups of stakeholder that have been very engaged in the development of this planning document. They have expressed a desire to work with AGC and continue to lead and organize the pursuit of specific recommendations. For example, the Adirondack/Glens Falls Transportation Council and



Figure 93: Implementation Plan Sequence

Source: Google Images, 2015



Greater Glens Falls Transit intend to facilitate implementation of many of the transportation-related recommendations.

The Saratoga-North Country Continuum of Care & Warren/Washington/Hamilton Housing Committee (which includes agencies such as the Office of Community Services, Family Services, Washington County DSS, Community Action, WAIT House, WWAMH, Domestic Violence Project, Health Care for Homeless Veterans, Soldier On, Adirondack Vets House, Office for the Aging, Community Representative, & SAIL), intends to pursue recommendations related to development of housing and transportation services that support their respective client base. The AGC intends to act as a “convener” to assist the providers and other stakeholder interests focus on specific recommendations and move them from thoughts to action. Not all activities are region-wide and it is expected that as momentum continues, specific geographies, possible project sites, and concerns will emerge and also be associated with the recommended action. AGC intends to facilitate a process where stakeholders can review and select projects for themselves and form coalitions to serve their interests. In this way, local enthusiasm will create the momentum need to succeed.



Figure 94: Communication
Source: Google Images, 2015

There is also interest among human service providers to distribute a digest of the regional profile out in the community in a clear and concise format. Of particular interest is helping citizens understand about actual poverty levels in their communities and address misconceptions about individuals in their communities.

The Implementation is a living document that is expected to change over time. It is also a useful tool during monitoring and evaluation activities to determine progress and course corrections.



The Adirondack Gateway Regional Fair Housing and Equity Assessment and Housing and Transportation Analysis Implementation Plan, 2015														
ID#	What Recommendations, Suggested Capital Actions, and Next-Step Initiatives	When (Timing)				Who					Where			
		Start Now	Build Interest	Work on concurrently	Take a longer view	AGC and Consortium Partners	Governments	Human Service Providers	Transportation Providers	Housing Providers	AGC Region-Wide	Greater Glens Falls	Hamlets, Villages & Settled Areas	Rural Countryside
1-5	Access to Opportunity													
Access to Opportunity	1. Achieve Better Case Management--Better Partnerships--and Better Integrated Planning.	X	X	X		√	√	√	√	√	√			
	The region has a strong foundation, particularly in the greater Glens Falls Region, of providers, advocates, services, and programs. This can enhance efforts to build better service networks, increase regional competitiveness, and attract public investment that benefit the outlying, more rural places and strengthen the urban core.													
	1.1 Collaboratively evaluate the human service system in order to better serve the residents of the region. Improve Wraparound Services, recruit and train front line responders, and publicize the programs.	X	X	X		√	√	√	√	√	√			
	1.2 Improve Wraparound* services to residents by enhanced information exchange, service coordination, and collaborative planning.	X	X	X		√	√	√	√	√	√			
	1.3 Reevaluate service delivery to determine the extent that constituents are making use of the service centers and the necessity or viability of circuit rider approaches. (Circuit rider refers to a professional who travels a regular circuit of locations to provide services.) Find out the extent of folks falling through the cracks, who don't take advantage of adequate services and what that means to demand for services (i.e. childcare) and impacts on society. We have a comprehensive and	X	X	X		√	√	√	√	√	√			



The Adirondack Gateway Regional Fair Housing and Equity Assessment and Housing and Transportation Analysis Implementation Plan, 2015														
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	extensive set of providers—some new and others well established.													
	1.4 Conduct cross-agency, independent, evaluations to determine the extent to which long term, institutionalized services, and programs (i.e. legacy programs) are still relevant, effective, and appropriate for the times.	X	X	X		√	√	√	√	√	√			
	1.5 Design a coordinated outreach strategy to publicize existing housing and transportation programs that incorporates digital and electronic media in addition to the traditional and conventional publicity campaigns. Capitalize on the broader use of technology as one of several marketing tools.	X	X	X		√	√	√	√	√	√			
	1.6 Recruit and Train front line, first responder, town office staff, so that they will more effectively respond to calls for help. United Way is an important resource that already has made progress in consolidating training and outreach materials.	X	X	X		√	√	√	√	√	√			
	1.7 Use the existing Housing/Transportation/Fair Housing Stakeholder list as a starting point to identify the key boards, commissions, and councils that will need to be briefed and show an interest in collaborating.	X	X	X		√	√	√	√	√	√			
	2. Give Priority to Aging Initiatives to address the fastest growing regional demographic trend.	X		X		√	√	√	√	√	√			



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	2.1 Be proactive and plan ahead to have regional programs and services suited to the Elder Boom ready.	X		X		√	√	√	√	√				
	2.2 Initiate comprehensive regional aging programming and services targeted at places and populations within the region that are rapidly growing old.	X		X		√	√	√	√	√				
	2.3 Understand what other places are doing to address the growing elder population. Study Best Management Practices, such as the York County, PA “Embracing Aging Initiative” and Miliken Institutes, “Best Cities for Successful Aging” report. (See Bibliography)	X		X		√	√	√	√	√				
	3. Change Status-Quo Policies in order to Enhance Resources, Apply Different Approaches, and Institute New Thinking.	X	X	X	X	√	√	√	√	√				
	3.1 Act with other partners, including county officials, local governments, and members of the public and local organizations to advocate for institutions to remove policy or regulatory obstacles that keep people from having better programs, partnerships, and practices.	X	X	X	X	√	√	√	√	√				
	3.2 Act publically to advocate with local officials for change to existing policies, such as code enforcement, zoning changes, and infrastructure priorities in order to improve the quality, quantity, design, location, and density of housing, transportation, and other related projects and services. For example, affordable and workforce housing agencies have identified the lack of availability of land suitably classified by the Adirondack	X	X	X	X	√	√	√	√	√				



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	Park Agency as an obstacle to affordable and workforce housing.													
	3.3 Propose amendments to the APA Act to allow development rights to be used for affordable and workforce housing from a transferable development right bank of development rights created as the state extinguishes building rights in state fee and conservation easement purchases (See Inclusionary Zoning Recommendations).	X	X	X	X	√	√	√	√	√	√			
	3.4 Remove department-level obstacles such as organizational policies. Improve Department of Social Service policies regarding access to temporary assistance so that it prevents eviction and homelessness. A positive step can just be a better understanding by agencies and advocates of the policies, how assistance decisions are made and how to qualify for assistance. Too often, people approach their local DSS for help and are unprepared with proper documentation. Sometimes it's because the referring agency, doctor, or community health worker does not know the policies and procedures.	X	X	X	X	√	√	√	√	√	√			
	3.5 Identify barriers caused by State and Federal contract and funding conditions imposed by public grants and programs.	X	X	X	X	√	√	√	√	√	√			
	3.6 Develop a legislative agenda with the help of State and Congressional representatives and national	X	X	X	X	√	√	√	√	√	√			



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	organizations such as Policylink, Housing Assistance Council, to waive or modify these conditions.													
	3.7 Broaden eligibility assessments for support programs. Increase eligibility by recognizing household expenses such as housing, transportation, taxes, medical and other insurance, childcare as deductible before net income is calculated. To this end, the regional Continuum of Care Consortium is developing a Coordinated Assessment for agencies in Saratoga, Warren, Washington and Hamilton counties that will be used to reduce homelessness.	X	X	X	X	√	√	√	√	√	√			
	All Continuum of Care funded agencies will be required to use it and we are encouraging all agencies to participate. Once completed the customer is directed to the appropriate formal support. Creating an assessment that includes all formal supports would reduce the number of customers who fail to obtain all the benefits for which they are entitled.													
	4. Improve income to keep pace with the cost of living.	X	X	X	X	X					X			
	4.1 Advance economic development efforts to diversify and grow the economy so that employers provide more and better paying jobs and residents obtain the education and training they need to expand their employment prospects.	X	X	X	X	X					X			



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	4.2 Keep folks working and getting to work.	X	X	X	X	X					X			
	4.3 Coordinate and expand existing offerings for training young and old. Include workforce training, basic daily living skills, such as managing health care, education, food, finance, and transport. Use on-line training webinars and self-study workbooks, promote shared transportation to site-based training, and expand curricula to include basic education and work-readiness.	X	X	X	X	X					X			
	4.4 Encourage individuals to complete some form of formal education-- whether it is vocational training or an undergraduate or graduate degree. Education is the critical attribute for lifting people out of poverty and expanding wealth.	X	X	X	X	X					X			
	4.5 Provide training and support services to provide encouragement and resources for working low resource clients to keep them employed, in their homes, and with transportation options.	X	X	X	X	X					X			
	4.6 Improve Household Income. There is a need to have a healthy discussion on the role income plays in housing/transportation affordability from both the employee and employer perspective. Area businesses, chambers, advocacy groups, organizations, state officials and representatives need to recognize the issue and need for discussion. Discuss ways (including	X	X	X	X	X					X			



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	<p>workforce training and higher education) to reduce the gap between income and cost of living in our region. This would ease the burden on the working poor, help achieve financial independence, free up resources for savings, investment, and/or for the purchase of capital assets (e.g. provisions for retirement or home purchases) that build wealth and ensure long-term financial security (MIT, 2015).</p> <p><i>Note: The overall sustainable development plan created by the HUD planning process, entitled, "AGC REGIONAL ECONOMIC DEVELOPMENT STRATEGY: PATHWAYS TO PROGRESS" provides a deeper and complimentary analysis and study of jobs, wages, labor sectors, and access to jobs.</i></p>												
	<p>4.7 Establish a reliable regional wireless and internet communication system. Improve cell phone service. Support existing efforts to implement the North by Northwest AGC Regional Cell & Broadband Coverage Improvement Project. Residents are frustrated with the existing sporadic coverage and often have to travel miles to avoid the blackout zones and find a new service area. Improvements are needed to eliminate the no-signal pockets across the region and to enable people to contact police, and emergency rescue or road service providers in the rural areas. Job access could be significantly improved if we had the requisite</p>	X	X	X	X	X				X			



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	infrastructure and employer interest to allow for increased telecommuting.													
	Improvements to cell coverage and greater access to broadband in outlying rural areas are essential in Northern Saratoga/portions of Western and Northern Warren and Washington Counties. Cell Coverage is desperately needed in Hadley & Corinth; Chester, Johnsbury, Warrensburg, Stony Creek, Thurman; Washington County-especially Whitehall, Putnam, Dresden. Broadband is needed in Northern Warren and Northern Washington County. Targeted communities include Hadley and Corinth (Northern Saratoga) and Lake Luzerne.													
	<i>Note: The overall sustainable development plan created by the HUD planning process, entitled, "AGC REGIONAL ECONOMIC DEVELOPMENT STRATEGY: PATHWAYS TO PROGRESS" provides further information on communication system needs.</i>													
	5. Honor Southern Adirondack-Greater Glens Falls Independent Lifestyle and Cultural Preferences.	X		X	X	√	√	√	√	√	√			
	5.1 Take into consideration that the 32 diverse communities of the region see change coming in different way	X		X	X	√	√	√	√	√	√			
	5.2 Recognize and plan ahead-- as a Region—to prepare and capitalize on changing demographics and neighborhood character. From a geographic	X		X	X	√	√	√	√	√	√			



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	<p>perspective, a 1,800 square mile patchwork of village, city, crossroads, and countryside, make it impossible and infeasible to create a “one size fits all” approach to any community or economic development venture. Places like individuals have distinct personalities, concerns, interests, and ways they get things done. Add to this vast geography, a population with cultural preferences for independent thought and action, self-reliance, and privacy. Interventions and strategies planned for the region are not always so simple or straightforward. In the face of all this diversity, there is agreement that every place is different and has different needs. Within the Adirondack Park, small town issues focus on maintaining a compact footprint, yet finding ways to serve all the needs of area residents. Rural-agricultural areas of Washington County have far different priorities than the rapidly urbanizing areas in northeastern Saratoga and southern Warren and Washington Counties</p> <p>In order to provide Access to Opportunity, we need to keep in mind the diversity of circumstances—from the perspectives of our rural, suburban, and urban places. Access is defined differently from place to place and person to person. However, there are many questions we share: Jobs to People-or People to Jobs? How are we going to get people to jobs without automobiles</p>												



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	<p>when they live in the country? Where (and how many) are the “employables” and where are the “unemployables.” How well are our programs working? How will the growing retired and disabled populations affect employment and service needs? What will we do with our schools?</p> <p>When will we find a better solution than mobile homes to provide rural affordable and workforce housing?</p> <p>If there are 32 communities in the AGC region, we may have a dozen or more different answers (or suggestions) for addressing these questions. The point of this recommendation is to remind ourselves that our differences are not only geographic, but also cultural in their perspective about how change should or should not happen.</p>												
1-5	Transportation												
	6. Ramp up a comprehensive, real-time, human services-based transportation network.	X	X	X			√	√	√		√		
	6.1 Expand involvement of existing public and private providers, and focus attention on the diversity of mobility concerns around the region.	X	X	X			√	√	√		√		
	6.2 Make a business case for a managed mobility regional network	X	X	X			√	√	√		√		



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	Develop a business case, including a feasibility analysis, and then a forward-thinking blueprint to serve as first steps. But-- before that happens, we need to scope out the conditions, determine the extent of transportation providers' interest, capacity, demand, and financing options. For this to work--a critical mass of the existing private, public, and nonprofit transportation services programs that currently run across the region would have to buy into this venture. For this to work— transportation providers would have to be flexible and innovative to address organizational, governance and other policy barriers that are likely to be confronted. For this to work—the agencies' issues or concerns would need accommodation.													
	Implementation of individual projects or programs could be phased, but eventually, the goal would be enhanced services for residents of the region. Integrated management of mobility services has a strong potential to sustainably and effectively add value to the operations of respective partners. For example, expanded scheduling, increased ridership, better fleet maintenance, improved driver recruitment and retention, and cost-control could be achieved.													
	6.3 Scale-up a collaborative partnership among existing public, non-profit and private transportation operators so they can serve as a starting point for developing a	X	X	X			√	√	√		√			



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	regional mobility network servicing more of the Adirondack Gateway Region. The region has a strong foundation, particularly in greater Glens Falls Region, of providers, advocates, services, and programs. This can enhance efforts to build better service networks, increase regional competitiveness, and attract public investment that benefit the outlying, more rural places and strengthen the urban core.												
	Consensus is already building through the efforts of the Adirondack/Glens Falls Transportation Council that generates a Coordinated Human Services Transportation Plan for Warren, Washington, and Northern Saratoga Counties (See 2014 Update A/GFTC). Use the existing Housing/Transportation/Fair Housing Stakeholder list as a starting point to identify the key boards, commissions, and councils that will need to be brought up to speed on this recommendation and verify their interest in collaborating.												
	7. Conduct Transit-Integration Scenario Planning. A Managed Mobility Regional Network is a big project and requires further steps to evaluate existing and potential barriers to a seamless real time transportation network.	X	X	X			√	√	√		√		
	7.1 Support efforts by the A/GFTC to conduct a scoping study of the available rural transportation options that might apply to rural Warren and Washington Counties. Generate an interactive GIS-based map layer(s) that	X	X				√	√	√		√		



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	<p>shows scheduling and routes for all of the existing service providers (from Churches to Taxi's to Public Transit) operating transit services in the AGC Region. Use this information to conduct a more refined geographic analysis of service, potential clients, and unmet needs. Include an evaluation of gaps in terms of locations, users, etc. and possible fleet shares (school busses, smaller vans, and part-time workers to share). Identify workforce and other training venues and scheduling. A more thorough examination of potential trip capacity coordination can be aided by this information. It may also help the partners understand transit and shift schedules that could be realigned for smarter operations.</p> <p>The data is probably already collected in pieces here and there, but an integrated analysis of point-to-point gaps and opportunities could further an understanding of when value will be added to the system.</p> <p>GGFT completed a Transit Development Plan in 2009 that included a thorough analysis of its routes and ridership. Many of the recommendation were successfully implemented at that time, including increased year-round frequency to the Village of Lake George ("rural") and expanded evening service. The only major one not implemented was increased frequency to West Glens Falls and South Glens Falls,</p>												



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	<p>which was not done at the time for fiscal reasons. However, west Glens Falls remains near the top of the list for GGFT expansion based on the area’s density and demographics. Others include (in roughly descending order) service to Warrensburg, further expanded evening service and improved connections with Saratoga Springs. Although it’s been 5 years, the 2009 study is still a relevant ridership/service assessment for the fixed route transit needs.</p> <p>Much can be learned regarding the cost/benefit of spurs or alternative “runs” to communities from the data annually collected by GGFT. Develop several straw-man scenarios for the participating agencies to discuss and decide. These may become a template for future funding applications. . For example, a well-designed rural car or rideshare program might be considered along with the more traditional bus/van/taxi approaches. (This task is included in A/GFTC’s draft Work Program for 2015-16 Rural Ridesharing Plan).</p>													
	8. Deploy a Regional Ride Clearinghouse	X	X	X			√	√	√		√			
	8.1 Publicize the iPool2, 511NY Rideshare and 511NY network. iPool2, is an online source for up-to-date commuter and carpool information-plus a free ride-matching service-for anyone who lives or works in the	X	X	X			√	√	√		√			



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	Capital Region. This is helpful to AGC Region commuters.													
	8.2 Support efforts by the A/GFTC to develop, regularly maintain, and update a single web-based online portal serving the AGC Region that links those in need of transportation services with human service transportation providers and taxi services. Currently, there are dozens of local and regional agencies that provide transportation services. However, there is no single information portal dedicated to providing data concerning geographic range, accessibility, or other qualifying factors. (A/GFTA-2035 Long Range Plan)	X	X	X			√	√	√		√			
	8.3 Recruit private companies, such as Lyft, Uber, and Zipcar, alternatives to traditional cab companies and livery services to serve all or parts of the AGC Region. Uber is a private car service company that uses your phone's GPS to detect your location and connects you with the nearest available driver. Burlington, Vermont and southern New Hampshire are already in the Uber system. Zipcar is an alternative to car rental and car ownership. Zip Car exists in nearby Poultney, Vermont and at SUNY Albany.	X	X	X			√	√	√		√			
	8.4 Educate human service clients and transportation providers that are involved in the referral network that short-noticed pickups are a challenge and problematic for providers.	X	X	X			√	√	√		√			



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	9. Troubleshoot Policy restrictions and find ways forward.	X	X	X	X	√	√	√	√		√			
	9.1 Analyze the regulatory and policy environment in which the transportation network operates.	X	X	X	X	√	√	√	√		√			
	9.2 Inventory and study the government-based policies, including the restrictions of operations, funding, ridership, that may inhibit flexibility in cooperative ventures.	X	X	X	X	√	√	√	√		√			
	9.3 Discover the difference between local regulations and those at the state or federal level that may be waived or reversed.	X	X	X	X	√	√	√	√		√			
	9.4 Find the problems, propose approaches, discuss, and take action.	X	X	X	X	√	√	√	√		√			
	9.5 Change the regulatory environment for transportation services in the rural areas. Reimbursement fees from insurance companies or other providers appear to be structured with short distances in mind, such as centralized, urban locations. With more miles to cover and more points between the origination, pickup and drop-off locations, the costs/mile are higher in rural areas than in urban ones. The costs for rural transportation services, whether public, private, or non-profit are not covered by the reimbursement rates. Another related problem is that transportation providers serving rural areas may not be able to afford fancy, new equipment or meet driver licensing	X	X	X	X	√	√	√	√		√			



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	standards that may be designed ideal situations and urban settings. As a result, rural areas may not have any service available for specialty, health-related cases.													
	9.6 Evaluate to what extent existing transportation service agencies have the legal capacity and interest to change client-only ridership policies in order to expand ridership to other vulnerable populations.	X	X	X	X	√	√	√	√		√			
	9.7 Determine whether charging a fee for non-client use is possible and to what extent is might serve as a revenue source to support the programming.	X	X	X	X	√	√	√	√		√			
	9.8 Understand to what extent taxis are regulated and how those regulations influence availability and affordable fares.	X	X	X	X	√	√	√	√		√			
	9.9 Discover the extent that health insurance providers help with health care related transportation.	X	X	X	X	√	√	√	√		√			
	9.10 Advocate for changes to the Medicaid Transportation Service program managed by NYS Department of Health (NYSDOH). NYS assumed the management of Medicaid transportation with the intent to improve the quality of transportation services, reduce the local administrative burden for transportation services and local management contracts, and achieve projected budgeted Medicaid savings. The Medicaid transportation services in Warren, Washington, and Saratoga County are now being handled by a centralized agency, Medical Answering Services, a	X	X	X	X	√	√	√	√		√			



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	Syracuse -based non-emergency medical transportation management company. The impact of MAS on the established transportation systems around the state has been very significant as it has reduced reliable transportation operating funds from public transit agencies, such as Greater Glens Falls Transit, and private taxi/ambulette services such as Brant Lake Taxi. Instead of increasing the quality and quantity of services, the opposite may be occurring, particularly in the AGC Region.													
	10. Evaluate ridership trends and make course corrections.	X	X	X	X	√	√		√			√	√	
	10.1 Advocate for employers to create a transportation savings account that matched dollar for dollar employee contributions towards ridesharing, small van ridership, or other more sustainable forms of getting to and from work, (consistently and reliably) this “carrot” might help commuters employed at the top ten regional employers. From the employer perspective, costs might be recaptured from more reliable workforce, less absenteeism, less turn over and fewer training costs for new employees. A pilot could be run with a progressive group from the top ten regional employers and the results evaluated.	X	X	X	X	√	√		√			√	√	
	10.2 Create more transit hubs. A transport hub (also transport interchange) is a place where passengers are	X	X	X	X	√	√		√			√	√	



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	<p>exchanged between vehicles or between transport modes. Communities that have expressed an interest in serving as a transport hub include Chestertown, North Creek, Warrensburg, and Corinth. Trolley service to Warrensburg (and back) from the Warren County buildings to serve shift changes might also be helpful to county employees.</p> <p>Glens Falls, Ft. Edward, and South Glens Falls also interested in expanding their transit hubs to enable employable residents to use public transit (and other ride-sharing approaches) to get to work in the Capital District. Efforts to coordinate public transit services between Greater Glens Falls Transit and Capital District Transit Authority are needed to improve commuter transit services south.</p>													
	10.3 Begin with the existing commuter services, schedules, and locations provided by Capital District Transit Authority (CDTA), Adirondack Trailways, Greyhound Bus, and the Greater Glens Falls Transit.	X	X	X	X	✓	✓		✓			✓	✓	
	10.4 Find a way forward to improve synchronized scheduling, standardization of fares, and shift timing.	X	X	X	X	✓	✓		✓			✓	✓	
	11. Select consensus based pilot projects to build successful enterprises.		X	X	X	✓	✓	✓	✓		✓			
	11.1 Work on collaborative projects. These will help to break down institutional barriers and bring money into		X	X	X	✓	✓	✓	✓		✓			



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	the region. Select projects focused on future mobility needs. Evaluate the pilots for their cost/benefit and shares the results in the network.													
	11.2 Select pilot projects that address funding, governance, operations, ridership, and scheduling. Use the existing Housing/Transportation/Fair Housing Stakeholder list as a starting point to identify the key boards, commissions, and councils that will need to be brought up to speed on this recommendation and verify their interest in collaborating. Pilot projects allow contributors to make measurable progress towards mobility while demonstrating how collaboration works. This should be a parallel track to large-scale, regional mobility management efforts, which may take many years to come to fruition.		X	X	X	√	√	√	√		√			
	11.3 Use NYS DOT and/or NYS efficiency grant (or a similar funding source) to study the cost/benefit of various alternatives to consolidate and centrally manage the various town-based senior vans and other public agency transportation systems.		X	X	X	√	√	√	√		√			
	11.4 Consider privatization options if feasible, and group purchasing of contracted services. Towns could pay per capita by contract and perhaps a private entity or public authority could operate the system.		X	X	X	√	√	√	√		√			
	11.5 Determine the Cost/Benefits of shared services/expansion of the CWI (Community Work and		X	X	X	√	√	√	√		√			



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	Independence, Inc.) model to accommodate expanded regional vehicle repair service for all public and private based transit vehicles. CWI's Transit Connection operates a large garage, specializing in DOT-approved inspections and repairs. The maintenance staff provides fleet management and repair services to over 50 vehicles from other not-for-profit entities. A shared services study, including an in-depth cost/benefit, efficiency, and site/facility analysis is an important first step in understanding the feasibility of maintaining mixed fleets (different vehicle manufacturers, engines, components, etc.) owned by various institutions.													
	11.6 Devise ways to create an economy-of-scale through cooperative driver training, recruitment, retention, insurance, and job sharing program among the various transportation providers. Collaborative efforts are described elsewhere in this assessment, including mobility service information and dissemination, and alternative mobility facilitation services. If new and improved collaborative partnerships can be accomplished amongst transportation providers new ways to create economies of scale should evolve on their own in a more organic way.		X	X	X	√	√	√	√		√			
	12. Update the Transport Infrastructure System	X	X	X	X	√	√		√		√			



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	12.1 Promote a well-cared for road and bridge network that gives travelers safer conditions for bicycling, walking, and driving. Implement the Regional Transportation Improvement Program.	X	X	X	X	√	√		√		√			
	12.2 Support and expand ongoing capital transportation planning for highways and bridges through the continued cooperation of the Saratoga, Washington and Warren County DPW, Adirondack/Glens Falls Transportation Council (A/GFTC), the Capital District Transportation Committee, Greater Glens Falls Transit, the local highway departments, and Region 1 DOT.	X	X	X	X	√	√		√		√			
	12.3 Continue to collaborate early and often through the A/GFTC Transportation Improvement Process. Work together and provide regional leadership to get behind the capital projects and get them funded.	X	X	X	X	√	√		√		√			
	12.4 Preserve the functionality of the existing transportation system through and system-wide prioritization of preventative maintenance and corrective repairs designed to prevent infrastructure that is presently in fair to good condition from deteriorating into poor condition and thus becoming much more costly to repair or replace.	X	X	X	X	√	√		√		√			
	12.5 Advocate for a constitutional amendment that would allow for the widening of roads currently bordered by Adirondack State Forest Preserve, which prohibits	X	X	X	X	√	√		√		√			



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	widening and canopy removal to allow sunlight to reduce the need for salt.													
	12.6 Incorporate by Reference, Refer to, and Use: The A/GFTC's Five-year capital improvement plan, known as the Transportation Improvement Program (TIP), revised from time to time, as a guiding plan for capital investment. Please note: The A/GFTC reports that the above referenced TIP is currently undergoing significant modification due to federal investment cutbacks. The TIP is a planning document and subject to periodic revision. Link to Current TIP- http://www.agftc.org/tip.asp	X	X	X	X	√	√		√		√			
	The Adirondack Glens Falls Transportation Council: Update Long Range Transportation Plan 2035. According to the A/GFTC, "the Long Range Transportation Plan represents the synthesis of public input, regular interaction with local officials, and technical studies undertaken by A/GFTC. The Plan describes existing system conditions, projects future conditions, identifies transportation priorities, and recommends projects and strategies to maintain and improve the system in the near and long term." Link to Current Plan (at bottom of page) http://www.agftc.org/about.htm													



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	13. Provide for a safe transport experience for all users (including bicyclists and pedestrians) by using a Complete Streets* approach to planned improvements as funding permits.	X	X	X	X		√		√		√			
	13.1 Promote and invest in a Complete Streets approach as a win-win for communities.	X	X	X	X		√		√		√			
	13.2 Comply with the Complete Streets policy of New York State, and the Americans with Disabilities Act (ADA) in all communities by installing improvements, including curb ramps, sidewalks, pedestrian count-down timers, and crosswalks as appropriate. These improvements will encourage pedestrian circulation. In addition, these investments will spur economic growth. The younger generations, especially the “Millennials” and the Baby Boom generation retiring, are migrating to compact, lively, urban areas, like the Greater Glens Falls area. Communities that invest in bikeways, sidewalks, and public transportation create a more inviting environment for the pedestrians, and this will spur private investment along these routes.	X	X	X	X		√		√		√			
	13.3 Teach and train local officials and community leaders about Complete Streets.	X	X	X	X		√		√		√			
	13.4 Initiate a regional campaign to adopt and enact a local Complete Streets law at the village, town, city, county-levels.	X	X	X	X		√		√		√			



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	13.5 Improve Walkability*, including developing sidewalk networks that link major commercial and residential developments, key educational, cultural and recreation facilities.	X	X	X	X		√		√		√			
	13.6 Maintain and improve existing sidewalk networks to bring them into compliance with current requirements for accessibility.	X	X	X	X		√		√		√			
	13.7 Enhance rural safety and pedestrian comfort through improvements to roadway lighting, shoulder width and conditions, installation of crosswalks and pedestrian-scaled infrastructure.	X	X	X	X		√		√		√			
	13.8 Consult the Adirondack/Glens Falls Transportation Council Regional Bicycle and Pedestrian Plan and the Glens Falls Community Challenge Connectivity Plan (2014) to create a comprehensive network of bicycle and pedestrian facilities in Warren, Washington, and northern Saratoga Counties. The document should be referenced to identify and implement priority bicycle network connections and pedestrian improvements.	X	X	X	X		√		√		√			
	13.9 Improve Cycling Options by prioritizing bicycle amenities and improvements for bicycle safety.	X	X	X	X		√		√		√			
	13.10 Institute measures that facilitate the use of bicycles as alternative transportation as funding permits. Shared travel lanes, shoulder width, and pavement conditions require full assessment for on-road bike	X	X	X	X		√		√		√			



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	and auto safety concerns. To this end, DOT Complete Streets policy should be utilized together with the bike-industry standards for any proposed road improvements. Consult the A/GFTC's Bicycle Facility Improvement Process as a guide.													
	13.11 Promote bicycle use in the outlying areas of the AGC Region. Paving and widening road shoulders are encouraged where use and demand is high. In this way, bicyclists will experience some standardization of road conditions. Bike-related road improvements could also be implemented as DOT or County DPW as new projects are developed and as annual maintenance is conducted. Advocate with road-owners and right-of-way owners for changes so that DPW staff have the support and resources can make this happen.	X	X	X	X		√		√		√			
	13.12 Submit more competitive grant applications generated by local municipalities that combine vehicle and bicycle improvement projects. New York State Complete Streets legislation promotes combining bicycle facilities in the design and construction of roadways or bridge projects.	X	X	X	X		√		√		√			
	14. Improve Passenger Rail Service				X	√					√			



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	14.1 Extend daily passenger rail service on existing lines at Amtrak stations including Fort Edward, Albany, and Saratoga Springs. Revamp schedule so that passengers can travel in a more accessible time for better connections to New York City and Boston, as well as other points west. Determine regional demand and possible points for commuter service to link with employment points south. Meaningful commuter rail service between the Glens Falls region and Albany would be a major enhancement to boost Access to Opportunity.				X	√					√			
Housing and Fair Housing Equity														
	15. Continue to invest, improve, and expand the range of Affordable and workforce housing from shelters to rental to owner-to continuum of care. Take care of the young and old through increased appropriately scaled and distributed housing stock in the hamlets and village, and the greater Glens Falls area. A strong partnership of existing providers, advocates, services, and programs will enhance efforts to build better service networks, increase regional competitiveness, and attract public investment that benefit the outlying, more rural places and strengthen the urban core.	X	X	X	X	√	√	√		√	√	√	√	√



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	15a. Consider how a regional vehicle, such as the Adirondack Gateway Council, could improve funding and administration of certain housing programming in the AGC Region.	X	X	X	X	✓	✓	✓		✓	✓	✓	✓	✓
	16. Improve Capacity to win funding. Advocate for a renewed commitment of expanded state and federal financial resources and funding incentives for housing.	X	X	X	X	✓	✓	✓		✓	✓			
	16.1 Increase funding for state and federal housing and community development and continuum of care programs.	X	X	X	X	✓	✓	✓		✓	✓			
	16.2 Encourage all funders to allocate sufficient funds for capacity building, infrastructure investment, and all phases of development so housing will reflect community scale, interests, and design concerns.	X	X	X	X	✓	✓	✓		✓	✓			
	16.3 Evaluate how well New York State Homes and Community Renewal and HUD Housing programs are currently used in the AGC Region (See Section 1, Chapter 4, Access to Subsidized and Assisted Housing). Determine the extent of pipeline projects over the past five years. Study the outcomes. Understand where the process has worked and where it has not. Request public access to market studies and developer lists.	X	X	X	X	✓	✓	✓		✓	✓			
	16.4 Discover the extent of political will at HUD to help the region qualify for “Difficult to Develop” status as part of the Low Income Housing Tax Credit program.	X	X	X	X	✓	✓	✓		✓	✓			



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	[DIFFICULT DEVELOPMENT AREA (DDA): Any area designated by the HUD Secretary as an area that has high construction, land, and utility costs relative to the area median gross income.] (This is the only role that HUD plays.) The rest of the determination is fixed by a formula and is controlled by IRS.) Essex, Jefferson, Otsego, and Sullivan Counties qualify as DDA's.												
	If the AGC Region-or some portion thereof, could qualify, then there is a significant financial benefit through a 30% basis boost. The program becomes a far more usable financing tool then under current circumstances. A favorable decision in this matter would recognize that regional construction costs are as high as those in the urban areas to the south are, but that the market's low and fixed, incomes do not support the higher rents that one might receive from properties located to the south.												
16.5	Advocate with partners, including developers, housing leaders, NYS Rural Housing Coalition, and the Housing Assistance Council a tax credit program more favorable to rural areas and smaller projects. The cost/unit of disbursed, smaller projects is considerably higher, but they offer other benefits. Smaller projects may be the only suitably scaled solutions for the hamlets and rural countryside—	X	X	X	X	√	√	√		√	√		



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	particularly in the Adirondack Park. Scattered-site projects, fairly proximate to one another might also be cooperatively managed and support services delivered through a circuit rider. Distributed development, below-market, and subsidized rental housing may be more expensive, but they allow folks to remain a part of their community. Use the existing Housing/Transportation/Fair Housing Stakeholder list as a starting point to identify the boards, commissions, and councils who are in the best position to collaborate to make these initiatives happen.													
	16.6 Succeed at funding a perpetual rental rehabilitation program that benefits the region's households.	X	X	X	X	√	√	√		√	√			
	17. Invest throughout the region in the development of compatible scale, permanent, good quality, affordable, and workforce rental housing for a broad range of intended users.	X	X	X	X	√	√	√		√	√	√	√	
	17.1 Develop subsidized, below-market and workforce housing in places that are urban, suburban, and rural. One size does not fit all. Housing projects in rural places within the AGC will be compatible to the relative size of the community. Adjust unit density to reflect the demographics of place.	X	X	X	X	√	√	√		√	√	√	√	
	Promote infill development and adaptive reuse of vacant or underutilized properties.													



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	Promote energy efficiency in all construction and site planning activities. Use advanced energy efficiency measures and renewables to minimize fossil fuel use in order to stabilize household energy costs.													
17.2	Support and spur mixed-use rental economic/housing development projects throughout the region that include below market rate housing as a proportion of housing constructed with mixed use, amenity-rich projects.	X	X	X	X	√	√	√		√	√	√	√	
17.3	Encourage creative design and development to serve changing markets. Develop accessible and affordable subsidized housing for particular users, such as families, elders, veterans, the disabled, the mentally ill and homeless adults. For the suburban areas, this may mean design that accommodates smaller units, shared open space, and small-scale food production for use by its residents. Throughout the region, a higher proportion of larger square footage units-- three or more bedrooms are needed to accommodate this growing market segment. Design and develop elderly housing so that additional services can be added to help folks stay independent.	X	X	X	X	√	√	√		√	√	√	√	
17.4	Provide affordable and workforce rental housing that meets the needs and expectations of the growing populations of Millennials, retirees/empty-nesters, and less-abled markets. In the more urbanized areas	X	X	X	X	√	√	√		√	√	√	√	



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	of the AGC Region, develop affordable workforce housing as part of mixed-use developments proximate to public transit and bikeways. There is a growing demand for mixed-use developments that include affordably priced, smaller square footage apartments for young professionals, individuals, and young couples. Locating them near existing services, such as on a Main Street or in center-city enhances walkability and complements retail and restaurants.													
17.5	Prioritize universal design elements that serve people of all abilities. Incorporate cutting-edge accessibility improvements in new construction projects. Consider requiring that all new residential construction include certain accessibility features. The region needs affordable and workforce housing choices that are designed to accommodate persons with mobility issues and are visually impaired.	X	X	X	X	√	√	√		√	√	√	√	√
17.6	Incentivize new development opportunities. Identify potential public and private development sites and find ways to make them more feasible for development moving them from economically marginal to viable.	X	X	X	X	√	√	√		√	√	√	√	√
17.7	Work with the Adirondack Park Agency to have sites for affordable and workforce housing pre-approved and attempt to attract developers using density bonuses in existing law. Court the likely developers.	X	X	X	X	√	√	√		√	√	√	√	√



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	Collaborate with well-respected developers and discuss the barriers to housing development in the region. Use these as a further basis to move the housing agenda forward.													
17.8	Focus development to identified suitable sites. While it would be helpful to conduct the analysis region-wide, it may be necessary to conduct it in stages. The communities that have expressed interest in this include Warrensburg, Chestertown, Pottersville, Corinth, Whitehall, Ft. Edward, South Glens Falls, City of Glens Falls, and Moreau. Assess real-time market demand for targeted locations. Review the DHCR approved list of market consultants. Conduct a preliminary market analysis using a well-respected real estate marketing specialist with experience in affordable rental housing. Determine the relationship between the identified sites and the various market segments. If circumstances warrant, conduct a deeper market analysis. Identify key privately owned sites suitable for multi-family housing and determine the associated infrastructure and zoning issues. In addition, identify publically owned sites, particularly those that are underutilized. Include property held by school districts and local governments. Public land sold or leased for housing should feature a significant share of affordable units.	X	X	X	X	✓	✓	✓		✓	✓	✓	✓	



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	17.9 Develop a Shovel-ready Affordable and workforce housing site inventory using interactive GIS technology and share with developers, real estate brokers and other stakeholders—within and outside the Adirondack Park. Identify an entity to sponsor and perennially manage the database. Map opportunities for residential real estate development based on a standard set of site and regional attributes. Use the DHCR Design Manual (a standardized industry document) to consider site suitability. Criteria should include: <ul style="list-style-type: none"> • Available infrastructure, access to power, internet/cable • Proximity to grocery, other retail, bus, schools, library, pharmacy, health facility. • Hazardous materials, incompatible adjacent uses • Direct accessibility-topography 	X	X	X	X	√	√	√		√	√	√	√	√
	18. Promote Home Ownership	X	X	X	X		√	√		√	√	√	√	√
	18.1 Expand homebuyer programs by extending their geographic “reach” throughout the AGC Region and in the range of services they provide to customers. Involve area banks who have their own programs.	X	X	X	X		√	√		√	√	√	√	√



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	Where feasible, integrate programs, such as the City of Glens Falls First Time Homebuyer Program (155 assisted units).													
	Publicize that “individuals who have Section 8 Community Vouchers from the Glens Falls Housing Authority and qualify for a mortgage can keep their subsidy and HUD would pay a portion of their mortgage. Combine this with the First Time Home Buyer Program in Glens Falls and home ownership becomes increasingly feasible.” (M.Lajeunesse, Co-Chair Continuum of Care Coalition)													
	18.2 Support existing efforts to create an AGC Regional First Time Homebuyers Program through the expansion of the existing countywide program.	X	X	X	X		√	√		√	√	√	√	
	18.3 Provide down payment assistance, and counseling that connects prospective owners to existing programs, such as SONYMAE, USDA, and other public programs. To promote purchases of existing housing, link prospective owners to low-interest loan funds that provide rehabilitation assistance. Use the land trust services of the Adirondack Housing Trust to serve the southern Adirondacks and reduce land acquisition costs. Encourage additional funding for homeownership for families who earn between 80% and 120% of annual median income. This income group are not eligible for most state or federal	X	X	X	X		√	√		√	√	√	√	



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	housing assistance, but are nonetheless priced out of the housing market in many of the region's communities.													
18.4	Identify and focus home ownership promotion efforts on places that are already more affordable (See Section 1 Location Affordability Index), such as City of Glens Falls, South Glens Falls, Corinth, Hadley, and select towns in Warren and Washington County.	X	X	X	X		√	√		√	√	√	√	
18.5	Create programs and opportunities to convert existing mobile homes to modular, doublewide, or stick built homes. Consider these experienced homeowners as needing a hand up to move into conventional homeownership. Investigate two model programs and learn of others.	X	X	X	X		√	√		√	√	√	√	
	19. Intensify investment in existing housing stock through home repair.	X	X	X	X		√	√		√	√	√	√	
19.1	Expand existing housing rehabilitation programs. New York State Housing & Community Renewal only funded two CDBG Housing Rehabilitation Programs in 2013 and 2014 (Villages of Argyle and Greenwich). HOME LPA programs funded in 2013 were also limited to 45 units in Town of Fort Edward, Queensbury, and Village of Corinth. Saratoga County received funds to support 25 units across the entire county. (For more local information on housing	X	X	X	X		√	√		√	√	√	√	



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	programs funded in the last five years, see Section 1, Chapter 4, Access to Subsidized and Assisted Housing.) Build capacity to continue providing services, particularly at existing institutions, such as Habitat for Humanity, City, County, and Town Governments, and Rural Preservation Companies.													
19.2	Increase the rehabilitation cost per unit to accommodate energy, adaptive, and other improvements that reduce operating expenses or make occupants safer and more secure in their homes. Enable moderate to substantial rehabilitation that extends the useful life of properties.	X	X	X	X		√	√		√	√	√	√	
19.3	Provide owner and renter occupied rehabilitation grants to combat deferred maintenance, lead-based paint, substandard conditions, and install aging-in-place supports.	X	X	X	X		√	√		√	√	√	√	
19.4	Allow funding to be used to repair mobile homes in parks and private lands but offer other alternatives as well that allow for replacement (see earlier recommendation).	X	X	X	X		√	√		√	√	√	√	
19.5	Offer tax incentives, low-cost loans, and grants to help owners modify their homes to accommodate household members with disabilities.	X	X	X	X		√	√		√	√	√	√	
19.6	Specify universal design elements that serve people of all abilities. Incorporate cutting-edge accessibility	X	X	X	X		√	√		√	√	√	√	



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	improvements in rehabilitation projects. Specify home improvements so that persons with mobility issues and are visually impaired or elderly to remain in their own homes.													
19.7	Use a variety of approaches including non-targeted ones in outlying villages, hamlets, and backcountry. Direct funding to low income areas throughout the region, including West Glens Falls and South Queensbury, Hadley, Day, Corinth, and northern Warren/Washington Counties.	X	X	X	X		√	√		√	√	√	√	
	20. Expand Emergency, Transitional, and Supportive Housing Options at a scale compatible to the host community. Support existing partnerships that build better service networks and attract public investment that benefits the outlying, more rural places and strengthens the urban core.	X	X	X		√		√				√		
20.1	Establish an open-to-all, short-term homeless and emergency housing shelter (Code Red). Continue to support the work of the Saratoga-North Country Continuum of Care-Warren/Washington/Hamilton Housing Committee to address service delivery for homeless populations (See Section 1, Chapter 4. Assess to Subsidized and Assisted Housing).	X	X	X		√		√				√		
	Accommodate, through suitable design, single women, adult women with young families, adult males, and families.													



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	<p>20.2 Assist launching the region’s Emergency Housing Project. The proposed Emergency Housing Project is sponsored by a sub-group of the Warren/Washington/Hamilton Housing Committee. In support of this project, the City of Glens Falls adopted the HUD Action Plan-Challenge Plan, Continuum of Care proposal. There is no name or potential location at this point. The shelter would have bedrooms for single adults (shared) and a separate area with bedrooms for families with children, resident bathrooms, a commercial kitchen, a dining and living room, offices for staff, staff bathrooms, and storage. The maximum number of people served at any one time would be 19, which would include two families (at least one adult and at least one child). Flexibility will be built in so that at any point in time if there were more families in need, they could be accommodated, and if there were more singles in need; adjustments could be made to serve them.</p> <p>Program participants would be referred by the Warren and Washington County Departments of Social Services as well as community agencies who serve people who are homeless, such as Warren/Hamilton Community Action Agency, Salvation Army, and Open Door. Residents would be</p>	X	X	X		√		√				√		



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	required to work with an on-site case manager to develop a goal plan for becoming employed (if unemployed) and for obtaining permanent housing. Capital costs are not developed because they are site dependent. A rough estimate for rehabilitation of an existing structure is \$350,000-\$500,000. Operating costs are estimated to be \$265,000.													
20.3	Evaluate the model programs, "HomeFirst" and "Housing First" to determine what can be learned and adapted to the region's situation. HomeFirst recycles old housing, matches properties to qualified people, and adds mentoring and employment opportunities. This program has achieved remarkable success. Housing First offers permanent housing to the most vulnerable and chronic people experiencing homelessness. In both models, permanent housing is combined with wrap-around services. Housing First does not require individuals to earn the right to housing via employment, sobriety, or health. Links: http://www.homefirstinc.org/ http://www.endhomelessness.org/pages/housing_first	X	X	X		v		v				v		
20.4	Work with providers to develop transitional housing facilities for various groups, including victims of domestic violence, substance abusers, and the		XX	X		X	v	X	v	X		v	v	



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	homeless. The AGC Region benefits from a comprehensive range of private-to-public human service providers who have the capacity, given suitable investment, to maintain their mission-forward efforts. Examples include Waite House, Catholic Charities, and Vet House.													
	Establish “Safe Housing” on active major bus lines--to reduce the risk of these populations also becoming part of the hidden homeless populations.	X	X	X		√		√				√		
	21. Expand comprehensive and flexible Wraparound services and interventions that stabilize occupancy, prevent homelessness, and promote independent living.	X	X	X	X		√	√		√	√	√	√	
	21.1 Evolve housing intervention services into a coordinated one-stop “shop” for Wraparound, proactive, and preventative services. Provide a more comprehensive and flexible suite of support services, including security deposit, early and “first month’s” rent, utility arrears. Promote financial counseling services, including homebuyer and homeownership education. Improve training opportunities to develop self-sufficiency, better budgeting, and good work ethics. Evaluate the Homelessness Prevention and Rapid Re-Housing (HPRP) program sponsored by Waite House as a Best Management Practice for its effectiveness at preventing homelessness and rapid rehousing approach.	X	X	X	X		√	√		√	√	√	√	



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	21.2 Work with the local governments, counties, and non-profit agencies to ensure that a range of services are available to older adults, including social and volunteer opportunities, education programs centered on health, finance, and housing maintenance, adult day care and meals programs, and health and wellness services. Address the “Older Old” Demographic Shift that reveals folks leaving when retiring and coming back at 75-80 without support network in place. Involve and train first-line, local government staff to provide information and referral services to seniors in places where the population 50+ is growing.	X	X	X	X		√	√		√	√	√	√	
	21.3 Improve front door transit access, parking, and install an elevator at the Midtown Moreau senior housing project.	X	X	X	X		√	√		√	√	√	√	
	21.4 Support existing efforts to expand access to medical care. Support efforts by the Glens Falls Hospital and Hudson Headwaters to create a new outpatient and behavioral treatment center located in Glens Falls. Advocate for the location of any new clinic or medical facilities to be on existing public transit routes.	X	X	X	X		√	√		√	√	√	√	
	21.5 Embed service coordinators at housing complexes where feasible, and provide Circuit Riders* between housing complexes.	X	X	X	X		√	√		√	√	√	√	



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	*Circuit rider refers to a professional who travels a regular circuit of locations to provide services.												
	21.6 Advocate for changes to program eligibility requirements that often force seniors to “spend down” assets in order to access housing and care. Maintaining independence may require rethinking the role of assets in helping to manage fixed incomes, unusual expenses, special transportation, in-home care and assistance, and other aspects of aging in place with dignity.	X	X	X	X		√	√		√	√	√	√
	21.7 Evaluate the extent of “Home-Sharing” within the AGC Region and consider expanding the program to include a modest tax advantage. Home sharing provides options for seniors to age in place, and for affordable and workforce housing (without new development).	X	X	X	X		√	√		√	√	√	√
	22. Consider Greater Coordinated Code Compliance	X	X	X	X	√	√			√	√		
	22.1 Collaborate among code enforcement jurisdictions, wherever possible, in order to enhance inspection and enforcement across the AGC Region.	X	X	X	X		√	√		√	√	√	√
	22.2 Publish a publically available annual report evidencing code compliance data on rental housing in the region. The local agencies with authority for building and fire code enforcement will have a direct impact on saving lives, reducing public health threats,	X	X	X	X	√	√			√	√		



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	and improving the living conditions for children, the les-abled, elders, families, and individuals.												
	22.3 Explore with interested local communities, the adoption of a historic building rehabilitation code that changes the standards for housing built before a specific date. The code would provide alternative building regulations for permitting repairs, alterations and additions necessary for the preservation, rehabilitation, relocation, related construction, change of use, or continued use of a “qualified historical building or structure.” A comprehensive set of health and safety requirements designed to ensure that safety of work done in existing buildings recognizes the unique construction issues inherent in maintaining and adaptively reusing old buildings.	X	X	X	X	√	√			√	√		
	23. Consider Different Forms of Inclusionary Zoning (IZ) with Interested Communities												
	23.1 Conduct a careful analysis, for interested communities, to determine the best ways to use Inclusionary Zoning (IZ)* at the local government level as an incentive increase market-rate and affordable and workforce housing production. New York local governments have the legal authority, but need to the political will to study how, when, and												



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	what to include to revise their land use laws. Outside the Adirondack Park, local governments are responsible for 100% of the zoning decisions. Moreover, even within the Adirondack Park, the local governments are still responsible for 80% of the land use decisions. The Adirondack Park Agency could set the bar by establishing Inclusionary Zoning as part of their regulations and provide local governments with some model language in the proper legal framework.													
23.2	Propose amendments to the APA Act to allow development rights to be used for affordable and workforce housing from a transferable development right bank (of development rights) created as the state extinguishes building rights in state fee and conservation easement purchases. Affordable housing agencies have identified the lack of availability of land suitably classified by the Adirondack Park Agency as an obstacle to affordable and workforce housing.													
23.3	Encourage large-scale second home developers to donate (tax break for developer) excess development rights to towns to be used for affordable and workforce housing rather than agreeing to extinguish them.													
23.4	Study Best Management Practices (BMP) that uses IZ as a tool to allow the community to invest and create	X	X	X	X	√	√			√	√	√	√	



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	a pool of affordable and workforce housing. In New York State, local governments can change their zoning to support construction of accessory dwelling units and mixed use developments that add affordable and workforce housing within walking distance of services or transit. IZ combined with a viable payment-in-lieu option will create smaller projects suitable to the less urbanized areas of the region. "Resort Towns" might want to look at inclusionary zoning as a long-term affordable option to encourage young and old to stay.												
23.5	Use IZ in conjunction with the Shovel-Ready Affordable and workforce housing Regional GIS Database proposed in these recommendations. Site analysis and selection from this database will drive changes in zoning for small land areas (not a spot zone). As long as the changes are consistent with, and furthers the purposes of the local government comprehensive plan.	X	X	X	X	√	√			√	√	√	√
	24. Invest in Community Infrastructure. Make supportive Investments in the rural, suburban, and urban core to create a pro-housing environment.	X	X	X	X	√	√			√	√	√	√
24.1	Advocate for political and community leaders to actively consider how a proposed public improvement on the drawing board will influence Access to Opportunity. HUD and its partner Federal	X	X	X	X	√	√			√	√	√	√



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	agencies (DOT, EPA, and USDA) have adopted policies recognizing that the creation or maintenance of affordable neighborhoods that are well connected to jobs, transit, and good schools depend upon and state, regional and local government and agency decisions about where to locate infrastructure and services. Leaders should identify who benefits and who might be injured by a capital decision. In order to achieve community buy-in and perhaps funding success, location, environmental, financial, and social impacts of a proposed public improvement project should be openly discussed.												
	24.2 Invest in public works and public services, where it is insufficient to support mixed income housing development and associated services. Invest in physical improvements in order to create walkable communities and opportunities for compact housing development.	X	X	X	X	√	√			√	√	√	√
	24.3 Preserve and improve existing public works and services, wherever possible, in order to sustain the availability of existing and new housing stock. Drinking water, wastewater, utilities, and roads are needed to support housing development and community renewal.	X	X	X	X	√	√			√	√	√	√



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	24.4 Support existing efforts to invest in the continued operation, increased capacity, and improved efficiency of regional wastewater treatment plants.	X	X	X	X	√	√			√	√	√	√	√



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Appendices

Please note: Permanent Links to Appendices: All the Appendices and related documents for all Sections (1-4) of the Adirondack Gateway Regional Combined Housing, Transportation, and Fair Housing Equity Assessment will be uploaded to the Housing, Transportation & Equity Page on the Adirondack Gateway Council website: www.AGCNY.org The accompanying T2 Atlas includes 28+printable full sized PDF Maps and can be accessed at:

<http://agcmaps.wordpress.com/> and through the AGC website: www.AGCNY.org

Appendix ID#	Description	Section Reference	Size	Link
1-1	Housing, Transportation, & Fair Housing Equity Assessment Data Workbook and Atlas (January 2015)	1,3,	5.59MB 178Pgs.	http://www.agcny.org/files/public/001_agc_t2_h-t-fhea_app_1-2_maps_tables_wkbk_v17f020115-public_review_copy.pdf
1-2	Adirondack Gateway Council Maps, Housing, Transportation, Equity Atlas	1,2,3	28 Different Map Groups	https://agcmaps.wordpress.com/project-type/housing-transportation-equity/page/2/
2-1	Stakeholder List	2	10 Pgs.	http://www.agcny.org/files/public/002_agc_t2_h-t-fhea_app_2-1_stakelisterv_rep_analysis_v2_4_5_15-public_review_copy.pdf
2-2	Meeting Note Portfolio-Sampling	2	20 Pgs.	http://www.agcny.org/files/public/003agc_t2_h-t-fhea_app_2-2_sample_meeting_notes_4_21_15-public_review_copy.pdf
2-3	Generative Themes Coding Results	2,3	1.26MB 67 Pgs.	http://www.agcny.org/files/public/004_agc_t2_h-t-fhea_app_2-3_dialogue_themes-coded_comments-v503022015-public_review_copy.pdf
2-4	AGC Housing & Transportation Provider Survey	2,3	2.14MB 174 Pgs.	http://www.agcny.org/files/public/005_agc_t2-h-t-fhea_app_2-4_provider_survey_results_v5f011115-public_review_copy.pdf
2-5	AGC Housing & Transportation Citizen Survey	1,2,3	2.02MB 147 Pgs.	https://www.dropbox.com/s/34kqpdjhyfqdebx/006%20AGC%20T2-H-T-FHEA%20App%202-5%20Citizen%20Survey%20Results%20pdf%20v1FD%20PDF%2004%2029%2015.pdf?dl=0



**ADIRONDACK
ASSOCIATION**

OF

TOWNS & VILLAGES

2020

LEGISLATIVE AGENDA

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AATV BOARD OF DIRECTORS

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PRESIDENT: Matthew Simpson (2016)
One-Year Term **Supervisor Town of Horicon**
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7 AT-LARGE DIRECTORS

Terms end in even numbered years -All Two-Year AATV Terms-

REGIONAL DIRECTORS

Terms end in odd numbered years

1st VP: **Arthur "Mo" Wright** (2012)
Supervisor Town of Hadley
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Region A: **(Vacant)**

2nd VP: **Brian E. Wells** (2017)
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Region B: **Stephen R. McNally** (2015)
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Jean Raymond (1994 -Founding Member)
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Region C: **Kevin Geraghty** (2016)
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Gerald Delaney (2010)
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Region D: **Bill Farber** (1996-Past President)
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Sr Advisor: **Fred Monroe** (Founding Member)
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Ronald Robert (2018)
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STATE OF THE ADIRONDACKS, JANUARY 2020

The Adirondack Region is unique in New York State (and in the nation). It is the only region where roughly 84 percent of all the land is committed to preservation, conservation, recreation and resource management. Nearly half of the land in the region is owned outright by the State of New York and held permanently as Forest Preserve where no building or development are allowed. The lands that remain in private ownership – which diminish in number and acreage as more and more are acquired by the state or private environmental organizations -- are highly regulated to limit development.

As a result, this forested region of 10,000 mountain lakes and 30,000 miles of rivers and streams is one of the most breathtakingly beautiful on Earth. It is the single largest constitutionally protected landmass in the contiguous United States — at once a vast forested area and home to 130,000 full-time residents living in about 100 small communities. And it is that combination of human communities and natural splendor that creates both its enchanting appeal and its complex policy challenges: How to protect this special place and respect and meet the needs of people who live there – and the hundreds of thousands who visit? How to preserve sensitive natural areas and furnish essential goods and services? How to preserve small school districts and ambulance and fire services in small, remote communities as people age and populations decline? How to create sustainable economic opportunity to reverse the decline in population and encourage young people to stay?

The Adirondack region is one of the most economically challenged areas of New York State. Its legacy industries, forestry and mining and trapping, robust engines of the economy for generations, have sharply declined or disappeared. Tourism is the other great Adirondack legacy industry. It is healthy and growing, but remains largely seasonal, which limits the magnitude of private-sector investment in future growth. Its seasonality also means tourism provides limited opportunities for permanent, career-oriented jobs that would support a family. Public-sector employers sustain most Adirondack families. Local colleges, school districts and municipalities, and New York State agencies and facilities remain the most stable sources of permanent jobs with good pay and benefits. But increasing pressure on state and local governments to reduce spending means these opportunities are not likely to grow.

The inevitable result is that Adirondack communities see continued outmigration of young people, families and college-educated citizens. School enrollment is declining. Grocery stores have disappeared because there are too few customers to support them. The vision of entrepreneurs writing code in quaint mountain cabins is largely fiction because broadband service is so limited. It is true that there are authors, artists and freelancers happily making a living in the Adirondacks, but they create few jobs for others. The people who remain in the Adirondacks are predominantly seniors aging in place. The Adirondack region now has one of the oldest populations in the country. It's a population that tends to rely more on volunteer fire departments and ambulances and yet these organizations encounter great difficulty finding young new members not because they are unwilling to serve but because young people often need to work two or three jobs to make ends meet. These volunteers have an onerous amount of training and there is a lack of training facilities and trainers.



It would be a mistake to conclude that the need for jobs, economic opportunity and public and private services is confined to the small and declining population of permanent Adirondackers. Hundreds of thousands of people – including many from other parts of New York State – come to the Adirondacks in every season. They come to have fun, explore the lakes and mountains, ski, swim and hike, but they, too, need emergency services, hospitals, safe highways, gasoline and food. The Adirondack High Peaks are more popular than ever as a hiking destination, so much so that state and local officials are working to manage the crowds, provide adequate, safe parking, and maintain the trails. New York State spends millions of dollars each year urging people to explore the Adirondacks. When they come, as they do in droves, there must be adequate, up-to-date services and facilities.

And so this is our shared challenge: How to balance protection of our unique environmental assets and our vital human communities so that the natural communities are preserved and the human communities prosper.

The Adirondack Park Agency Act enshrined this concept of balance in 1971.

The Statement of Legislative Findings and Purposes of the APA Act (§ 801) recognizes “the complementary needs of all the people of the State for the preservation of the Park’s resources and open space character and of the Park’s permanent, seasonal and transient populations for growth and service areas, employment, and a strong economic base, as well. In support of the essential interdependence of these needs, the plan represents a sensibly balanced apportionment of land to each.”

Nearly 50 years later, preserving the Adirondacks means preserving both the wilderness and the human communities that make the region unique in the world.

AATV: REPRESENTING ADIRONDACK COMMUNITIES

The Adirondack Association of Towns and Villages (AATV) is a membership organization representing the 101 towns and villages within the Adirondack Park. We are a non-partisan alliance of local elected officials who address issues of concern to local communities and local governments, full-time and seasonal residents, businesses, and visitors. AATV was formed by local elected officials to provide a unified, informed and responsible voice to encourage meaningful dialogue and achieve constructive solutions that benefit all stakeholders. Our mission is to educate policymakers and decision-makers about the reality of life in the Adirondacks, to work with other interested groups, and to support solutions that protect the Adirondack environment and open space while ensuring sustainable economic opportunities and the wellbeing of residents and visitors.



OUR 2020 PRIORITIES

Our policy priorities for 2020 fall into the following categories:

1. Protecting the health and wellbeing of Adirondack residents and visitors by:
 - Supporting the expansion of vital cell phone service to all parts of the Adirondack region, and
 - Securing first passage of a proposed amendment to the state constitution that would expand the Forest Preserve and ensure improved emergency communications facilities for Hamilton County;

2. Protecting local taxpayers and the essential municipal services on which they rely through restoration of state funding to local governments, particularly Aid and Incentives to Municipalities without any offsetting reduction in county sales tax revenues;

3. Supporting small community-based businesses, entrepreneurs and home businesses by supporting the expansion of broadband coverage in all parts of the Adirondacks;

4. Supporting greater public access to recreational opportunities in the Forest Preserve, including the expansion of powder skiing and snowmobile trails; allowing additional cross-country ski trail grooming; allowing additional tree clearing at scenic vistas; and supporting the development of a network of all-terrain vehicle trails on lands appropriate for such use;

5. Supporting a comprehensive, system-wide, state and local planning process to protect the natural resources of the Forest Preserve, prevent overuse, and ensure a safe and enjoyable visit for visitors;

6. Protecting the integrity of major water bodies by allowing for invasive species inspection stations on Forest Preserve lands;

7. Amending the Adirondack Park Agency Act to ensure that the interests of local governments and local communities are adequately represented.



PROTECTING CRITICAL HEALTH, SAFETY AND COMMUNITY INFRASTRUCTURE

The safety and wellbeing of our residents and visitors is AATV's top priority. Our immediate focus is the expansion of broadband and cell phone service to all parts of the Adirondacks. This is necessary for emergency (fire and police) communications; for tele-medicine services in remote communities with large elderly populations; for distance learning initiatives in our small school districts; and for the growth of our small businesses. All depend upon economical, reliable high-speed internet access as well as cell phone coverage.

Gov. Andrew Cuomo appointed a task force to address these issues in 2019, and the Task Force – including members of the Legislature, the Administration, utility industry representatives and local elected officials – appropriately contemplated a collaborative approach. But the cost of implementing these solutions remains a serious obstacle. The Adirondacks' low population density, challenging terrain, and restrictive land classification regulations make a major investment in expanding cellular and broadband service a burden too great for carriers alone to meet. An infusion of federal money will be necessary to bring broadband and cellular coverage to every corner of the Adirondacks.

Adirondack local governments, state legislators, state agencies and the environmental community have worked together for more than a decade to expand cellular and broadband service, but progress has been slow and many parts of the region remain unserved or poorly served. In response, a growing number of Adirondack towns and villages are implementing projects that range from expanding fiber optic networks to investing in newer technologies such as white space allocation.

AATV commends Gov. Cuomo's leadership on this issue and implores the Governor and legislative leaders in 2020 to press New York's federal representatives to help identify and procure the federal resources necessary to protect our small communities.



SECURING CRITICAL EMERGENCY COMMUNICATIONS IN HAMILTON COUNTY AND EXPANDING THE FOREST PRESERVE

Hamilton County is in the center of the Adirondack Park, the third largest county by land in New York State and the least populous. Most land in Hamilton County is part of the state Forest Preserve.

Because of the mountainous nature of the terrain, Hamilton County struggles with emergency communications. One entire community, Wells, is unable to receive communications from the county emergency services center – essentially, it's on the dark side of the moon. There and in other parts of the county, law enforcement personnel and other first responders cannot reliably send or receive emergency radio messages.

To address this issue, Hamilton County seeks access to the summit of Cathead Mountain in the Town of Benson to erect a microwave tower that would link the Town of Wells with the rest of the county and connect Hamilton County with Fulton County, the neighboring county to the south. The summit land is owned by a private hunting club, with which Hamilton County expects to be able to work out a lease arrangement. But to reach the summit of Cathead to build and maintain the tower, a rustic road will be needed and the land around the summit is part of the Forest Preserve. Building a road there would require statewide voter approval of an amendment to Article 7 of the State Constitution.

Building a road would result in a loss of Forest Preserve, but Hamilton County leaders are in discussions with wilderness and environmental advocates about acquiring additional nearby lands that could be added to the Preserve in exchange. In fact, it's possible to add more land to the Preserve than would be removed for the road, resulting in a net gain for the Preserve and improved emergency communications for the people who live in and visit Hamilton County.

The process of placing a proposed constitutional amendment before the voters starts with passage of the proposed amendment by one Legislature and then passage by a second, separately elected Legislature. AATV urges the New York State Legislature to begin the process with passage of the first bill in 2020.



ADDRESSING OVERUSE OF PARTS OF THE FOREST PRESERVE AND MANAGING THE RECREATIONAL ECONOMY

The natural resources of the Adirondack Park are, first and foremost, ecological treasures but also vital economic and cultural assets that draw hundreds of thousands of visitors to towns and villages to support local jobs and generate tax revenue to pay for essential services used by residents and visitors alike.

New York State, local counties and regions, and private-sector businesses have been increasingly successful in attracting visitors to our region, but this success is leading to new and complex challenges as increased use begins to threaten the ecological health of natural resources and diminish the visitor experience.

The Adirondack Association of Towns & Villages supports the need for a comprehensive planning process across the region to preserve the resources, enhance the tourism economy, and protect the quality of life of residents and property owners.

Managing resource use in the Adirondack Park presents a complicated set of issues crossing many municipal lines, management units, and agency jurisdictions. To effectively address issues such as road-side safety, parking, public education, access, waste management, and environmental impact will require careful and collaborative planning on a system-wide basis. The planning and implementation of actions must follow a well-researched progression of intensity.

The series of management steps below reflect the work of Chad Dawson, Professor Emeritus at SUNY College of Environmental Science and Forestry in Syracuse, and have been utilized by the New York State Department of Environmental Conservation and others in the discussion of these issues:

1. Education and outreach: Expand and enhance public education initiatives to inform hikers of the principles of Leave No Trace, and to increase awareness of the abundance of quality hiking opportunities in the region with a goal of spreading use over a greater number of locations.
2. Comprehensive Planning: Engage all concerned parties in complex planning to develop comprehensive solutions.
3. Front Country Infrastructure: Establish appropriate facilities for the visitors we bring to our towns so that they have a safe, well-planned experience.
4. Backcountry Infrastructure: Ensure appropriate trails, signage, and ranger presence to protect the resource and the visitor.
5. Resources & Staffing: Provide appropriate allocations of money and staffing to implement the above steps.
6. Limits on use: Impose limits on use as a last resort, only after all the above steps have been planned and implemented.

The Adirondack Association of Towns and Villages supports a comprehensive planning effort that brings together municipalities, state agencies, private landowners and user groups with a goal of supporting the towns, providing services for visitors, and protecting the resource for future generations.



PRESERVING FOREST PRODUCTS INDUSTRY JOBS AND THE COMMUNITIES THAT DEPEND ON THEM

AATV recognizes the environmental and social benefits of private forest lands and the forest products industry. Our forests, both public and private, are the largest carbon sink in New York and provide benefits of clean air, clean water, wildlife habitat and restoration, storm resiliency and climate adaptation. Privately owned forests also generate tax revenues for local communities and the State of New York and provide recreational opportunities, including hunting, fishing, hiking and skiing. To preserve the greatest environmental and social benefits to the Adirondacks and New Yorkers as a whole, private forest lands must remain in sustainable private forest management with the goal of maintaining or increasing forest carbon stocks while producing an annual sustained yield of wood, fiber, and energy.

Resource-based jobs are vital to the economy and small communities of the Adirondacks. The Adirondack Park State Land Master Plan (AP-SLMP) embraces this reality, stating that no working forest should be acquired by the state unless it is in imminent danger of development. When the state acquires privately owned forests and makes them part of the Forest Preserve, this productive land is removed from harvesting. This results in the loss of resource-based jobs, including local logging and trucking contractors, and an increase in carbon-based emissions as the distance between the wood supply and wood users and processors is increased. Since 1995, New York State has pursued an alternative approach, acquiring more than 800,000 acres through working forest easements, much of it in the Adirondacks. This approach often allows for private forestry activities to continue, helps sustain forest products jobs and local communities, and preserves the substantial benefits private forest management provides.

AATV supports policies and strategic investments in a diversified forest-based economy, including investments in:

- a. Protecting working forests and other important habitats through conservation easements, which are a viable solution to the problems of rising property taxes, suburban and recreational development, high inheritance taxes, and generational transfers of forest properties.
- b. Technical assistance to primary and secondary forest products manufactures to modernize, adopt lean manufacturing and other cost-effective principles, and expand new markets to retain and create jobs.
- c. Marketing and other state-focused efforts through the Wood Products Development Council and other organizations to increase awareness and utilization of forest products.
- d. Promoting and deploying renewable modern wood heating and combined heat and power energy that utilize forest and mill residuals and retain dollars in the region.
- e. Workforce development initiatives that attract and retain loggers, foresters, mill workers and other careers, and enhance overall safety and productivity.
- f. Technical and financial assistance (such as Regenerate NY) to forest owners of all sizes, to ensure forest stewardship practices that support forest products, enhance utilization of previously unmanaged lands, sequester carbon and generate ecosystem benefits.



ADIRONDACK PARK AGENCY ACT IMPROVEMENTS

The Adirondack Park Agency (APA) has broad legal authority to control the use of private land in the Adirondacks and to perform long-range planning for both public and private lands. The APA has the authority to accept, reject or modify private land use proposals, to impose fines for zoning infractions, and to engage in litigation over private land use issues.

We propose the following amendments to the APA Act:

1. **APA COMMISSIONERS:** The APA has 11 commissioners. Three seats are designated for state officials: The Commissioners of Environmental Conservation and Economic Development and the Secretary of State or their designees. Three seats are reserved for gubernatorial appointees living outside the Adirondack region, so that statewide interests are represented. Five seats are reserved for gubernatorial appointees living inside the Adirondack Park. All candidates for commissioner must be confirmed by the state Senate. To encourage balance and dialogue informed by the experience of people who live in the Adirondacks, we urge the Governor to appoint “inside-the-park” candidates from the list of nominees provided by the Adirondack Association of Towns and Villages and the Adirondack Park Local Government Review Board. A fully functioning APA board is necessary, and we strongly urge that all agency vacancies be filled with qualified candidates.

2. **WORKFORCE HOUSING:** Most Adirondack communities are in need of affordable housing options to help working families, many of whom serve in our schools, local governments, health care agencies, and other critical community service roles. Among the steps that can be taken to promote the development of safe, affordable housing in the Adirondacks is passage of the Transferrable Development Rights bill first proposed in 1973. This bill would allow the relocation of development rights from environmentally sensitive areas to places appropriate for building. Similarly, we urge the Legislature to pass and the Governor to sign the Lot Counting Bill proposed by the APA itself in 2013. This bill would reduce the administrative burden on agency staff who now have to research title issues back to 1973 and on applicants who must do the same.

3. **OTHER APA ACT IMPROVEMENTS:**

a. **STATUTE OF LIMITATIONS:** New York law provides a five-year statute of limitations for all but the most serious crimes of murder and treason. There is currently no statute of limitations for violations of the APA Act. We urge the Legislature to pass and the Governor to sign legislation establishing a statute of limitations of five years on enforcement proceedings brought by the Adirondack Park Agency for violations of the APA Act.

b. **CAP MAXIMUM FINES:** Fines for violations of law generally bear some relationship to the severity of the alleged violation. There is no maximum fine established in the APA Act. We urge the Legislature to pass and the Governor to sign legislation establishing maximum fines that the Agency is authorized to levy.



c. **LIMIT ADDITIONAL INFORMATION REQUESTS:** When reviewing applications, the Adirondack Park Agency often requires additional information from applicants. While the APA must have the ability to seek additional information, the number of such requests should be limited and such requests should be reasonably related to matters under APA jurisdiction. We urge the Legislature to pass and the Governor to sign legislation limiting to three the number of relevant information requests the APA can issue on a single permit application.

d. **LOCAL GOVERNMENT JUDICIAL REVIEW:** To ensure that the interests of local governments and local communities are represented in litigation involving the APA, we urge the Legislature to pass and the Governor to sign legislation that creates clear legal standing for local governments to bring judicial review lawsuits, to intervene in lawsuits, and to file amicus curiae briefs in APA matters.



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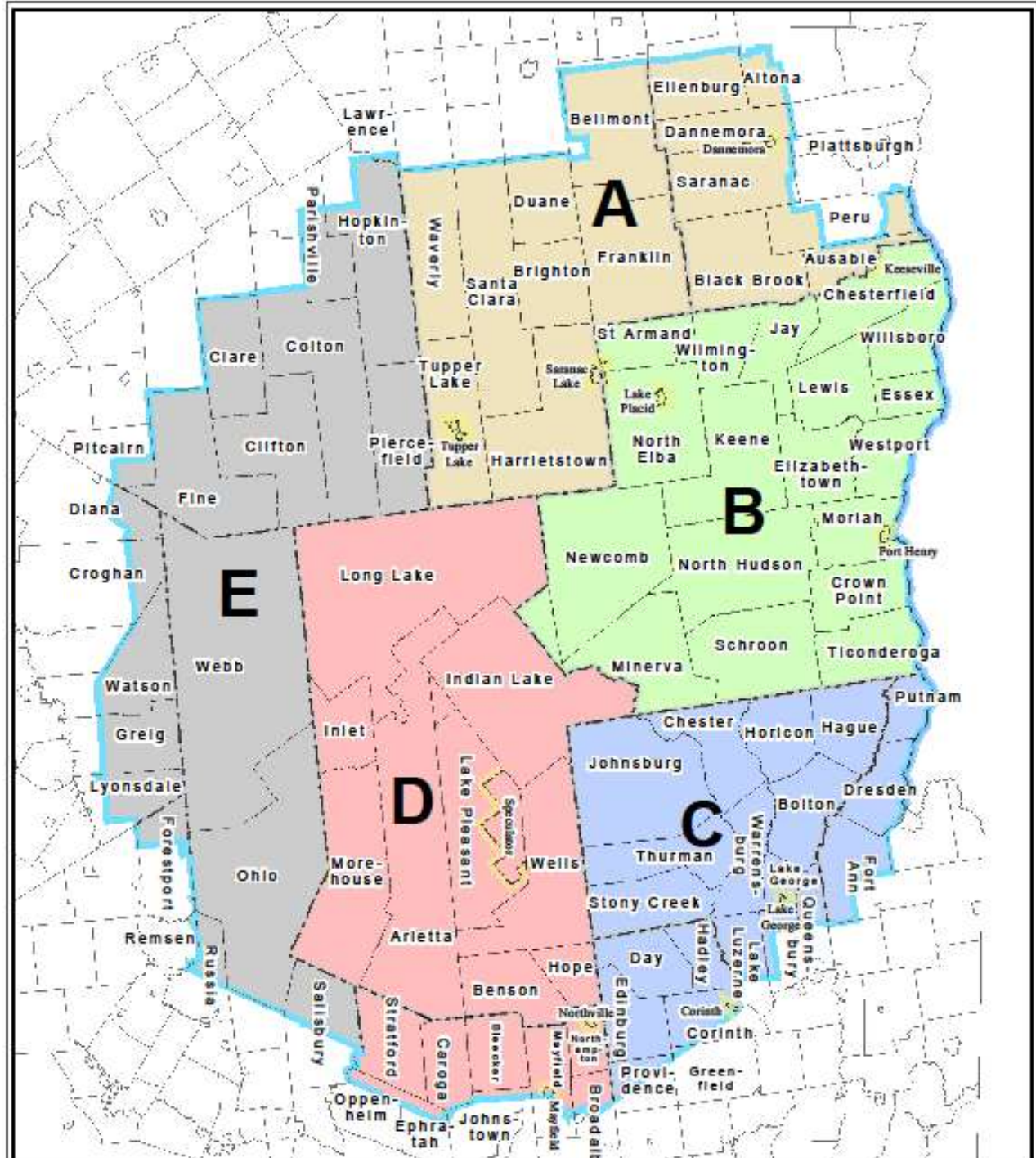
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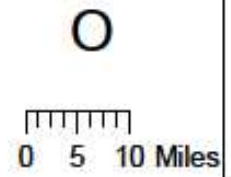
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AATV Regional Representation Map

-  State Boundary
-  Park Blue Line
-  County Boundary
-  Town Boundary
-  Village Boundary



Town of Lake Luzerne, NY



Waterfront Revitalization Strategy & Comprehensive Plan April 2010



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I. INTRODUCTION

A. A COMPREHENSIVE PLAN FOR LAKE LUZERNE

Lake Luzerne is a unique town in the Adirondack Mountains with unmatched scenic beauty, quaint hamlet charm, abundant water resources, and treasured rural character. In recent years, the Town of Lake Luzerne has experienced a change in development pressure and demographic trends that could, if left unregulated, threaten these qualities that the community holds in such high regard. Increasingly, vacation cottages and seasonal homes are being converted to year-round residences, and growth in the surrounding communities foreshadows future development pressure for the Town. The community recognizes these trends and feels it is crucial that action be taken to ensure that the beauty and character of Lake Luzerne be preserved to the greatest extent possible.

Updating the Comprehensive Plan is an integral step in that process, but by no means is it the final step. Continuing efforts will be necessary, and community involvement is the cornerstone for the successful implementation of the actions suggested in this Plan. A focus on regional planning and integration of the community into the surrounding area will create a basis for sustainable growth for both the short and long term. Incorporating Lake Luzerne into tourism efforts like the First Wilderness Heritage Corridor and tapping into the economic potential of the areas water-based, cultural and natural resources will solidify the community's future as a critical component of regional tourism. Water, the main attraction and resource of Lake Luzerne, crosses political boundaries and by its very nature requires inter-municipal efforts and cooperation to ensure its health and protection. Partnerships, cooperation, strong public participation and committed government will be necessary to implement this Comprehensive Plan and create a successful future for the community.

The committee of volunteers that directed this plan was passionately dedicated to making the best decisions for the Town and continually sought input and advice from all segments of the community throughout the process. Each objective and recommendation was carefully reviewed and extensively discussed to ensure that it was appropriate and useful for the future of Lake Luzerne. The Plan attempts to build upon the numerous existing assets of the community and is intended to be a guide for both public and private actions taken within the Town. Following the recommendations provided herein will arm the community with a set of tools and strategies to work toward successful, desirable, and appropriately scaled growth in the future.

B. THE COMMUNITY PLANNING PROCESS

Comprehensive plans are one tool municipalities can use to set a course for the future, by addressing a variety of aspects of community life. Specifically, a comprehensive plan:

- Provides an occasion to formally consider the need for town-wide changes in development patterns on a community-based and community-driven basis;
- Systematically identifies and creates a public record of community assets, opportunities, and needs;
- Produces a vision for the future of the community that is shared across a variety of community perspectives, including neighborhoods, businesses, institutions, and environmental interests;
- Outlines specific actions to achieve that shared vision;
- Establishes a framework for community-wide collaboration on plan implementation.

The previous Comprehensive Plan for Lake Luzerne was completed in 1967 and revised in 1975. In the time that has passed since that era, significant changes have taken place in the world, in the region, and in Lake Luzerne itself. The need to update the Town's vision and direction became evident in the face of new technologies, pressures, development patterns and ideals in the community. Understanding the new economy and population in Lake Luzerne leads to a focus on the waterfront and its ability to serve as an economic and tourism driver for the area, and the need to protect and enhance that resource for future generations.

The process of creating this new plan began with an inventory and analysis of existing conditions in and around the town, which is Appendix A of this document. This inventory contains the background information and basis for the recommendations of the Comprehensive Plan. Next, public input was collected during a workshop session, a number of focus group meetings, and a general information meeting on the Draft Plan. Public input was also gathered during the course of the Planning Committee meetings, which were open to any and all interested parties. The vision, goals, and recommendations were developed in response to the inventory analysis, public input, and committee feedback. It should be noted that the recommendations are the suggested method to accomplish the vision, but they may not be the only approach. The intent is to provide the Town with options to address the issues and concerns that were identified during the comprehensive planning process. An implementation matrix has been created to provide clear-cut tasks that could be completed to further the vision. The Comprehensive Plan Committee also identified the desired order in which recommendations should be implemented.

II. VISION AND GUIDING PRINCIPLES

A. VISION STATEMENT

The Town of Lake Luzerne, located in the foothills of the Adirondack Mountains, is a small, rural community nestled at the confluence of the Sacandaga and Hudson Rivers. Since the founding of the Town in 1792, the prosperity of the community has been tied to its rich natural resources, including the rivers, streams, lakes, and mountains. At first, these resources fueled the industries of logging, mills and tanneries which enabled the town to grow, along with the hydro-power facilities that have been in operation since the late 1800's. As these industries waned, the natural beauty of the region drew tourists and second home buyers, leading to the establishment of numerous hotels, rodeos, and dude ranches, some of which continue to be an iconic presence in Lake Luzerne. Although this historic pattern defined the character of the community and enabled its evolution, unchecked residential growth and surrounding regional development now poses a threat to the defining characteristics of the Town.

The purpose of the Lake Luzerne Comprehensive Plan is therefore to maintain the Town's unique characteristics in the face of regional development pressures, secondary to primary home conversions, and demographic change. As such, the Town must again look to its natural resources to continue to play a pivotal role, by providing the potential to build a sustainable year-round economy which enhances and supports the small town atmosphere and high quality of life in Lake Luzerne. To strengthen this goal, the hamlet will continue to play its historic role by providing services and a community gathering place in a unique setting on the Hudson River. The purpose of this Comprehensive Plan includes:

- **Maintaining and protecting Lake Luzerne's natural resources and encourage their care and planned use as a focal point of the community.**
- **Preserving the delicate water resources while maintaining the availability of the Hudson River, lakes and other waterways for recreation.**
- **Fostering an economic base focused on a combination of small-scale niche tourism, year-round services, and appropriately-scaled local businesses.**
- **Restoring, improving, and developing the "historic hamlet of Lake Luzerne" as the cultural and social focal point for the community.**
- **Balancing open space preservation with future development.**
- **Continuing to meet the needs of a diverse and growing year-round population including housing, social interaction, and recreational resources.**

B. GUIDING PRINCIPLES

In order to achieve the vision for Lake Luzerne, there are a number of over-arching principles that should be considered during implementation of the comprehensive plan. Following these ideals will ensure a successful and positive future for the community. These principles include:

- ❖ **Innovation** – being open to new techniques and technologies for provision of municipal goods and services.
- ❖ **Environmental Sustainability** – ensuring that decisions made by local government are sensitive to the quality of the local environment. Implementation of the recommendations in the plan should ensure that the natural resources of Lake Luzerne can meet the needs of current residents as well as sustain the needs of future generations.
- ❖ **Respect for Historic Background** – Lake Luzerne has a rich history that should be remembered and celebrated, and tourism should be promoted based on these historic resources.
- ❖ **Recognition of Water Resources** – the waterways and other natural resources of Lake Luzerne are both the foundation and the future of the community. Responsible management of these resources should be of paramount importance to residents and Town officials in all decision making processes.
- ❖ **Economic Sustainability** – as was in the past, Lake Luzerne’s natural resources, if properly protected and cared for, can provide a strong economic footing for the Town. This is specifically relevant to water, which is the community’s most abundant and recognizable resource.
- ❖ **Diversity** – Lake Luzerne is a community that is host to residents and visitors, year-round and seasonal inhabitants, and a demographically diverse population. This is a positive attribute that should be celebrated and taken into consideration when planning for and making changes in the community.
- ❖ **Cooperation and Partnerships** – there are a number of neighboring communities, regulatory agencies, and regional organizations that can serve as crucial partners in securing the future of Lake Luzerne. Efforts should be made wherever possible to form or maintain relationships with these entities and continue an atmosphere of communication and cooperation.

III. OBJECTIVES AND RECOMMENDATIONS

A. HAMLET REVITALIZATION

The charm and character of Lake Luzerne is largely rooted in the various hamlets of the Town. The Historic Hamlet, defining the heart of Lake Luzerne, has a quaint village setting, historic buildings, a mix of residences and services, and close proximity to the Hudson River and Lake Luzerne. The smaller hamlet areas scattered throughout the Town have their own unique attributes and contribute to the variety and character of the landscape and the community. Maintaining and improving these hamlet areas will be an asset to the community into the future.

Public input identified the Hamlet of Lake Luzerne as a critical component of the community, providing a walkable village feel and a central core of activity for residents and visitors alike. Due to the fact that the Historic Hamlet is such a vital part of the community, it would be advisable to form a Hamlet Committee to oversee the implementation of the following recommendations. This committee would take charge of the future planning efforts for the Hamlet and work with the Town to create beautification programs and hamlet revitalization strategies, and act as an advisory and working group to assist the Town Board.



A. **Objective:** Encourage planned growth and development within the existing historic hamlet area.

Recommendations

- 1.1 Address infrastructure issues that are limiting revitalization and infill development, especially the need for systems to handle treatment of wastewater for existing and new hamlet uses.

Due to constraints on infrastructure created by shallow bedrock and insufficient ability to deal with the treatment of wastewater, growth and development in the Lake Luzerne hamlet area is limited. Identifying a solution to this issue is paramount in order for this hamlet area to be improved. Innovation and partnerships will be necessary to solve this complex problem, and the Town should seek funding from all available sources in order to continue their investigation into potential solutions.

A Feasibility Report for the Town Board was completed in March 2006 regarding options for a municipal sewer system. These options included connecting to and expanding the existing facilities in the Town of Hadley in a number of different ways, or creating a new system within the Town of Lake Luzerne. Due to the high cost and complexity of the project, no direct action has been taken on the report. To begin the process of providing a municipal sewer system in the hamlet, the Town Board is encouraged to work with a consultant to navigate the complex process of establishing a sewer district and obtaining the necessary funding to construct a wastewater treatment system. Given the severe geological restrictions in the hamlet of Lake Luzerne, the Town should continue discussions with the Town of Hadley to maximize the existing use of their infrastructure.

As a first step the Town could begin actions to create a sewer district, which normally takes 1 to 1 ½ years to establish. The March 2006 study has identified two potential boundaries that could be used as a starting point. Alternatively, a new boundary could be delineated that encompasses the immediate historic hamlet area near the bridge and the Heights. These were the two areas identified during the public input process as ‘areas in need.’ The size of this third potential boundary would be smaller than the two boundaries identified in the March 2006 study. Once a district is established, the Town could impose a minimal tax on the ‘users’ in the district which could be used as a match on advancing the engineering study.

Another option to consider is alternative solutions to dealing with wastewater treatment. To conduct a review of the potential alternatives, the Town could seek grant funding to contract with a consulting firm that specializes in alternative wastewater treatment techniques. As alternative means are explored, it is imperative that the Town include the Adirondack Park Agency, NYS Department of Health, Warren County Department of Health, NYS Department of Environmental Conservation, NYS Department of State and others early in the discussions. Another potential partner for the Town is the Hadley-Luzerne School District, who currently expends a fair amount of money each year to maintain their septic system. Given the cost of the annual maintenance, it is conceivable that the School District would entertain a partnership with the Town to partially fund the study.

1.2 Prepare a Hamlet Revitalization Plan.

To ready the historic hamlet of Lake Luzerne for future growth, the Town should prepare a Hamlet Revitalization Plan. Such a plan should include a market analysis to determine the types of businesses that would be appropriate to locate in Lake Luzerne. The plan should also contain a physical enhancement plan that examines a coordinated set of improvements to the public spaces (i.e., sidewalks, roadways, parks, etc.) in a way that reinforces the hamlet’s unique character. The plan should be built on strong public input and conclude with specific action items and a desired timeline for completion of each item.

B. Objective: Continue to improve the Historic Hamlet to maintain its position as the center of life and identity for Lake Luzerne.

Recommendations

1.3 Enhance gateways into the historic hamlet area.

Gateways serve as the “official” entrance to the community and create an identity and sense of place. The historic hamlet’s location off Route 9N necessitates the creation of gateway areas that will alert people to the presence of the hamlet and the amenities that are offered there. Using signage, landscaping, pedestrian infrastructure, and building design, the gateways into the Lake Luzerne hamlet can be enhanced in order to capture more visitors and tourism dollars. Gateway signs can simply contain a ‘welcome’ message and/or can list the businesses and services in the hamlet. This is especially recommended for people arriving to the hamlet from the proposed First Wilderness Heritage Corridor Train Station in Hadley.

1.4 Continue Hamlet beautification efforts to improve the streetscape by maintaining sidewalks and buffer strips, providing benches and trash receptacles.

The Town currently does a wonderful job of improving the historic hamlet area in these ways. This effort should be continued and increased in the future, strengthening the area as the center of tourism and community life.

1.5 Continue to create sidewalks and other amenities that cater to pedestrians and bicycles to encourage connections between the hamlet and other areas of the Town.

Increasing the accessibility and walkability of the Historic Hamlet area will increase usage by residents and visitors, decrease vehicle traffic on the main roadways, and provide a safe and pleasant area for people to enjoy all that Lake Luzerne has to offer. One particular area of interest is adding sidewalks along NYS Rt. 9N from School Street south to the intersection with Bay Road.

1.6 Create a set of design guidelines to ensure that new buildings, as well as improvements to older structures, fit in with the overall historic character of the Hamlet.

It is possible for the Town to have a greater level of control over the aesthetic quality of the buildings in the historic hamlet area. The Town goes to great lengths to maintain the streets, sidewalks, and public spaces, and this effort could be supported by requiring that all renovations and new building construction conform to the guidelines desired by the community.

The first step in creating effective design guidelines would be to develop objectives pertaining to appropriate scale, massing, proportion, fenestration, materials, and color, consistent with an agreed upon “character” of the Hamlet and/or the whole Town. Once these objectives are in place, the guidelines could then be developed and incorporated into a Town-wide Design Manual. If desired, this Design Manual

could then be either a suggested guideline for the community or be adopted as part of the Zoning Ordinance and become a set of requirements for all projects.

1.7 Establish programs and obtain grants to upgrade older homes in order to improve appearance of hamlet.

The Town spends a great deal of time and money maintaining and improving the public spaces in the hamlet area, and the existence of poorly maintained buildings works against these efforts. The Town could investigate grants or provide its own incentive program to assist private property owners with maintenance and small-scale renovation projects. One example of potential grant funding for this effort is the 50% matching program administered by the NYS Division of Housing and Community Renewal (DHCR) for façade improvements.

1.8 Investigate the Potential to Create a Business Improvement District (BID):

The historic hamlet has an array of commercial operations that are all dependent on one another in some form or the other. Economic success of the community is therefore a joint effort and working together to better the Business District is a key component. To assist in this effort, the Town can consider creating a BID. A BID is an organizing and financing mechanism available to property owners and merchants to help determine the future of their commercial areas. The overall goal of a BID is to provide for the comprehensive management of the Business District. Specifically, a BID manages and implements capital, maintenance or marketing plans, conducts overall management, and generally operates to keep all parties at the table.

C. **Objective:** Strengthen identity of other Hamlet areas of the Town aside from the Lake Luzerne Hamlet.

Recommendations

- 1.9 Review zoning ordinance and alter it in ways necessary to allow for desired growth in secondary hamlet areas, or to limit commercial uses where they are determined incompatible.

Commercial development has crept into various areas along Route 9N, and the community is concerned that the character of that critical roadway will be ruined if such development continues. There are several small hamlet areas along Route 9N where it might be more appropriate for commercial development to be concentrated. Each individual hamlet area should be evaluated and planned according to the desires of the community. Where appropriate, zoning could be changed in order to either allow some growth of businesses in those areas, or to eliminate all commercial uses over time. The identity of these hamlets should be explored with the intention of identifying and strengthening the character and quality of these places.

- 1.10 Establish signage and design guidelines that will identify these other hamlets in order to create a distinct identity for each one: Fourth Lake, Lake Vanare, and Hudson Grove.

Giving a greater sense of identity to the other hamlets in Lake Luzerne will enhance the character of those areas and provide a more interesting and cohesive experience for visitors to the town. A signage design program could be formulated for the Town as a whole, or each individual hamlet could have a theme that represents and identifies the unique qualities that they possess. Having a unified signage theme in the Town will create a visually pleasing aesthetic and create a look that stands apart from the surrounding towns. Similarly, guidelines could be put in place that suggest that all new construction or renovations occurring within these areas prescribe to a certain style or theme will further identify these hamlets and give each one a unique identity.

B. RURAL CHARACTER, OPEN SPACE, AND THE ENVIRONMENT

The Town of Lake Luzerne is largely defined by its natural environment, water resources, scenic views and rural character. When gathering public input for the Comprehensive Plan, there was overwhelming sentiment from residents that these qualities are of paramount importance to the community and should be preserved and promoted wherever possible.

In addition to the important goal of maintaining the quality of the environment, Lake Luzerne relies greatly on a steady influx of tourists and therefore needs to ensure that the qualities and assets of the community that draw people to it are preserved long into the future. The recommendations in this section are intended to give the Town a set of tools to ensure the long-term viability of the community based on its abundant natural resources and scenic beauty.



The Inventory in Appendix A has considerable information about the environmental resources of Lake Luzerne. Map 3 illustrates the location of publicly owned lands, while Map 8 shows the natural and environmental resources of the town. Infrastructure and scenic designations that enhance the rural character of the community are also explored. The most important aspects of rural character and how the protection of natural resources contributes to that character, however, are relatively unquantifiable and were uncovered during the extensive public input process. Community sentiment related to the scenic vistas, rural character and environmental diversity of Lake Luzerne was significant, and a desire to preserve these resources was evident during all aspects of public involvement in the Plan.

Due to the importance of the environment, especially in this time of potential climate change, rising fuel prices, and shifting economies, it is advisable that Lake Luzerne form an Environmental Committee to assist the Town Board with environmentally related issues and initiatives. This committee should be composed of a wide variety of town residents and have representation from the various lake associations and the business community. The purpose of forming this committee is to have a knowledgeable and passionate group that can advise the Town Board on environmental issues, create and maintain informational materials, conduct studies and planning, and help Lake Luzerne stay on top of changes in environmental policies, trends and technologies.

A. **Objective: Protect Open Space and Natural Areas.**

Recommendations

- 2.1 Develop a formal Trails and Open Space Plan, identifying specific areas of the community that are important for preservation based on various characteristics. Aspects of this plan relating more specifically to recreational uses are discussed in the “Recreation” section of the Comprehensive Plan.

A Trails and Open Space Plan will identify critical and/or desired areas to be preserved, plan for future recreation areas, trails, and public parks, and create a detailed picture of the ideal character of the community. Identifying the specific areas desired for open space preservation will allow the Town to make zoning changes that can help to protect the appropriate areas of open space in the community, and also help to inform and guide the planning board when they review project proposals.

- 2.2 Work with organizations to effectively protect open space resources.

Pursuing partnerships with land trusts and other organizations will strengthen the Town’s ability to preserve open space and acquire lands for permanent open space protection.

- 2.3 Consider a wide spectrum of proactive means to protect open space.

Some options to consider for protection of open space resources include creating a Community Preservation Fund, a purchase of development rights program or a municipal bond. In order for Lake Luzerne to effectively protect the land resources that are most important to the community, it must devise a strategy and set of funding options that will allow the Town to purchase these lands for public ownership and permanent preservation.

B. Objective: Take steps to maintain and improve environmental quality.

Recommendations

- 2.4 Create an Environmental Advisory Committee or Conservation Advisory Council.

This committee would be strictly advisory in nature and would meet on an intermittent basis and in the event that the Planning Board would benefit from a second opinion when reviewing major projects. A Conservation Advisory Council is a specific entity governed by General Municipal Law 239x that has certain responsibilities that must be fulfilled, such as maintaining maps and inventories of resources and reporting. These Councils also carry multiple benefits for a community, such as being able to purchase land and accept financial and real property donations and request assistance from the NYS Department of Environmental Conservation.

- 2.5 Prepare a Natural Resources Inventory for Lake Luzerne.

A Natural Resources Inventory would locate and quantify a number of environmental features, including but not limited to wetlands, steep slopes, soils, wildlife habitats and habitat corridors, and so on. This inventory would provide the community with the scientific information needed to make decisions about protection of critical resources, such as specific areas to target for preservation or potential changes to municipal laws that would provide an added layer of protection to sensitive areas.

- 2.6 Educate residents about environmental issues and encourage the use of sustainable technologies by residents and business owners.

Using the Town website, brochures, educational seminars and other media to educate the community will increase levels of knowledge about local environmental issues and available technology.

- 2.7 Make Lake Luzerne a model community for green technologies.

Use municipal purchases and services as a starting point to become an example for other local businesses, and work with entities such as the Adirondack Park Agency, NYSERDA, Adirondack North Country Association (ANCA), private interest groups, Empire State Development Corporation and others to bring new and innovative technologies to Lake Luzerne.

C. **Objective:** Manage development so that it maintains the rural character and minimizes environmental impact.

Recommendations

- 2.8 Incorporate conservation subdivisions and cluster development into subdivision regulations.

Encouraging development that is sensitive to the constraints of an individual site and preserves a portion of the land as open space will minimize the environmental impacts of development. Conservation subdivisions and cluster development can either be mandatory or optional, and can be applied only to portions of the community or to all land parcels. Having an open space plan in place is beneficial when designing these types of subdivisions, because the most valuable open spaces have been identified. Therefore, sites can be designed in a meaningful way that reflects the importance of certain land areas and takes into consideration the relation to other surrounding properties for existing or potential open space resources.

Examples of Conservation Subdivisions:

This illustration shows a conservation subdivision that offers a number of different housing options, conforms to the topography and environmental constraints of the property, protects a large amount of open spaces, and provides “public” greenspaces for the enjoyment of residents.



The two illustrations below show the difference between a conventional and a conservation subdivision. The left hand side depicts a conventional subdivision, with all land divided into private lots, not taking into consideration the environmental features of the site. The right hand illustration shows a conservation subdivision with the same number of lots, but the homes are clustered together, protecting open space and preserving the environmental features.



Source: *Conservation Design for Subdivisions: A Practical Guide to Creating Open Space Networks* (1996) by Randall Arendt.

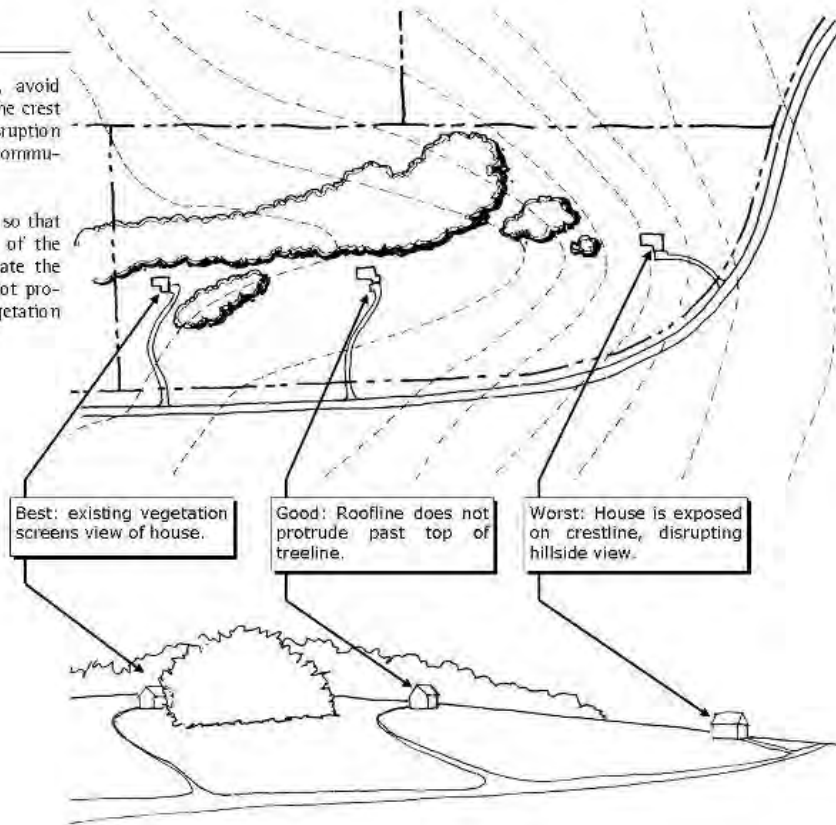
- 2.9 Create design guidelines for site design, home placement, and screening to reduce impact of new residential development on environment, rural character and scenic vistas.

Examples of Design Guidelines used by other towns to show the best options for siting of homes on crestlines and ways to preserve scenic features on a property respectively:

Crestline Siting

When developing a hillside site, avoid choosing a building location on the crest of the hill. This results in the disruption of hillside views enjoyed by the community.

Instead, consider siting your house so that existing vegetation screens views of the house. If this is not possible, locate the house so that the roofline does not protrude past the top of existing vegetation or topography.



Preservation of Scenic Features

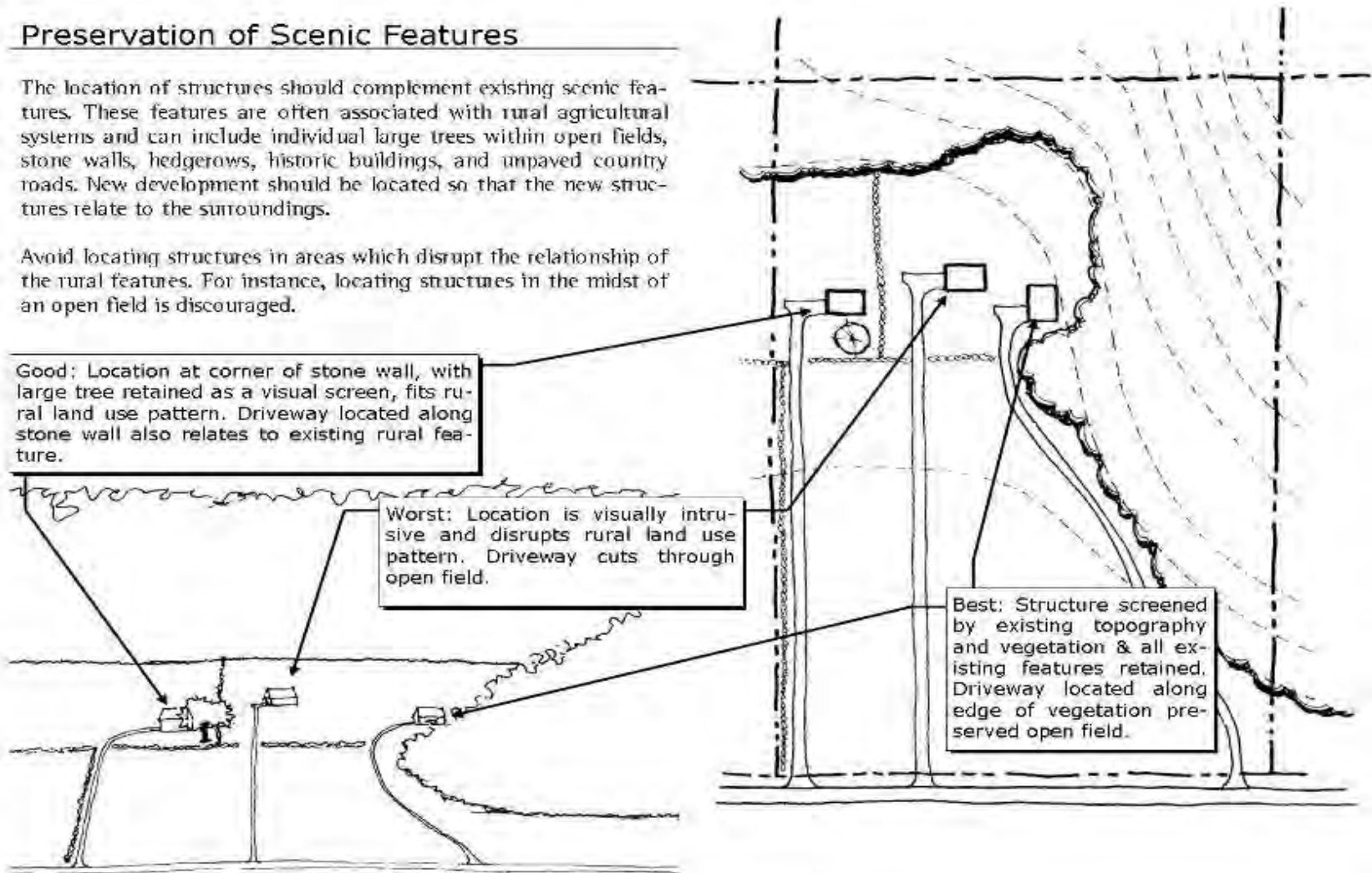
The location of structures should complement existing scenic features. These features are often associated with rural agricultural systems and can include individual large trees within open fields, stone walls, hedgerows, historic buildings, and unpaved country roads. New development should be located so that the new structures relate to the surroundings.

Avoid locating structures in areas which disrupt the relationship of the rural features. For instance, locating structures in the midst of an open field is discouraged.

Good: Location at corner of stone wall, with large tree retained as a visual screen, fits rural land use pattern. Driveway located along stone wall also relates to existing rural feature.

Worst: Location is visually intrusive and disrupts rural land use pattern. Driveway cuts through open field.

Best: Structure screened by existing topography and vegetation & all existing features retained. Driveway located along edge of vegetation preserved open field.



2.10 Ensure that zoning regulations allow and promote agriculture and related uses in appropriate areas.

Allowing agricultural and related uses in specific areas of Lake Luzerne will provide the potential for small scale and niche farming activities and other activities, which strengthen the rural character of the community and provide attractive open landscapes.

2.11 Create a vegetation clearing ordinance.

Regulating the clearing of vegetation on both existing and future home sites will reduce the likelihood of damaging clear-cutting and increase the likelihood that crucial vegetation will remain undisturbed. Such measures can be taken alone as a separate ordinance, or incorporated in to the zoning regulations or a stormwater and erosion and sediment control law. Limiting vegetative clearing will improve the visual quality of development sites, along with preserving sensitive environmental features often damaged by new or under-regulated development activities.

2.12 Encourage access management and shared driveways for residential as well as commercial uses.

Allowing and encouraging developers to create shared driveways ensures that fewer curb cuts and access points occur along roadways, cuts down on development costs, and creates fewer disturbances of the land.

2.13 Create other zoning laws to protect open space.

There are a number of tools available to communities for open space protection, especially with regard to zoning ordinances. The following is a list of some of the issues to address while updating the zoning law, though it is by no means exhaustive. Additionally, the DEC publishes an Open Space Planning Guidebook that is a useful source of information for communities that should be consulted during the zoning update. The following items should be taken into consideration when updating the zoning code or creating supplemental regulations or guidelines for the Town:

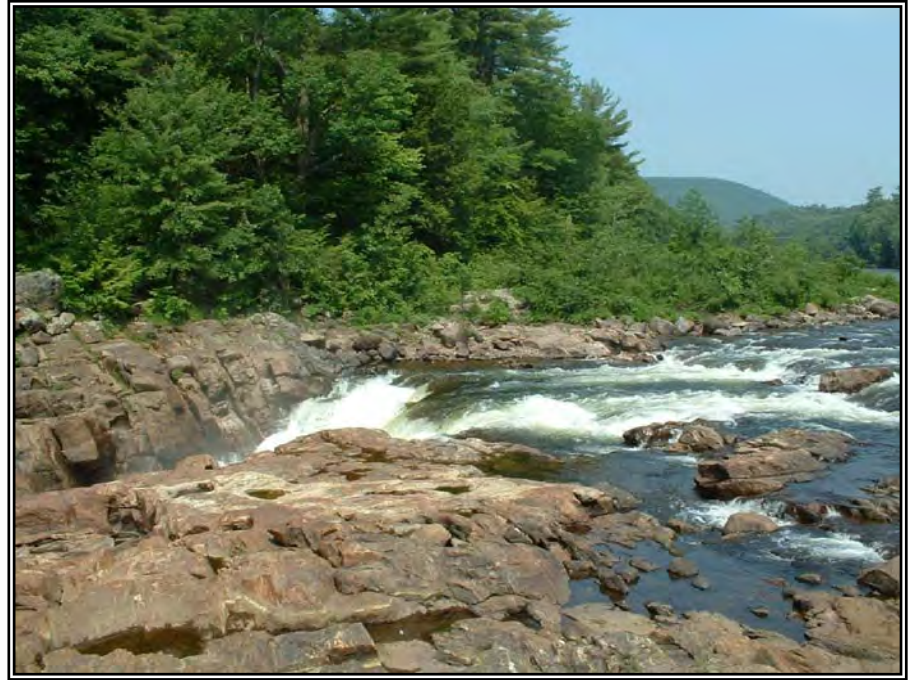
- Wetlands regulations
- Riparian areas consideration
- Steep slopes regulations
- Creating a natural resources overlay
- Maintaining low density in rural areas
- Requiring Conservation Subdivisions
- Concentrating higher densities in hamlet areas
- Mining activity requirements

C. WATER RESOURCES

The lakes, rivers, and streams of the Town of Lake Luzerne provide scenic beauty, recreational opportunities, power harnessing capabilities, wildlife habitat, and many other benefits to the community. These various water resources are truly the defining feature of the area. The wild river, waterfalls, rapids, and calmer waters of the Hudson, combined with the variety of lakes, ponds and streams within the Town, are the focal point of Lake Luzerne and should be protected and celebrated. Residents and visitors alike use Lake Luzerne's water resources for drinking water, swimming, boating and fishing, making it a necessity to keep those waters clean and healthy.

The Inventory in Appendix A gives detailed information about the water bodies within the Town of Lake Luzerne, such as water quality, wetlands as shown on Map 8, and sensitive areas. At the public meetings held for this Plan, residents expressed the importance of the water resources of the Town, as well as some concerns about enhancing the quality of the water, specifically in relation to invasive species management and reducing contaminant levels from various sources.

Policies and actions that will help the Town maintain and improve the important and delicate water resources are outlined in this section of the Comprehensive Plan.



A. **Objective:** Maintain and protect the quality and aesthetics of the town's surface and the quality of ground water resources

Recommendations

3.1 Continue existing partnerships and form new relationships for monitoring surface and ground water quality.

Continue to work with the lake associations, Darrin Freshwater Institute, Warren County Soil and Water Conservation District, NYS Department of Environmental Conservation, NYS Department of Health, schools and other local organizations to monitor the water quality of the various water bodies and groundwater wells within the Town. Use this knowledge to find and implement programs that will reduce and prevent point-source and non-point source pollutants.

- 3.2 Work with adjacent municipalities to create a watershed protection plan for their portion of the Hudson River watershed, as well as the smaller watershed of Lake Luzerne.

The NYS Department of State Division of Coastal Resources produces a Watershed Guide that can help communities with watershed planning efforts, along with providing funding to complete watershed management plans. The Warren County Soil and Water Conservation District has conducted significant work in this regard already, and will be a critical partner in such planning efforts.

- 3.3 Reduce the amount of septic effluent introduced into the streams, lakes, and river by creating and enforcing maintenance and upgrade requirements for septic systems.

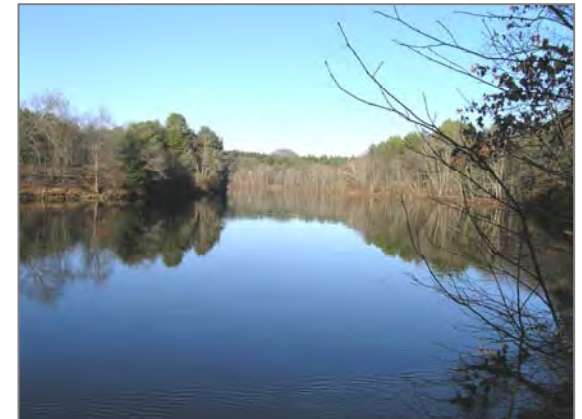
Establish a program or system whereby septic systems are inspected and maintained on a regular basis, and necessary upgrades are made when improvements are made to a property. This could be achieved through creating financial assistance programs and/or requirements for septic inspections before issuance of building permits. The most important component of this effort is to make sure that residents are educated and informed about the dangers of leaking septic systems, which could be done by using the Town Website. Work with Warren County Soil and Water Conservation District to evaluate the current state of septic systems on Lake Luzerne and formulate a plan for reducing septic effluent into local waterways.

- 3.4 Encouraging the use of alternative septic solutions where appropriate.

Provide information to individual residents about alternative septic systems and ways of dealing with residential wastewater. These would include composting toilets, new technologies in septic system construction and installation, techniques for re-routing gray-water for other use on the property, etc. An incentive program could be initiated by the Town for the use of these alternatives. Require that all new systems be designed and sited properly, consulting with New York State Department of Health and other appropriate agencies or groups.

- 3.5 Utilize and support programs for reducing invasive species within the lakes.

This would include both reactive measures to existing issues and preventive measures to reduce future introduction of these species. Educational brochures, informational signage, boat-washing stations and milfoil reduction efforts are just a few of the ways that this strategy can be implemented. The Adirondack Park Invasive Plant Program would be a helpful resource for this initiative. Support should be given to the creation of the Aquatic Control Task Force (ACT). This task force has a focus on Lake Luzerne but could be expanded to serve other Town water bodies as needed. The Department of State and Department of Environmental Conservation both have grant programs in place that could assist the community with reduction and prevention of invasive species.



- 3.6 Ensure that land uses and landowner activities along the shores of lakes, streams, ponds and the Hudson River are sensitive to water quality and ecological systems.

This will include many tools suggested within the plan, such as regulating home siting through subdivision regulations, site plan review and design guidelines, appropriate land uses as determined by the zoning changes that will take place, lot clearing regulated by the vegetation ordinance, and proper setbacks from streams.

- 3.7 Conduct water quality education among residents.

Incorporate into the school's environmental education classes issues that will specifically raise awareness about water quality, as well as methods for protecting the valuable water resources of Lake Luzerne. Local knowledge about water quality issues can be increased using the Town Website and Town Hall to distribute information, with the assistance of the NYS Department of State.

- 3.8 Create a stormwater management and sedimentation/erosion control ordinance for the community.

Controlling stormwater and sedimentation runoff into the lakes, river and streams will prevent further degradation of water quality from activities such as home construction, road building, and forestry. The Planning and Zoning boards should be made fully aware of tools available to address and mitigate potential sedimentation problems during development. Preemptive measures against erosion and sedimentation can be taken by creating a stormwater management ordinance and/or working with the NYS Department of Environmental Conservation and the Warren County Soil and Water Conservation District as mentioned above.

- 3.9 Work with Warren County and the Town Highway Department to implement protective procedures for new road construction and road reconstruction.

Urge road construction crews to take preemptive measures against stormwater runoff and erosion during and after new road construction and reconstruction, such as temporary sediment fencing during construction and redesign of ditch systems to reduce runoff channeling into lakes, streams, and Hudson River. The DOT publishes an Environmental Procedures Manual that can assist Lake Luzerne with proper management practices for local roadways.

3.10 Create a well-head protection plan for the Town.

Municipal water systems in the Town are serviced by groundwater wells. In order to ensure that safe clean drinking water is provided to residents, it would be beneficial to protect the lands surrounding the wells from contamination and incompatible land uses. This can be done through the creation of a well-head protection plan. This plan would study the draw-down and recharge of the well and identify the land areas that contribute water to the well, and then create an additional layer of protection in the form of land use regulations. Well-head protection plans offer a more comprehensive and exacting protection of well water sources than the protections required by the State Department of Health.

3.11 Create further protection for wetlands and riparian areas.

This can be done by encouraging designing subdivisions in such a way that any wetlands on the property are not included in individual lots, and/or by creating additional buffer zones around wetland areas. Other measures that can be utilized to protect riparian areas include setbacks for clearing and development, set-asides for open space or protection of sensitive areas during large development projects, and many others that can be identified during a watershed management plan as recommended.

D. HISTORIC PRESERVATION

Lake Luzerne has a rich heritage and a significant number of historic buildings and sites, as described in Appendix A: Regional Setting and Historical Development. The past should be acknowledged and celebrated as a major part of the charm and quality of the community, and the recommendations below can help to ensure that this rich history is not degraded or lost. Public input revealed that the residents of Lake Luzerne are indeed aware and proud of their history, and wish to preserve the remaining sites and buildings for the enjoyment of future generations and the character of the community. Heritage tourism is an ever-growing sector of the travel industry, and when combined with the recreational and waterfront resources of Lake Luzerne, these historic sites can play a major role in the community's future. The First Wilderness Heritage Corridor is based on this exact premise, and Lake Luzerne could easily integrate its amenities with this program due to its close proximity to the participating communities.



A Historic Committee could be formed to oversee and advise the actions suggested below. This committee would maintain historic building inventories, establish future programs and events to help celebrate the Town's history, and work on initiatives to preserve Lake Luzerne's historic resources.

A. **Objective:** Preserve areas of historic significance while allowing for updates of systems to 21st century needs.

Recommendations

- 4.1 Create a Certified Local Government Plan in order to bring the Town's historic property inventory into one location and continue the protection and stewardship of local historic resources.

Lake Luzerne has a number of historic buildings and structures that are preserved for public viewing and enjoyment. The effort to protect these important historic resources for future generations should be continued and enhanced. Creating a Certified Local Government Plan will give the Town an action plan for its historic preservation goals. More information about the Certified Local Government Program and its benefits can be found on the State Historic Preservation Office website at:

http://www.nysparks.state.ny.us/shpo/certified/certified_local.htm.

In lieu of a formal Certified Local Government Plan, the Town of Lake Luzerne should take some steps to improve their historic preservation efforts. Members of the Comprehensive Plan Committee began an inventory of the historic buildings of Lake Luzerne during the creation of

this Plan. This inventory could be expanded upon by the Historic Committee and maintained as a part of the effort to preserve historic structures and encourage adaptive reuse of appropriate buildings. Additionally, the Town should collect all of its historic records, artifacts, etc. into one place where they can be kept safe and be readily accessible.

4.2 Inventory historic buildings and landmarks and prepare a “Historic Preservation Ordinance.”

A Historic Preservation Ordinance could provide a set of guidelines for maintenance and renovation of historic buildings, as well as set standards for preserving and maintaining historic landmarks.

4.3 Encourage adaptive re-use of historic structures, especially those projects that will use environmentally sustainable materials and technologies.

Many of the historic buildings in the Lake Luzerne hamlet are in locations that lend themselves to uses other than single-family residential. The Town should encourage the re-use of these structures for such activities as senior or group housing, artist work spaces, offices, or other commercial uses. These goals can be accomplished through favorable zoning changes that allow mixed uses and re-use, securing Restore NY grant monies, and other avenues. In keeping with the new theme of environmental sustainability, re-use projects should be encouraged to use green building materials, energy efficient technologies, and other innovative renovation techniques.

4.4 Promote and enhance Hadley-Luzerne Historical Society and the Kinneer Museum of Local History.

These two historic resources in the Town are key components in celebrating the depth and breadth of Lake Luzerne’s history. The Town should support these two resources in the town by continuing their promotion on the Town’s web site and partnering on grant opportunities for various items such as new displays, promotional events, and funding a curator to oversee museum operations. When appropriate, additional display space can be developed throughout different areas of town to promote Lake Luzerne’s history.

E. ECONOMIC DEVELOPMENT

Lake Luzerne's local economy relies heavily on the influx of tourists and summer residents, but also consists of small retail and commercial businesses, home-based businesses, and other enterprises. Supplementing the current economy is desirable, especially in order to provide year-round residences with additional services and employment opportunities. Waterfront activity, recreation and historic tourism are all critical components of the economy of Lake Luzerne, and incorporating the town's efforts with the First Wilderness Heritage Corridor will go a long way toward accomplishing these economic development goals.

It is also important to recognize the fact that locally owned and independent businesses are the building blocks of a rural economy, and area entrepreneurs should be encouraged to consider Lake Luzerne as a location for their new or expanding business venture. Demographic information and public input both indicated the need for more and better paying jobs, with greater year-round stability for the community's work force. See the Inventory in Appendix A for details and background information on demographics and the economy of Lake Luzerne.



It would be beneficial to form an Economic Development Committee to work as a liaison between the Town and other local entities such as Warren County Economic Development Corporation in order to promote economic development. This committee would be charged with implementing a number of the recommendations below, as well as conducting future planning efforts, working with any formal business entities that are formed in Lake Luzerne, and being an advisory group for both the Town Board and local business groups.

A. **Objective: Promote business growth and opportunities that will enhance the Town's economy while preserving the rural and historic character.**

Recommendations

5.1 Develop, Enhance and Promote Economic Opportunities that Build on the Natural Character and Resources of the Community.

Combining abundant natural resources and land available for recreational purposes can position the Town of Lake Luzerne to build an economy that utilizes these assets just as the Town did during its formation. Key to this recommendation will be to maintain and protect these resources and encourage their use in a planned and careful way as it is the very existence of the resources that provide this opportunity.

The Town could provide for two types of recreational uses, “active” and “passive.” Active recreational uses could include canoeing, kayaking, fishing, hiking, biking, skiing and snowmobiling. While passive recreational uses could include wildlife viewing, photography, environmental education, and seminars. These wide ranging recreational choices can appeal to many different market segments. In order to capture those market groups, the Town can develop a comprehensive marketing campaign to promote year – round recreation.

The five principles for “Creating an Integrated Tourism Experience” by the National Trust for Historic Preservation should be used in developing and implementing this type of economy. These principles are discussed in recommendation 5.2.

5.2 Provide an Economic Framework Based on the Authenticity of the Experience.

The town of Lake Luzerne can continue to be a focal point for travelers interested in outdoor recreation, sightseeing and rest or relaxation as an economic development strategy. However, successfully implementing this concept will require more than just the creation and printing of a brochure with a logo. The five principles enunciated by the National Trust for Historic Preservation provide an excellent framework for discussing how to implement an expanded tourism economy without detracting from the high quality of life of local residents and without harming the Town’s unique rural and waterfront character and abundant natural resources. They are as follows:

- Focus on authenticity and quality of experience:

Build on the unique qualities of Lake Luzerne and preserve the special character of the historic hamlet.

- Preserve and protect resources:

Protect water bodies and other natural resources to sustain an economic future. The authenticity of the experience is strengthened if the natural environment is preserved, while still allowing access to and use of these resources in a sustainable way.

- Make sites come alive:

A site that is actually used by a community is a much more compelling experience for the visitor. Fragile or endangered materials and/or facilities should certainly be protected. However, if it is consistent with sound environmental and historic preservation practices, communities should continue to actively use those sites that illustrate their history and/or culture.

- Find the fit between a community and tourism:

Tourism succeeds when the resources communicate what is special about the place, its environment, and its way of life. Such places quickly lose their appeal if efforts to accommodate tourists overwhelm the character of the place. Care must be taken to connect visitors to the community in a way that does not disrupt everyday community life.

- Collaborate:

A successful resource-based economic development experience comes from the creation of consistent messages and well-coordinated series of experiences for each visitor. This can only be done through the close collaboration of existing organizations and enterprises. Collaboration is essential if visitors are to have an experience that truly reflects community character. At the same time, collaboration is essential for effective marketing and promotion. An example is to collaborate with the First Wilderness Heritage Corridor.

5.3 Modify zoning regulations for areas along Route 9N in order to shape the nature of future commercial uses along that corridor.

Identifying those areas that are or are not desirable for new commercial uses along 9N is an important component of retaining the rural character of the community. Careful consideration should be given to the appropriate type and scale of future land uses along the Route 9N corridor, and the town's land use regulations can be adjusted accordingly to realize its future goals.

5.4 Create zoning regulations that allow businesses to locate only in appropriate places.

Allowing businesses to locate where the land uses are compatible and the proper infrastructure exists to support those businesses will allow for increased economic development without sacrificing the character or environmental quality of the community. Careful consideration should be given to specific areas of the Town and what type and scale of business is appropriate for each.

5.5 Work with Warren County Economic Development Corporation to market Lake Luzerne to desirable business types.

WCEDC provides information about Warren County communities, including demographics, available properties, and other features to businesses hoping to locate in the area. Lake Luzerne could take advantage of this service in order to attract appropriate business types to various locations in Town with little to no out of pocket expense.

5.6 Develop nodes of commercial development along Route 9N to avoid "strip" development.

Establishing specific areas along Route 9N where new commercial development is appropriate will ensure that the 9N corridor retains the rural character that makes Lake Luzerne so unique. Focusing development in this way will create small nodes of commercial uses as opposed to a constant stream of unplanned commercial uses dotting the corridor and disrupting the scenic qualities of the Town.

5.7 Foster the growth of home-based businesses by continuing to encourage home occupations.

It is important that home-based businesses be allowed in ways that are not burdensome to the entrepreneur, but also do not have a negative impact on existing residential neighborhoods from excessive traffic, noise and parked vehicles. This can be accomplished through the use of buffers, setbacks, storage requirements, hours of operation and other requirements. The use of architectural and site design guidelines will also aid in preserving the residential character of neighborhoods hosting home-based businesses. Advancing telecommunications technology as discussed below is a key aspect of promoting such businesses.

B. Objective: Establish Lake Luzerne as a center for water-based activity

5.8 Coordinate with the First Wilderness Heritage Corridor efforts and adjacent communities to promote the Hudson River and surrounding area as a “water tourism” destination.

Team up Hadley (and potentially other adjacent communities) to establish a plan for promoting the region with a focus on the water resources. Highlighting the numerous water resources will inform potential visitors about the variety of recreational opportunities available in Lake Luzerne. The First Wilderness Heritage Corridor Plan is already in place and can be utilized to coordinate continued tourism efforts. The town could also collaborate with locally-based water recreation businesses to create marketing strategies or joint advertising ventures.

C. Objective: Encourage development of new businesses to provide services and employment to residents.

Recommendations

5.9 Identify sites that can host appropriate light industry within the Town without compromising environmental standards related to traffic, noise, visual impact, etc.

While some firms may be better located outside the Town, there will be others that are small enough in scale and with minimal or no impacts such that it would be appropriate to have them located in the community. This will enable the Town to encourage the growth of local employers in a way that is consistent with maintaining environmental quality. The intent is to allow the Town to reap some of the property tax benefits associated with light industrial development conducted in a manner that is consistent with the maintenance of environmental standards.

Establishing a wider base of year-round businesses would provide employment for those who seek it, and would also provide services for residents that could help cut down on the need to travel outside of Lake Luzerne for daily necessities.

5.10 Link Lake Luzerne with the growth of the “Tech Valley” efforts.

The greater region is undergoing efforts to encourage and support growth in technological industries. Lake Luzerne may be able to participate in this trend by working with Warren County Economic Development Corp to keep apprised of opportunities to host new and growing technology businesses coming from regional technology incubators such as RPI or SUNY Albany. Certain types of these businesses are likely to employ the type of worker that would find that the community and amenities in and around Lake Luzerne make the area a desirable place to live and work. Encouraging these businesses to locate in Lake Luzerne could establish a new population demographic of young professionals that would contribute to the community in many ways.

D. **Objective:** Create more supportive business climate for existing and new businesses.

Recommendations

5.11 Address the need for Advanced Telecommunications.

In order for businesses to operate efficiently in this age it is necessary for them to have access to cellular communications and high-speed internet connections.

There are a number of initiatives forming in and around the Adirondack Park focused on bringing telecommunications infrastructure to small Adirondack communities, led by such organizations as the Empire State Development Corp. and Warren County Economic Development. Lake Luzerne should take advantage of any grant programs or other support available for bringing this infrastructure to the community.

The Town should carefully consider locations that would be acceptable to construct a cellular tower in the future so that it can have control over the location and take a proactive approach to providing communications to the area. The Town Board could hire a consultant to assist them with identifying specific sites in the town that would be appropriate to locate a communications tower. Once sites are identified the Town could contact communications companies and proactively pursue them to locate a tower on one or more of those sites, if they wish. Consideration should also be given to locating cells on existing buildings in the hamlet, as the taller roof lines may provide excellent coverage without building a tower.

- 5.12 Create a “Welcome Packet” for new and perspective businesses.

The Town could work with the Chamber of Commerce to continue to provide a “welcome packet” that contains information about existing businesses, land use and other local regulations, tourism information, advertising options, and other useful information. This would strengthen local networking possibilities, make future business owners more comfortable with locating in Lake Luzerne, streamline the process of opening a business in Town, and create a more cohesive business community. This recommendation can be used in lieu of or in conjunction with the formation of a BID.

- 5.13 Work with Warren County Planning to connect new and existing businesses to the Micro-enterprise Program.

Business owners can gain education about business management, create a business plan, and receive funding through this economic development program.

E. Objective: Take a proactive approach to economic development, including sustainable and innovative solutions.

Recommendations

- 5.14 Maintain existing cultural and art activities and promote new and additional activities such as a Farmers Market, etc.

Art and cultural activities have been and continue to be a focal point of the social and community life. The Luzerne Music Center, which has been operational for 28 years, is one such example. Encouraging expansion or continuance of activities such as art and craft fairs, farm markets, festivals, and other historical and cultural celebrations that build off of the existing institutions will breathe new life into the community.

Other ways to implement this recommendation include allowing and encouraging artist studios and cooperatives, art galleries, and cultural organizations to locate in and around Lake Luzerne. There are many underutilized structures within the Town that would be a suitable home for this type of re-use.

- 5.15 Establish joint advertising ventures with Hadley businesses in order to draw more visitors and encourage residents of the two towns to shop locally where opportunity exists.

Working with Hadley to create joint advertising or promotions would bring additional tourist dollars into both communities, encourage “cross-pollination” of local business efforts and local spending, and create a more cohesive commercial district spanning the two communities. This can be accomplished by advancing the First Wilderness Heritage Corridor.

F. RECREATION

The recreational amenities of Lake Luzerne are one of its greatest assets. At the public meetings residents identified the beaches, river, lakes, trails, and parks as very important aspects contributing to the quality of the Town. The Inventory in Appendix A contains a narrative description of the myriad recreational offerings in Lake Luzerne, and Map 7 depicts their size, location and distribution within the Town. Maintaining and improving these recreational opportunities in the community will sustain a high quality of life for local residents and ensure the long-term viability of the tourism industry of Lake Luzerne.

A Recreation Committee should be formed to assist the Town Board with carrying out the recommendations in this section of the Plan. Lake Luzerne has a number of different types of recreation available; therefore this committee should consist of members from a variety of recreational interests in Lake Luzerne so that the desires of various users will be represented. The Recreation Committee would be responsible for leading future recreational planning efforts, coordinating additions and improvements to the Town's recreational assets, and being a liaison between the Town Board and the recreation community.



A. Objective: Maintain and improve access to lakes and rivers for recreational purposes.

Recommendations

6.1 Work with County to improve boat launch on River Road.

The boat launch on East River Drive is well-designed and is an amenity widely used by the public for both large and small watercraft. The boat launch on River Road, however, is intended only for car-top watercraft and is in need of a number of changes in order to be safe and user-friendly. Improving access for car-top watercraft at this boat launch will allow the public to more easily utilize the Hudson River for recreation, and could potentially reduce current high usage levels on Lake Luzerne. Improvements could include creating a more formal parking area, re-grading the slope or providing a stairway or ramp to the water, and signage marking the area and providing safety and other information.

- 6.2 Ensure continued maintenance of public beach areas on Lake Luzerne and consider regulating access to Lake Luzerne to individual users in order to maintain public recreational value.

The beaches on Lake Luzerne are a tremendous asset for the Town and a continued effort to maintain and improve these beaches is paramount. Recent overcrowding and the introduction of invasive species on transient boats have negatively impacted in the experience of using Lake Luzerne for residents and visitors alike. Eliminating use of the lake by water tourism companies may be one method by which the Town could improve the experience and accessibility of the Lake for single users.

- 6.3 Make enhancements to public beach at southwestern corner of Town.

The beach located on the Hudson River across from the Corinth Village Beach provides additional recreational opportunities for residents of the southern end of the Town of Lake Luzerne, as well visitors and residents of Corinth. Improving this beach will benefit these users and make the area more aesthetically pleasing.

- 6.4 Consider additional access points to the Hudson River for public use.

There are a number of sites along the Hudson River that could potentially be used for public access. The Town may want to explore the possibility of identifying and developing these sites.

- 6.5 Create a waterfront brochure, signage and trail markers to let visitors know about the water-based recreation available in the area, possibly coordinating with neighboring communities.

One way to accomplish this connection would be through the creation of a Blueway Trail, which is a water-based trail for boaters. A similar Blueway Trail is being proposed in a Waterfront Revitalization Plan for the communities south of Lake Luzerne along the Hudson River, which is currently underway. Linking Lake Luzerne to this initiative will create a long stretch of the Hudson River that is attractive to various users.



B. Objective: Create opportunities for additional land-based recreation

Recommendations

- 6.6 Expand recreational facilities such as hiking trails, bicycling paths and other activities that will benefit residents and encourage tourism.

Due to the fact that the roadways in the Town are fairly narrow and unsafe for bicyclists and pedestrians, other opportunities for these types of recreation could be provided by the Town. Appropriate areas for these amenities should be identified and efforts made to provide facilities for walking, hiking and biking within the Town. Such areas include an expansion of the Town Park and encouraging sidewalks and wider shoulders where appropriate. Facilities for winter recreation activities such as cross-country skiing and snowshoeing could be provided as well.

- 6.7 Continue to build upon and improve the existing trail along the Hudson River behind the Town tennis courts.

The Town of Lake Luzerne is currently making a concerted effort to create a system of trails that links to the Historic Hamlet. Continuing this effort will provide an opportunity for residents and visitors to experience the Hudson River and its environs from the safety of a system of trails connecting various areas of the hamlet district. These trails will also provide scenic vistas, protect open space, and provide recreational opportunities within safe walking distance to other area amenities.

- 6.8 Ensure continued public access to publicly owned lands for both motorized and non-motorized uses as appropriate.

The Town could identify those areas that are most desirable for all-terrain vehicle and snowmobile usage. Delineating special areas for these uses will reduce the conflict between motorized and non-motorized uses and limit the damage caused by motorized vehicles to specific areas of the town, yet still allow for these types of recreation to continue in Lake Luzerne.

While motorized recreation contributes greatly to the economy of Lake Luzerne, there are some areas where they are inappropriate when taking into consideration things like wildlife habitat and corridors, safety, popularity of use by non-motorized users, air quality, noise control, and proximity to residential uses. These and other sensitive areas of the community should be protected from the negative impacts of motorized recreation where possible while still providing ample space for such activity to occur.

- 6.9 Create plan for the revitalization and maintenance of the park at the northern boundary of Town referred to by the DEC as the Hudson River Special Management Area and locally known as Buttermilk Falls.

This parkland presents a wonderful opportunity to provide additional recreation space for the Town of Lake Luzerne along the Hudson River. A master plan should be created for this recreation area by working with the NYS Department of Environmental Conservation and the Town of Warrensburg to make a cohesive effort toward revitalization and maintenance.

- 6.10 Investigate potential for creating a multi-use trail along the Hudson River at the southern border of the town, which would include connections to Moreau State Park and the Town beach across from Corinth, amenities for trail users, outlook points, and possibly river access points.

The inclusion of southern portions of Lake Luzerne in the Moreau State Park increases the availability of recreational opportunities along the Hudson River. A trail could be created along the river connecting the State Park land to other areas of Town, providing both transportation and recreation options to trail users. Access points to the river could be developed for boat launches and other water-related uses. Scenic overlooks, picnic areas, interpretive signage, and other similar amenities would make the trails attractive to both residents and visitors. The Town of Lake Luzerne could work with the land owners and the Moreau State Park to determine the feasibility of this project.

- 6.11 Explore possibility of acquiring easements to allow public access around Potash and Cobble Mountains.

The importance of these two mountains was apparent at the public meetings, both for visual aesthetics and recreational opportunities. Protection of these areas from intrusive development should be considered in order to preserve the scenic quality of the Town. The Town could also investigate the potential for acquiring easements, a purchase of development rights program or outright purchases of the land, either by the Town itself and/or in partnership with the County, in order to provide public access for hiking trails or other recreational uses.

- 6.12 Actively participate in and support the First Wilderness Heritage Corridor.

The efforts of the First Wilderness Heritage Corridor to create a multi-modal recreation “trail” should continue to be recognized and built upon. The FWHC combines railroad travel with opportunities for hiking, biking, canoeing, and other land and water based recreation. The FWHC will connect Saratoga Springs, NY to North Creek and Gore Mountain, and will be a significant source of tourism growth and economic development in future decades. Since the inception of FWHC by Warren County, Lake Luzerne and Hadley have been integral to ensuring its success. The Town should continue to participate in the development of the corridor and take advantage of the opportunity to connect the recreational assets of the Town to the greater region in ways that will attract scenic and recreational tourists to the community.

G. HOUSING

Successful communities are populated by a variety of residents of different ages, economic situations, and social needs who are all at different stages in life and have different needs and desires. In order to accommodate this variety of residents, a town must have and allow for a variety of housing types within the community. Lake Luzerne is mostly composed of single family homes and has a high rate of home ownership. Seasonal homes are a common occurrence here, as the community serves as a vacation and summer destination for people from many different areas. The Inventory in Appendix A has detailed information about home ownership and housing options in Lake Luzerne.

During the public input process, many residents expressed concern over various housing issues. Affordability of home ownership, careful monitoring of conversion of summer homes to year round residences, and reasonable housing options for young families and seniors were all issues that the public wished to address during the Comprehensive Plan process. The recommendations in this section are intended to assist the Town in remaining a community that can welcome all who hope to live here while retaining the rural character that makes Lake Luzerne so special.

A. **Objective: Encourage diversity of housing types, catering to a variety of needs from young families to second home owners to senior citizens.**

Recommendations

- 7.1 Allow and encourage renovations and maintenance of older structures, especially in Historic Hamlet, into a variety of housing types and/or retail establishments.

The stock of old and historic buildings in Lake Luzerne is considerable, and contributes a great deal to the charm and character of the Town. Maintaining these structures should be a priority in order to preserve community heritage and reduce the hazards, costs, and eyesores that can be associated with neglected buildings.

The presence of a mix of uses in the Historic Hamlet is an asset and will ensure the long-term viability of the area. Allowing renovation and re-use of structures for apartments, studio space, retail establishments and other uses will place unused or underutilized buildings back into use and provide more opportunities for different activities within the Hamlet.

- 7.2 Ensure that zoning and subdivision regulations promote the ability to develop affordable housing options and do not create hardships for individuals hoping to build modest homes or homes on smaller lots.

If the goal of the community is to ensure that affordable housing options are available to all residents, zoning and other regulations should not be written in a way that negates this goal. Allowing multi-family home construction, conversion of homes into multiple units, construction of new homes on small lots, and other similar activities will ensure that a variety of housing options are available in the community.

7.3 Proactively encourage the creation of senior housing.

Creating enough housing to support the growing senior population in Lake Luzerne will ensure that these residents can remain in the community when they no longer have the desire or ability to remain in their current homes. The Town can use the updating of the zoning code to determine where this housing could be located and can then encourage a developer to create the housing in that area.

B. Objective: Ensure that housing construction and renovations yield homes that are consistent with the scale of the neighborhood and are sensitive to environmental issues.

Recommendations

7.4 Ensure that the conversion of homes from seasonal to year-round does not place undue burden on municipal resources and the environment.

The trend for seasonal residents converting their camps or houses into year-round homes places a burden on the environment and on municipal services if not done correctly. Of particular concern are older septic systems not capable of dealing with increased usage. Currently these home conversions are only reviewed if there is an increase in the number of bedrooms in the structure. Regulations should be in place, including possible incentives and Town assistance programs, which will ensure that home conversions are done to code and in a way that will not jeopardize the environmental quality of the Town of Lake Luzerne.

7.5 The Town should provide information and/or incentives for use of “green” materials and technologies for residential construction, along with careful site design.

Educate perspective developers and landowners about environmentally sustainable construction materials, energy options, and design possibilities for new home construction, as well as home expansions and renovations. Work with NYSERDA to incorporate energy smart technologies into new home construction. Provide this information on the Town website, at Town Hall, and through the various town boards.

C. Objective: Allow for additional residential growth while protecting the small town atmosphere and the values of existing homes.

Recommendations

7.6 Update Zoning Ordinance, including the districts, to reflect the desired growth patterns in Lake Luzerne.

This will be done in concert with the protection of open space in order to ensure that future residential growth happens in appropriate places, while important natural features and open spaces remain undeveloped and are preserved into the future.

7.7 Update regulations for mobile homes and travel trailers.

The presence of trailers placed on lots without approval, and the placement of mobile homes in certain areas of Town disturb the visual character of the area and can reduce the value of surrounding properties. These issues should be taken into consideration while updating the zoning ordinance so that these uses can be regulated and kept in appropriate places.

7.8 Clarify housing types in the zoning ordinance.

The zoning code should clearly explain the various types of housing, including single family dwelling, two-family dwelling, multi-family, apartment, accessory apartment, etc.

H. INFRASTRUCTURE & GOVERNANCE

It is the responsibility of the Town to maintain and improve the infrastructure of the community and provide a number of services to residents, businesses and landowners. In any community, careful consideration should be given to how these actions are carried out, ensuring that the best possible services are provided with the resources available. The Town may want to start an Infrastructure Working Group to help formulate and implement the recommendations provided in this section of the Plan.

Major concern over infrastructure issues arose during the public input process, especially related to sewer and water facilities in the Lake Luzerne hamlet, maintenance of roads and streetscapes, and public facilities for seniors and youth activities. Important themes related to town governance were centered on code enforcement, taxation and proper planning and zoning decisions for maintaining the character of the community while allowing for economic development and affordable housing options. See Appendix A for further information about Infrastructure and Governance in Lake Luzerne.

A. Objective: Ensure that local laws and regulations implement the recommendations of the Comprehensive Plan

Recommendations

8.1 Conduct review and amendment of the Zoning Ordinance.

Updating the Zoning Ordinance in accordance with the policies expressed in this Comprehensive Plan will ensure that the community grows in a way that is desirable to the community.

8.2 Participate in Adirondack Park Agency discussions about planning issues.

The Adirondack Park Agency has a great deal of influence on economic, community, and environmental issues in Lake Luzerne and the entire Adirondack Park. Lake Luzerne can have a voice with the APA relating to issues that impact the Town, and a dialogue and cooperative spirit can be maintained between the Town and the Agency for the continued success of the community. Through this dialogue the Town could also explore the possibility of creating a Local Land Use Plan,

- 8.3 Explore possibility of hiring an additional enforcement officer to ensure that codes and regulations are being followed, especially where environmental impacts are concerned.

Failing septic systems, maintenance of property, elimination of junk and debris from private properties, and clearing of vegetation are all issues that currently need addressing in Lake Luzerne. The comprehensive plan recommends policies and regulations that would deal with these issues. Hiring a code enforcement officer, or creating a shared position with a neighboring municipality to enforce existing and future regulations will ensure that the intentions of this comprehensive plan are carried out effectively.

B. Objective: Increase services and opportunities for underserved sections of the population, especially youth and seniors.

Recommendations

- 8.4 Improve facilities for both seniors and the youth of the town.

The needs and desires of these sectors of Lake Luzerne's population should be assessed in order to determine the specific actions that are necessary. The establishment of a teen center, a senior center, and services relating to each of these groups could be established in order to enhance the quality of life for them in the community. These efforts will provide opportunities for youth to be successful within the community and for seniors to continue to enjoy a lifestyle that allows them to remain in Lake Luzerne for years to come. The long-term goal would be to have these services and facilities provided by the private and/or non-profit sector.

C. Objective: Ensure that municipal infrastructure fills the current needs and allows room for anticipated levels of growth.

Recommendations

- 8.5 Implement a program for road improvements that provides adequate shoulders for walking and biking on Town roads where feasible, and ensure that county and state officials do so as well.

The Town should take the needs of pedestrians and cyclists into consideration when conducting roadway upgrades and maintenance where possible and feasible. Establishing a set of procedures for these activities will ensure that all future improvements include the appropriate infrastructure provisions. These could range in degree from widening shoulders to providing new sidewalks, bike paths, and crosswalks at appropriate locations. Agreements could also be forged with County and State officials to have these pedestrian and bicycle improvements installed on roads controlled by those entities as well. In fact, when Warren County plans to repave or widen a county road, it is their policy to integrate at least a 4' bike lane on the road, though it is often more desirable to assess each roadway individually in order to reduce adverse impacts on community character. While wider roadways are beneficial to pedestrians and cyclists and provide a level of safety for motorists, they can also negatively impact water quality and encourage excessive vehicle speeds, so an acceptable balance must be determined. The Town could continue to coordinate with the County to identify roads that would be suitable for such improvements.

8.6 Ensure that roadways are maintained to the highest standard possible.

Update the program for maintenance and improvement to Town roadways and encourage County and State Highway Departments to do the same.

8.7 Create a set of Rural Road Standards.

Having a set of standards in place that takes into consideration a wide array of issues will allow the Town to provide residents with the best possible roadways. Items to consider include width, drainage, erosion control, shoulders, provision of pedestrian and bicycle areas, etc.

IV. Implementation

The completion of a Comprehensive Plan is simply a first step in the process of meeting the long-term goals of Lake Luzerne. The objectives and recommendations herein are important tools that the community can use to reach these goals, but they will take time, hard work and cooperation from many groups and individuals in order to be achieved. Formation of the committees and working groups recommended in the previous chapters will assist the Town in completing these tasks, taking responsibility for implementing various projects and relieving the tremendous pressure placed on the Town Board. Cooperation with adjacent municipalities, not-for-profit groups, regional and state agencies and other local groups will be of paramount importance to the success of this plan and the future of Lake Luzerne.

The following table is an Implementation Matrix that will assist the Town and the committees with implementation of this Plan. This table lists each recommendation, along with the entity primarily responsible for its implementation, potential partners, ideas about first steps toward implementation, and possible funding sources for each item. It is included as a separate piece that can be taken out of the plan and used as a working document, being updated and filled in over time.

One goal of the Town Board in the months after this plan has been adopted should be to utilize this Implementation Matrix as guide for prioritizing potential projects and coming up with a time line for implementation. A set of columns has been included on the Matrix to assist the Town with this critical task. The presence of funding sources, the will of the community, current economic and social climates, and many other factors will influence these decisions, and they will undoubtedly be revised and updated over time. This Comprehensive Plan, and the Implementation Matrix, should be reviewed at least yearly in order for the Town to take stock of its progress and re-assess the goals and priorities for continued implementation.

Strategic Matrix for Implementing the Lake Luzerne Comprehensive Plan										
		Implementation Leader(s)	Other Involved Agencies	Partner with Private Sector? (Y/N)	First Steps	Potential Funding Source(s)*	Implementation Timing / Priority			Date Implemented
Topic Area							High	Med	Low	
<i>Hamlet Revitalization</i>										
Form Hamlet Committee										
Objective A: Encourage planned growth and development within the existing historic hamlet area										
1.1	Address infrastructure issues limiting revitalization and infill development, especially municipal sewer system	Town Board	Infrastructure Working Group	Y	Seek funding for study	NYSDOS Coastal Resources	X			
1.2	Prepare a Hamlet Revitalization Plan	Town Board	Hamlet Committee	N	Seek funding for study	NYSDOS Coastal Resources	X			
Objective B: Continue to improve Historic Hamlet to maintain its position as the center of life and identity for Lake Luzerne										
1.3	Enhance hamlet gateways	Town Board	Hamlet Committee	N	Complete as part of hamlet revitalization plans	NYSDOS Coastal Resources	X	X		
1.4	Encourage hamlet beautification	Town Board	Hamlet Committee	Y	Complete as part of hamlet revitalization plans	NYSDOS Coastal Resources	X	X		
1.5	Continue to create pedestrian and bicycle amenities	Highway Department	Warren County	N	Compile set of standard improvements	NYSDOT, Warren County		X	X	
1.6	Create a set of Hamlet Design Guidelines	Code Update Committee	Town Board, Hamlet Committee	N		NYSDOS Coastal Resources	X			
1.7	Establish programs and obtain grants to upgrade older homes	Town Board	Warren County	Y	Discuss with Warren County Planning Department	NYS OSC	X			
1.8	Investigate potential to create a Business Improvement District (BID)	Town Board	Hamlet Committee	Y	Survey local businesses to determine interest		X			
Objective C: Strengthen identity of secondary Hamlet areas										
1.9	Review zoning ordinance and alter to allow for desired growth in secondary hamlets and limit commercial uses where determined incompatible	Town Board	Code Update Committee	N	Complete as part of zoning update & subdivision update	NYSDOS Coastal Resources	X			
1.10	Establish signage and design guidelines to identify and distinguish secondary hamlet areas	Town Board	Code Update Committee	N	Complete as part of zoning update & subdivision update	NYSDOS Coastal Resources			X	

Strategic Matrix for Implementing the Lake Luzerne Comprehensive Plan										
Topic Area	Implementation Leader(s)	Other Involved Agencies	Partner with Private Sector? (Y/N)	First Steps	Potential Funding Source(s)*	Implementation Timing / Priority			Date Implemented	
						High	Med	Low		
<i>Rural Character, Open Space and the Environment</i>										
Form an Environmental Committee										
Objective A: Protect open space and natural areas										
2.1	Develop and implement a formal Open Space Plan	Town Board	Environmental Committee	N	Seek funding for study	NYSDOS Coastal Resources	X			
2.2	Work with organizations to efficiently protect open space	Town Board or Environmental Committee		Y	Form partnerships	OSI, TNC, Warren County, ADK Nature Conservancy	X			
2.3	Consider proactive means to protect open space such as PDR or municipal bond	Environmental Committee	Land Trusts , Regional Partnerships/Projects	Y		Warren County, The Nature Conservancy	X			
Objective B: Take steps to maintain and improve environmental quality										
2.4	Create an Environmental Advisory Committee or Conservation Advisory Commission	Town Board	NYSDEC	N	Determine the framework that would work best for Lake Luzerne		X			
2.5	Prepare a Natural Resources Inventory	Environmental Committee	NYSDEC, Town Board	N	Seek funding for study	NYSDOS Coastal Resources	X			
2.6	Educate residents about environmental issues and encourage use of sustainable technologies by residents and business owners	Environmental Committee		Y	Gather relevant information and post on Town Website, possibly plan educational sessions.			X		
2.7	Make Lake Luzerne a model community for green technologies	Town Board	Environmental Committee , ANCA, NYSERDA, ESDC	Y	Investigate ways to make municipal spending more environmentally sustainable	NYSERDA			X	
Objective C: Manage development so that it maintains the rural character and minimizes environmental impact										
2.8	Incorporate conservation subdivisions and cluster development into subdivision regulations	Town Board	Code Update Committee	N	Complete as part of zoning update & subdivision update	NYSDOS Coastal Resources	X			
2.9	Create set of Design Guidelines for hillside development	Code Update Committee	Code Enforcement Officer	N	Complete as part of zoning update & subdivision update	NYSDOS Coastal Resources	X			
2.10	Ensure that zoning regulations allow and promote agriculture and related uses in appropriate areas	Code Update Committee	Code Enforcement Officer	N	Complete as part of zoning update & subdivision update	NYSDOS Coastal Resources	X			
2.11	Encourage access management and shared driveways	Code Update Committee	Code Enforcement Officer	N	Complete as part of zoning update & subdivision update	NYSDOS Coastal Resources		X	X	
2.12	Create other zoning laws to protect open space	Code Update Committee	Code Enforcement Officer	N	Complete as part of zoning update & subdivision update	NYSDOS Coastal Resources		X		

Strategic Matrix for Implementing the Lake Luzerne Comprehensive Plan										
		Implementation Leader(s)	Other Involved Agencies	Partner with Private Sector? (Y/N)	First Steps	Potential Funding Source(s)*	Implementation Timing / Priority			Date Implemented
Topic Area							High	Med	Low	
<i>Water Resources</i>										
Objective A: Maintain and protect the quality of the Town's surface and ground water resources										
3.1	Continue existing partnerships and form new relationships for monitoring surface and ground water quality	Town Board	Darrin Freshwater Inst., local Lake Associations, WCSWCD	Y	Create monitoring program and seek partnerships	NYS DEC, NYS EFC	X			
3.2	Create a watershed protection plan for the Lake Luzerne watershed	Environmental Committee	NYSDOS Coastal Resources	N	Seek funding for study	NYSDOS Coastal Resources	X			
3.3	Reduce the amount of septic effluent introduced into the waterways by creating and enforcing septic maintenance and upgrades standards	Town Board	Environmental Committee, WCSWCD Regional Partnerships/Projects	Y	Create a set of standards and requirements	NYSDOS Coastal Resources	X			
3.4	Encourage use of alternative septic solutions where appropriate	Environmental Committee		Y	Seek funding to investigate alternatives	NYSDOS Coastal Resources	X			
3.5	Create programs for reducing invasive species within the lakes	Environmental Committee	Darrin Freshwater Inst. WCSWCD, Regional Partnerships/Projects	Y		NYS DEC	X			
3.6	Ensure that land uses and landowner activities along water bodies are sensitive to environmental quality	Town Board	Environmental Committee, Code Update Committee	N		NYSDOS Coastal Resources		X		
3.7	Conduct water quality education among residents	Environmental Committee		Y	Post info on Town Website and put flyers in Town Hall			X		
3.8	Create a stormwater management and sedimentation/erosion control ordinance	Town Board	WCSWCD, Regional Partnerships/Projects	N	Seek funding to create ordinance	NYSDOS Coastal Resources		X		
3.9	Work with Warren County to implement protective procedures for new roads	Town Board	Warren County, Town Highway Department	N	Establish working relationship with involved parties	Warren County		X		
3.10	Create a well-head protection plan for the Town	Environmental Committee	Town Board Warren County, WCSWCD, Town Board	N	Seek funding for study	NYSDOS Coastal Resources	X			
3.11	Create further protection for wetlands and riparian areas	Environmental Committee	WCSWCD, Town Board	Y	Investigate possibilities	NYS DEC, NYSDOS Coastal Resources		X	X	

Strategic Matrix for Implementing the Lake Luzerne Comprehensive Plan									
Topic Area	Implementation Leader(s)	Other Involved Agencies	Partner with Private Sector? (Y/N)	First Steps	Potential Funding Source(s)*	Implementation Timing / Priority			Date Implemented
						High	Med	Low	
<i>Historic Preservation</i>									
Form a Historic Committee									
Objective A: Preserve areas of historic significance while allowing for updates of systems to 21st century needs									
4.1	Create a Certified Local Government Plan	Town Board	Historic Committee	N	Seek funding to prepare plan	NYS OPRHP	X	X	
4.2	Inventory historic buildings and landmarks and prepare a Historic Preservation Ordinance	Historic Committee		N	Begin with historic inventory prepared by Comprehensive Plan Committee	NYS OPRHP	X		
4.3	Encourage adaptive re-use of historic structures, utilizing environmentally sustainable materials and technologies where feasible	Historic Committee	NYSERDA	Y	Contact NYSERDA	NYS OPRHP, NYSERDA	X	X	
4.4	Continue protection and stewardship of local historic resources	Historic Committee	Town Board	Y		NYS OPRHP	X		
4.5	Promote and enhance Hadley-Luzerne Society and the Kinnear Museum of Local History	Historic Committee		N	Continue to use Town Website			X	
<i>Economic Development</i>									
Form an Economic Development Committee									
Objective A: Promote business growth/opportunities to enhance the Town economy while preserving rural & historic character									
5.1	Build on natural character and recreational resources	Economic Development Comm.		Y	Formulate strategy	Member Item	X	X	
5.2	Provide an economic framework based on the authenticity of experience	Town Board	ED Committee	Y	Review Comp. Plan for suggestions/direction	Member Item		X	
5.3	Review and modify Route 9N zoning regulations	Code Update Comm.		N	Complete as part of zoning update & subdivision update	NYSDOS Coastal Resources	X		
5.4	Create zoning regulations that allow businesses to locate only in appropriate places	Code Update Committee	Town Board	N	Complete as part of zoning update & subdivision update	NYSDOS Coastal Resources	X		
5.5	Work with Warren County Economic Development Corporation to market Lake Luzerne to desirable business types	Economic Development Committee	Warren County EDC	N	Formulate strategy	Member Item		X	

Strategic Matrix for Implementing the Lake Luzerne Comprehensive Plan										
		Implementation Leader(s)	Other Involved Agencies	Partner with Private Sector? (Y/N)	First Steps	Potential Funding Source(s)*	Implementation Timing / Priority			Date Implemented
Topic Area							High	Med	Low	
<i>Economic Development Cont.</i>										
5.6	Develop "nodes" of commercial development along Route 9N to avoid "strip" development	Code Update Committee	Town Board	Y	Complete as part of zoning update & subdivision update	NYSDOS Coastal Resources	X			
5.7	Foster growth of home-based businesses by continuing to encourage home occupations	Code Update Committee		Y	Complete as part of zoning update & subdivision update	NYSDOS Coastal Resources		X	X	
Objective B: Establish Lake Luzerne as a center for water-based activity										
5.8	Coordinate with First Wilderness Heritage Corridor efforts and adjacent communities to promote Hudson River as a water tourism destination	Economic Development Committee	Adjacent Municipalities, Warren County	Y	Begin discussions with Warren County and adjacent municipalities	NYSDOS Coastal Resources		X	X	
Objective C: Encourage development of new businesses to provide services and employment to residents										
5.9	Identify sites that can host appropriate light industry within Town without compromising environmental standards	Code Update Committee	Town Board	Y	Complete as part of zoning update	NYSDOS Coastal Resources	X			
5.10	Link with incubators for growth in technology	Economic Development Comm.		Y		Warren County Planning Dept.		X		
Objective D: Create a more supportive business climate for existing and new businesses										
5.11	Address the need for advanced telecommunications	Economic Development Comm.	Code Update Committee	Y	Begin to address as part of zoning update	Member Item	X	X		
5.12	Create a "Welcome Packet" for new and perspective businesses	Economic Development Comm.	Warren County EDC	N	Work with Warren County EDC and Warren County Planning	Member Item	X	X		
5.13	Connect new and existing businesses to the Warren County Micro-enterprise Program	Economic Development Comm.	Warren County Planning	N	Contact Warren County Planning	Warren County Planning Dept.		X		
Objective E: Take a proactive approach to economic development, including sustainable and innovative solutions										
5.14	Maintain existing cultural and art activities and promote new and additional activities such as a Farmers' Market, etc.	Economic Development Committee	Town Board	Y		NYSDOS Coastal Resources		X		
5.15	Establish joint advertising with Hadley businesses	Economic Development Comm.	Local Businesses	Y	Discuss with Town of Hadley or individual Hadley businesses			X		

Strategic Matrix for Implementing the Lake Luzerne Comprehensive Plan										
		Implementation Leader(s)	Other Involved Agencies	Partner with Private Sector? (Y/N)	First Steps	Potential Funding Source(s)*	Implementation Timing / Priority			Date Implemented
Topic Area							High	Med	Low	
<i>Recreation</i>										
Create a Recreation Committee										
Objective A: Maintain and improve access to lakes and rivers for recreational purposes										
6.1	Work with Warren County to improve boat launch on River Road	Recreation Committee	Warren County	N	Create wish-list of improvements and discuss with Warren County	NYSDOS Coastal Resources		X		
6.2	Ensure continued maintenance of public beaches and consider regulating access to Lake Luzerne	Recreation Committee	Town Board, Lake Luzerne Association	Y			X			
6.3	Make enhancements to public beach at southwestern corner of Town	Recreation Committee	Town Board	N	Make plan for improvements and seek funding	NYSDOS Coastal Resources		X		
6.4	Consider additional access points to the Hudson River for public use	Town Board	Recreation Committee, Moreau Lake State Park	Y	Seek funding for study and implementation	NYSDOS Coastal Resources		X		
6.5	Create Waterfront Brochure	Recreation Committee	Economic Development Committee	N		NYSDOS Coastal Resources		X	X	
Objective B: Create opportunities for additional land-based recreation										
6.6	Expand recreational facilities such as hiking trails and bike paths	Recreation Committee	Town Board	N	Investigate potential areas for expansion	NYSDOS Coastal Resources	X	X		
6.7	Continue to build upon and improve existing trail along Hudson River behind Town tennis courts	Town Board	Recreation Committee	N	Seek funding for continued trail improvements	NYSDOS Coastal Resources	X	X		
6.8	Ensure continued public access to publicly owned lands for non-motorized and motorized uses as appropriate	Town Board		N				X		
6.9	Create plan for the revitalization of the Hudson River Recreation Area at the northern boundary of Town	Environmental Committee	NYS DEC	N	Contact DEC regarding their current planning efforts	NYSDOS Coastal Resources			X	
6.10	Investigate potential to create multi-use trail along Hudson River at the southern border of Town	Environmental Committee	NYS DEC, Town Board	Y	Conduct an inventory and assessment to determine potential sites	NYSDOS Coastal Resources		X		
6.11	Explore possibility of acquiring easements to allow public access around Potash and Cobble Mountains	Town Board	Recreation Committee	Y	Contact landowners to determine interest	OSI, TNC, Warren County, ADK Nature Conservancy			X	
6.12	Connect Lake Luzerne to the First Wilderness Heritage Corridor	Recreation Committee	Economic Dev. Comm., Warren Co.	N	Contact Warren County Planning	NYSDOS Coastal Resources		X	X	

Strategic Matrix for Implementing the Lake Luzerne Comprehensive Plan										
		Implementation Leader(s)	Other Involved Agencies	Partner with Private Sector? (Y/N)	First Steps	Potential Funding Source(s)*	Implementation Timing / Priority			Date Implemented
Topic Area							High	Med	Low	
<i>Housing</i>										
Objective A: Encourage diversity of housing types, catering to a variety of needs from young families to second home owners to senior citizens										
7.1	Allow and encourage renovations and maintenance of older structures for a mix of uses and housing types, especially in the Historic Hamlet	Town Board	Warren County Planning	Y	Begin as part of zoning update	NYS OSC	X			
7.2	Ensure that zoning and subdivision regulations promote the ability to develop affordable housing options and do not create hardships for development of modest homes or homes on small lots	Code Update Committee	Town Board	N	Complete as part of zoning update & subdivision update	NYS DOS Coastal Resources		X		
7.3	Proactively create senior housing	Town Board	Code Update Committee	Y	Determine most suitable location for senior housing			X		
Objective B: Ensure that housing construction and renovations yield homes that are sensitive to environmental issues										
7.4	Ensure conversion of homes from seasonal to year-round does not place undue burden on municipal resources or the environment	Town Board	Code Update Committee	Y	Complete as part of zoning update	NYS DEC, NYS DOS Coastal Resources, NYS EFC	X	X	X	
7.5	Town should provide information and/or incentives for use of "green" materials and technologies for residential construction, and careful site design	Town Board	Warren Co Economic Development	N	Post info on Town Website and put flyers in Town Hall	NYSERDA		X	X	
Objective C: Allow for additional residential growth while protecting the small town atmosphere and values of existing homes										
7.6	Update Zoning Ordinance to reflect the desired growth patterns in Lake Luzerne	Code Update Committee	Town Board	N	Complete as part of zoning update & subdivision update	NYS DOS Coastal Resources	X			
7.7	Update regulations for mobile homes and trailers on wheels	Code Update Committee	Town Board	N	Complete as part of zoning update & subdivision update	NYS DOS Coastal Resources	X			
7.8	Clarify housing types in the zoning ordinance	Code Update Committee	Town Board	N	Complete as part of zoning update & subdivision update	NYS DOS Coastal Resources	X			

Strategic Matrix for Implementing the Lake Luzerne Comprehensive Plan										
		Implementation Leader(s)	Other Involved Agencies	Partner with Private Sector? (Y/N)	First Steps	Potential Funding Source(s)*	Implementation Timing / Priority			Date Implemented
Topic Area							High	Med	Low	
<i>Infrastructure and Governance</i>										
Create an Infrastructure Working Group										
Objective A: Ensure that local laws and regulations implement the recommendations of the Comprehensive plan										
8.1	Conduct review and amendment of Zoning Ordinance	Code Update Committee	Town Board	Y	Complete as part of zoning update	NYSDOS Coastal Resources	X			
8.2	Participate in Adirondack Park Agency discussions about planning issues	Planning Board, Town Board	Adirondack Park Agency, Warren County Planning	N			X		X	
8.3	Explore potential to hire additional code enforcement staff	Town Board		N	Assess need for additional staff		X		X	
Objective B: Increase services and opportunities for underserved sections of the population, especially youth and seniors										
8.4	Improve facilities for both seniors and the youth of the town	Town Board	Recreation Committee, Infrastructure Working Group	Y	Inventory current facilities and assess need for addition/improvement	NYS OPRHP	X	X		
Objective C: Ensure that municipal infrastructure fills current needs and allows for anticipated growth										
8.5	Implement program for pedestrian and bicycle improvements on roadways	Code Update Committee	Town Board	Y	Complete as part of zoning update	NYSDOS Coastal Resources			X	
8.6	Ensure that roadways are maintained	Infrastructure Working Group, Highway Department	Warren County DOT, NYS DOT	N	Study current road maintenance program and update where needed		X	X		
8.7	Create a set of Rural Road Standards	Infrastructure Working Group	Town Board	N				X	X	

Potential Funding Sources Key:

NYS DOT	New York State Department of Transportation
NYS OPRHP	New York State Office of Parks, Recreation, and Historic Preservation
Warren County EDC	Warren County Economic Development Corporation
Member Item	Contact Congressional Representative to request funding
OSI	Open Space Institute
NYS OSC	New York State Office for Small Cities
NYSDOS Coastal Resources	New York State Department of State Department of Coastal Resources
NYS EFC	New York State Environmental Facilities Corporation
NYSERDA	New York State Energy Research and Development Authority
TNC	The Nature Conservancy

**APPENDIX A – COMPREHENSIVE AND WATERFRONT
REVITALIZATION PLAN INVENTORY**



Town of Lake Luzerne

Waterfront Revitalization Strategy &
Comprehensive Plan

Inventory

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Regional Setting & Historical Development:

The Town of Lake Luzerne is located in Warren County, New York. Approximately 65% of the Town of Lake Luzerne is located within the Adirondack Park. The Town is located along the Hudson River, a valuable natural and historic resource that has played an important role in the development of many communities in the Adirondacks and New York State.

Lake Luzerne is nestled in the foothills of the Adirondack Mountains at the confluence of the Sacandaga and Hudson Rivers. The Hudson River forms the western and southern boundaries of the Town, and Lake Luzerne shares its borders with the Towns of Warrensburg and Stony Creek to the north, Lake George and Queensbury to the east, Moreau and Corinth to the south, and Hadley to the west. Lake Luzerne shares very close social, historical, and business ties with the Town of Hadley, in adjacent Saratoga County. The Town of Corinth offers many of the businesses and services that Luzerne residents count on for those daily needs that cannot be met by the Lake Luzerne economy.

The Town of Lake Luzerne was formerly part of the Town of Queensbury but was incorporated as its own Town in 1792. The history of the Town extends back before the American Revolution, when it was occupied by Native American tribes such as the Mohawk, Abenaki, and Iroquois. Lake Luzerne was originally known as Fairfield, until the name was changed in 1808 to honor French nobleman Chevalier de la Luzerne who came to aid Americans during the Revolutionary War.

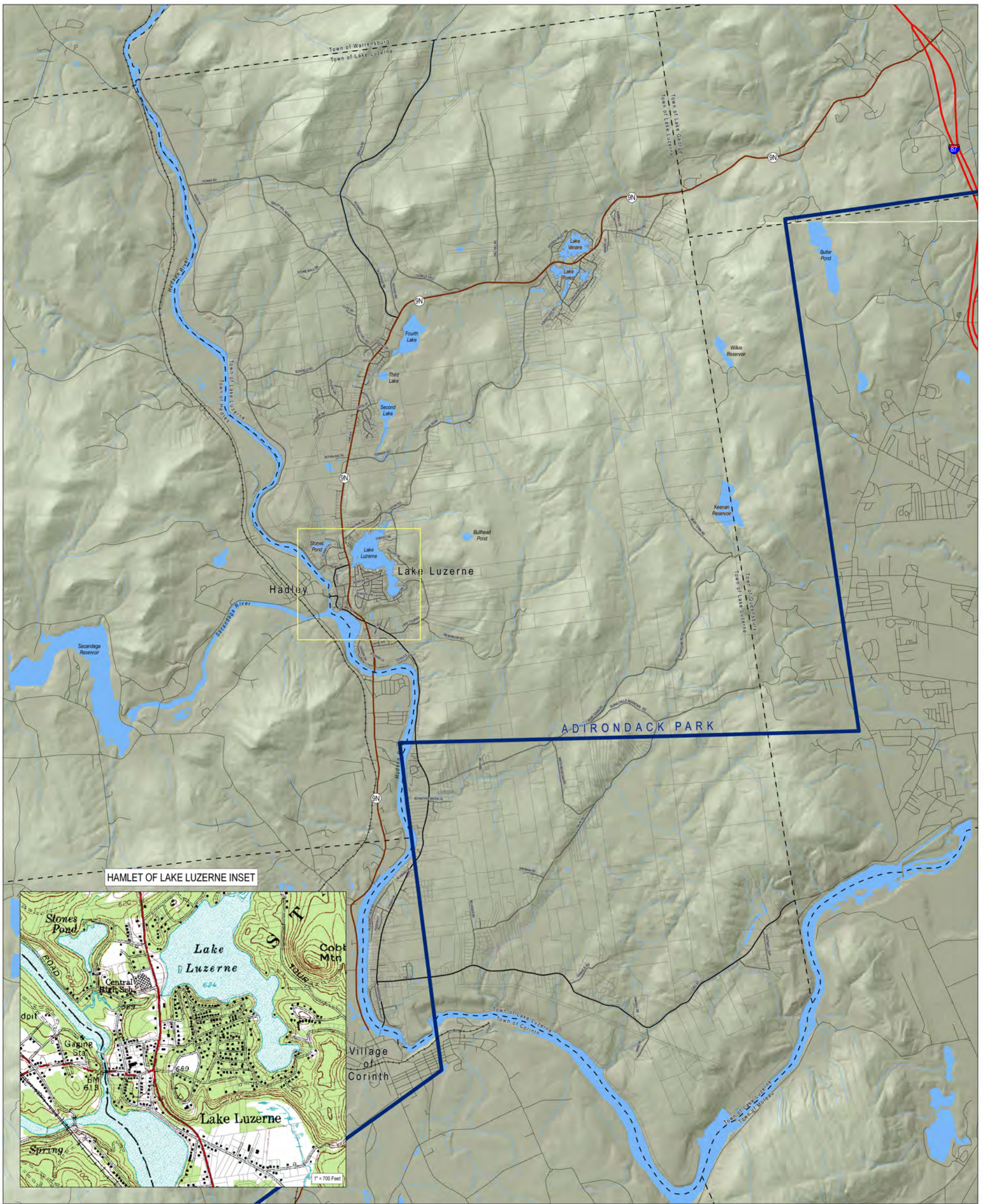
In the 1700's physicians often touted Lake Luzerne as a healthy place to relocate for those with pulmonary difficulties, and many people came to enjoy the clean air and pristine waters. The first industry in Lake Luzerne was forestry and lumbering, closely followed by grist and saw mills. Log drives were a frequent occurrence in Luzerne, and numerous groups of gypsies would come to the area to host and entertain the log drivers. In the last half of the 19th century, leather tanning became an important industry in Luzerne, anchored by the Garnar Company.

Tourism has been an important part of the economy of Lake Luzerne in the past as well as the present. The Rockwell Hotel was constructed in 1832 and the Town became known as a popular summer resort. The location, lakes and rivers, and outdoor amenities in Lake Luzerne and the surrounding area are attractive to vacationers, and today Warren County experiences an estimated 7.6 million visitors annually. The Town of Lake Luzerne prides itself on its beautiful setting, its waterways, and its dude ranches, the first of which was built in 1935.

The connections between Lake Luzerne and the Town of Hadley are numerous and valuable. Not only do these two communities share the benefits of the scenic beauty and waterfront of the Upper Hudson River and the related tourism dollars that it brings, they share many needs and services as well. The Hadley-Luzerne Central School District serves these two communities, as well as the Towns of Day, Stony Creek, and parts of Corinth. The Hadley-Luzerne library located in Lake Luzerne serves both communities, and the fire department services are funded and depended upon jointly as well. Residents of Hadley patronize many Lake Luzerne businesses and add to the economic foundation of the Town.



Map 1: Lake Luzerne Base Map

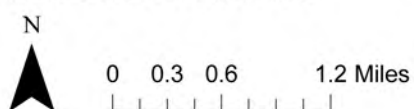


BASE MAP

Lake Luzerne Waterfront Revitalization Strategy & Comprehensive Plan

Map 1
June 2007

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KEY

- | | | | |
|-------|---------------|---|---------------------------|
| ----- | TOWN BOUNDARY | — | HYDRO |
| — | STATE HIGHWAY | □ | PARCEL BOUNDARY* |
| — | COUNTY ROAD | ■ | WATERBODY |
| — | LOCAL ROAD | □ | ADIRONDACK PARK BLUE LINE |
| —+—+— | RAILROAD | | |

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Existing Land Use:

The New York State Office of Real Property Services has developed a simple and uniform classification system that is used in assessment administration in New York State. The system of classification consists of numeric codes in nine categories. Each category is composed of divisions, indicated by the second digit, and subdivisions (where required), indicated by a third digit. The nine main land use categories are outlined in Table 1.

Understanding the patterns of land use in a community lends insight about predominant development types as well as potential deficiencies. Table 2 shows the breakdown of land uses categorized by type and measured in acres.

Category	Description
100 - Agricultural	Property used for the production of crops or livestock
200 - Residential	Property used for human habitation. Living accommodations such as hotels, motels, and apartments are in the Commercial category- 400.
300 - Vacant Land	Property that is not in use, is in temporary use, or lacks permanent improvement
400 - Commercial	Property used for the sale of goods and/or services
500 - Recreation & Entertainment	Property used by groups for recreation, amusement, or entertainment
600 - Community Services	Property used for the well-being of the community
700 - Industrial	Property used for the production and fabrication of durable and nondurable man-made goods
800 - Public Services	Property used to provide services to the general public
900 - Wild, Forested, Conservation Lands & Public Parks	Reforested lands, preserves, and private hunting and fishing clubs

In addition to analyzing the amount of land in each land use type, it is also helpful to understand where these land use categories are located throughout the Town. A Land Use Map (Map2) was prepared in order to illustrate this distribution of land use types and note specific patterns that emerge in the layout of the Town. Understanding land use patterns can provide insight into opportunities and constraints for future growth and development based on the need to preserve open space, protect fragile environmental features, and ensure that the character of the community is maintained.

Table 2

Land Use Class	Acreage	% Coverage
Residential	8,010.37	23.83%
Vacant	5,090.41	15.15%
Commercial	66.07	0.20%
Recreation & Entertainment	1,058.21	3.15%
Community Services	172.92	0.51%
Public Services	586.51	1.74%
Wild, Forested, Conservation Lands & Public Parks	18,540.92	55.16%

Residential

Nearly 24% of the land in Lake Luzerne is classified as Residential land, making this the second largest land use category within the Town. The majority of the Residential lands are located along the Hudson River, within the Hamlet areas, near the lakes, and along major roadways. These properties contain both new and older homes, mobile homes, subdivisions, and some larger parcels classified as “Rural Residential with Acreage,” meaning a rural residence with 10 or more acres of land. Seasonal residences are also included in this category. Lake Luzerne has a significant seasonal population, reflected in the fact that nearly 20% of the residential parcels are classified as seasonal residences. These seasonal residences are mainly clustered around the various bodies of water within the Town, with a few exceptions.

Vacant Land

Vacant Land comprises just over 15% of the total land area of Lake Luzerne. Of this vacant land, nearly two-thirds is classified as vacant residential land with 10 or more acres. These parcels are the most likely to be developed for new homes in the Town and should be scrutinized during the planning process for their development suitability and the potential impacts of new home construction in the coming decades. The majority of these vacant residential lands are located in the southern portion of the Town outside of the Adirondack Park boundary, in the northern end of Town around Gailey Hill, Old Stage, and Potash Roads, and in the Lake Vanare/Forest Lake area.

The remaining vacant lands include all other types of vacant land and are scattered throughout the Town. The larger parcels are concentrated around Second Lake and along the Hudson River at the southern end of Town, while smaller parcels are located along most of the main roadways and in the currently developed residential areas

Wild, Forested, and Conservation Lands

While only 6.19% of the parcels of land in the Town of Lake Luzerne are classified in this land use category, they comprise a total of over 18,500 acres: more than half of the land area of the Town (55.16%). The large amount of these forest lands contributes to the beauty and wildlife habitat of the Town and provides some of the recreational activities that residents and visitors enjoy. This abundance of protected and wild forest can be attributed to the location of Lake Luzerne within the Adirondack Park, as well as to the historical prevalence of forestry and timber related businesses in the area. While the development of much of this land is restricted by State ownership and APA development regulations, it is critical to protect these parcels from subdivision and development in order to maintain the rural and Adirondack character of Lake Luzerne.

Other

With the exception of the three land uses described above, the remaining categories of land use in the town each contain less than 3% of the total land in Lake Luzerne. There are no parcels classified as Agricultural land.

Commercial land uses constitute 2.69% including a variety of different business types, while only .067% of Town land is classified as industrial use. The two main commercial centers within the Town are located in the Hamlet of Lake Luzerne and in the area near Fourth Lake. The Lake Luzerne Hamlet area is home to most of the businesses that serve daily needs of residents and visitors, while the Fourth Lake area businesses are more focused on tourism activities such as restaurants and dude ranches.

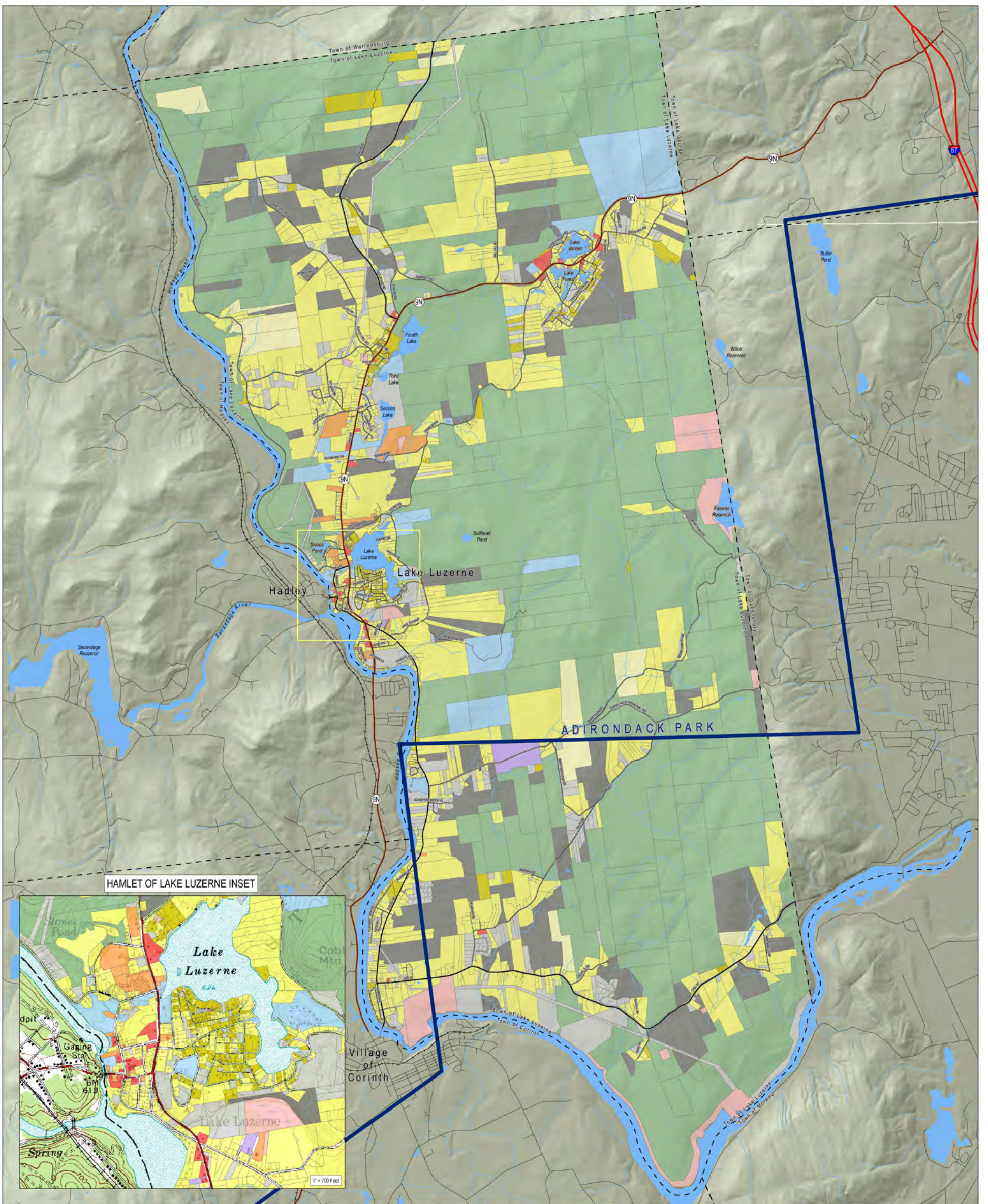
Public Services land uses account for 1.58% of total land use. 40% of the public services parcels are used for water supply for the Town. One area of concern expressed by the community is a lack of cellular telephone service in the area, and there is not one parcel of land within the Town currently classified as “Cell Phone Tower.” Another deficiency noted by residents is the need for a municipal sewer system, the absence of which is also evident in the land use classification information.

Publicly Owned Lands

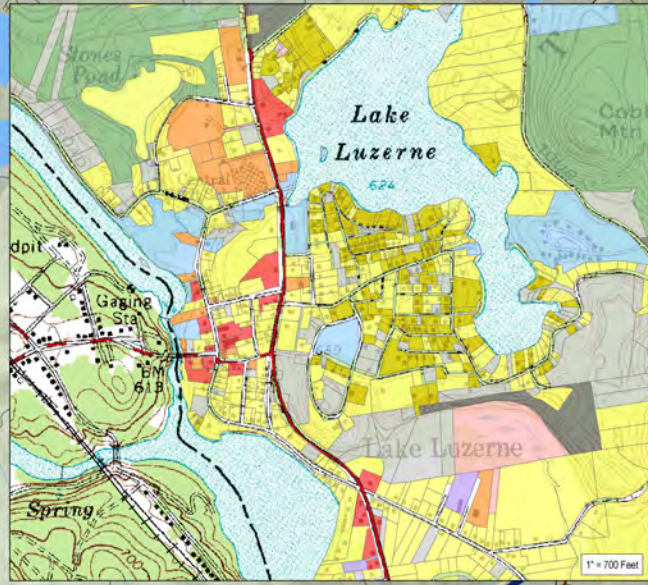
Lands owned by public entities are a great asset for a community. These parcels are often used for recreation, public access, or other public benefit. Publicly owned lands are often available for improvements and the provision of public amenities, while cost savings occur due to the elimination of need for land acquisitions or easement negotiations. Map 3 shows the publicly owned lands located within the Town of Lake Luzerne.

Lands with Conservation Easements held by a public entity or conservation group are permanently protected from future development and often available for some public use. Some conserved properties are also identified on Map

Map 2: Lake Luzerne Land Use



HAMLET OF LAKE LUZERNE INSET



LAND USE

Lake Luzerne

Waterfront Revitalization Strategy & Comprehensive Plan

Map 2

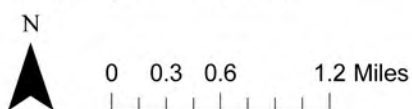
June 2007

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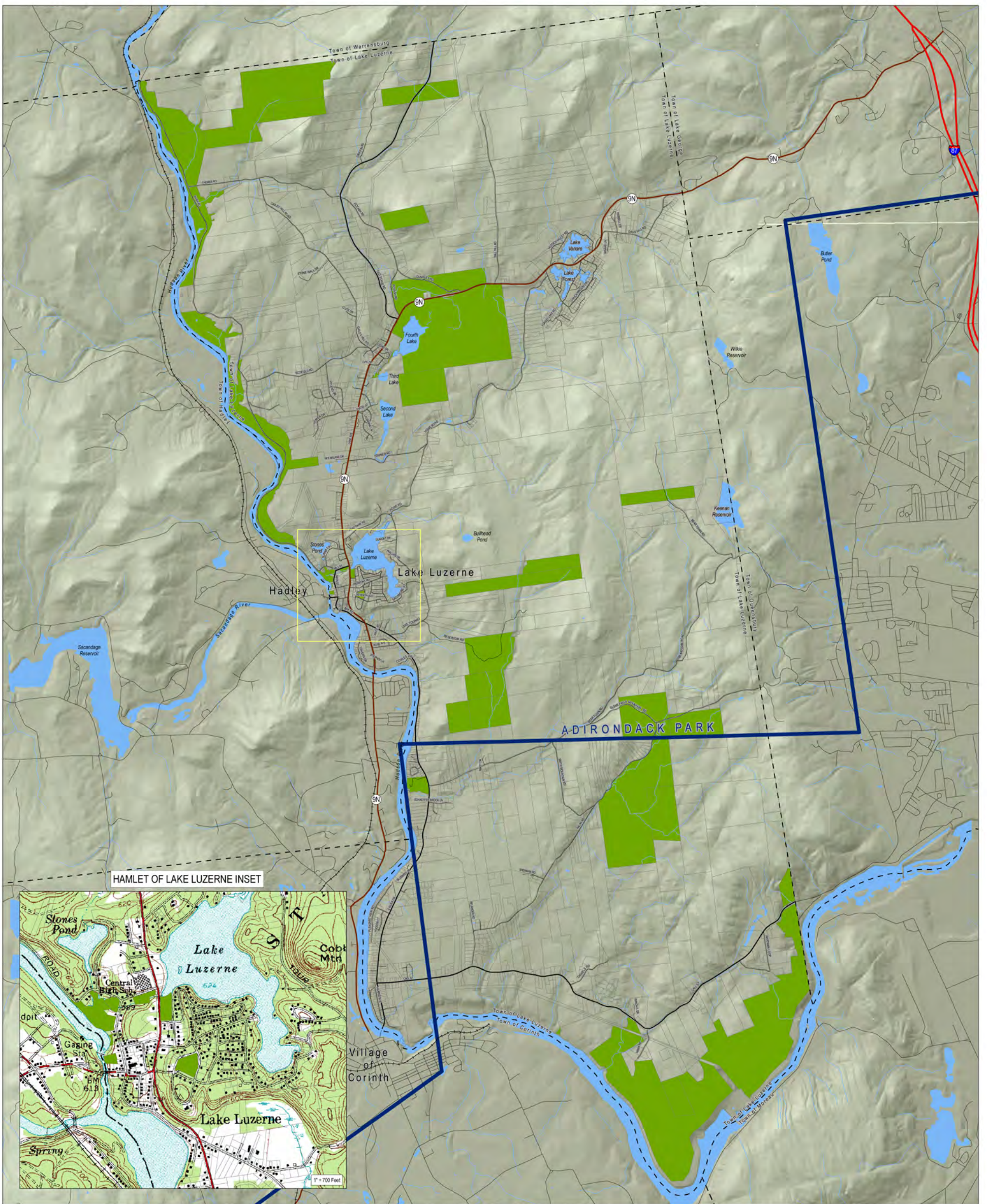
KEY

LAND USE CLASSIFICATION*

- AGRICULTURAL
- RURAL RESIDENCE W/ACREAGE
- RESIDENTIAL
- SEASONAL RESIDENCES
- COMMERCIAL
- INDUSTRIAL
- COMMUNITY SERVICES
- PUBLIC SERVICES
- RECREATION & ENTERTAINMENT
- VACANT
- RESIDENTIAL VACANT 10+ ACRES
- FORESTED

- RAILROAD
- TOWN BOUNDARY
- STATE HIGHWAY
- COUNTY ROAD
- LOCAL ROAD
- HYDRO
- WATERBODY
- ADK PARK BLUE LINE

Map 3: Publicly Owned Lands

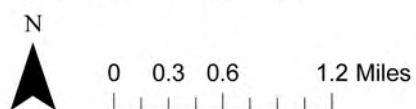


PUBLICALLY OWNED LAND

Lake Luzerne Waterfront Revitalization Strategy & Comprehensive Plan

Map 3
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KEY

- | | | | |
|-----------|---------------|---|---------------------------|
| ----- | RAILROAD | — | HYDRO |
| - - - - - | TOWN BOUNDARY | □ | PARCEL BOUNDARY* |
| — | STATE HIGHWAY | ▭ | ADIRONDACK PARK BLUE LINE |
| — | COUNTY ROAD | ■ | WATERBODY |
| — | LOCAL ROAD | ■ | PUBLICALLY OWNED LAND |

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Adirondack Park:

Two thirds of the land area in the Town of Lake Luzerne is situated within the boundary of the Adirondack Park. The Adirondack Park was created in 1892 by the State of New York in order to preserve water and timber resources, and is now the largest publicly protected area in the contiguous United States. Approximately half of the land area in the Park is publicly owned and designated “forever wild,” while the other half is privately held. The Adirondack Park Agency (APA) was created in 1971 to develop long-range land use plans for both the public and private lands within the boundary of the Park.

Part of the long range planning process for the Adirondack Park was the creation of a system of land use classifications for the lands located in the park known as the Adirondack Park Land Use and Development Plan (LUDP). These six land use classifications include Hamlet, Intensive Use, Low Intensity, Moderate Intensity, Resource Management, and Rural Use, each with its own permitted uses and density guidelines. Map 8 shows the APA land classifications for the Town of Lake Luzerne.

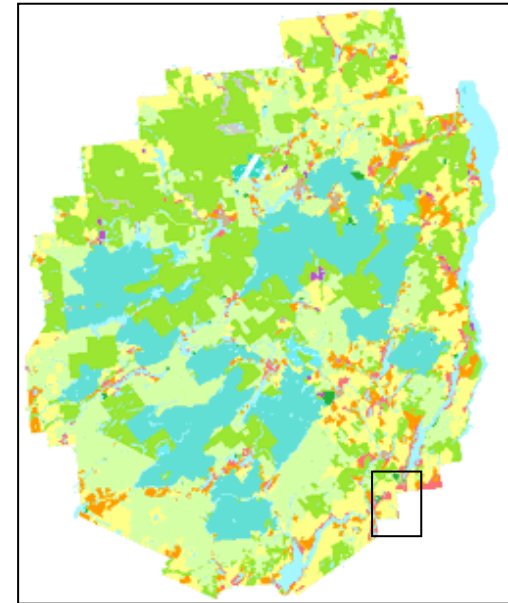
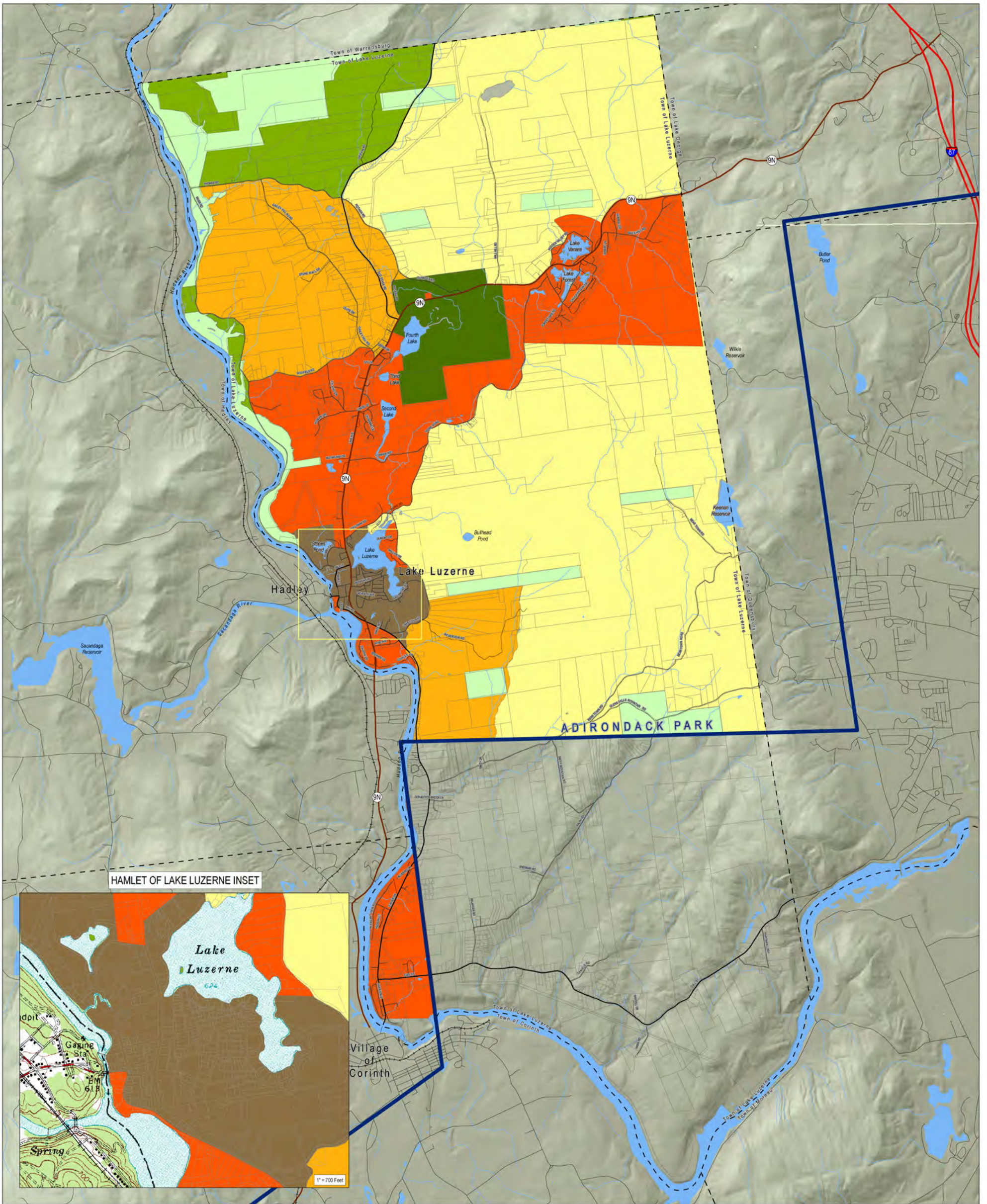


Figure 1: Adirondack Park
http://www.apa.state.ny.us/About_Park/index.html

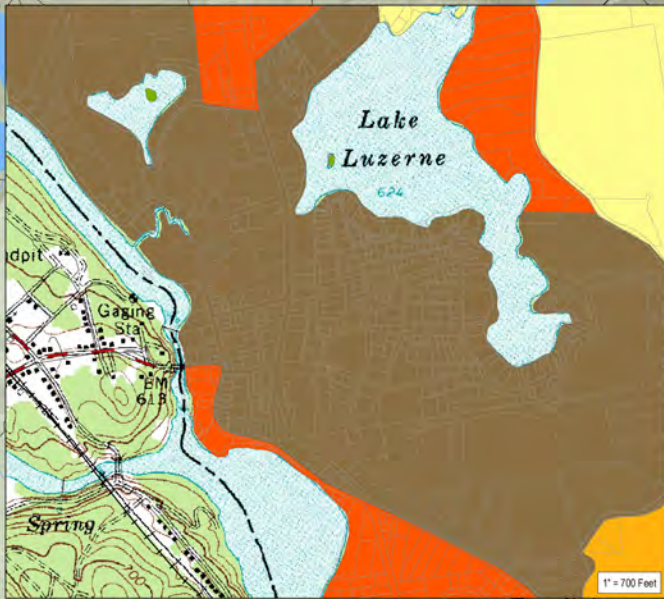
Any new development that occurs on lands within the park must comply with the requirements set forth by the land use classification assigned to that parcel of land being developed. In addition to any permits required by the Town of Lake Luzerne, properties located within the Park may also be subject to permitting or approval by the APA to ensure compliance with regulations set forth in the LUDP. It is possible for communities within the Park to work with the APA in creating a zoning code that complies with all requirements of the APA, allowing for the majority of permitting and approval jurisdiction to remain at the municipal level. While Lake Luzerne has not created this type of zoning regulations as of this time, it is an option that may warrant consideration and further study.

Map 4 provides a visual representation of the APA land classification zones for the Town of Lake Luzerne. These land use areas are utilized by the APA and the Town to determine which projects fall under the jurisdiction of the APA.

Map 4: APA Land Classification



HAMLET OF LAKE LUZERNE INSET

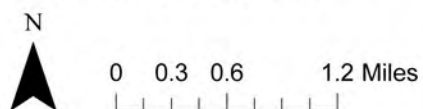


APA LAND CLASS

Lake Luzerne Waterfront Revitalization Strategy & Comprehensive Plan

Map 4
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KEY

- TOWN BOUNDARY
- STATE HIGHWAY
- COUNTY ROAD
- LOCAL ROAD
- RAILROAD
- HYDRO
- PARCEL BOUNDARY*
- WATERBODY
- ADIRONDACK PARK BLUE LINE

APA LAND CLASS

- HAMLET
- INTENSIVE USE
- LOW INTENSITY
- MODERATE INTENSITY
- RESOURCE MANAGEMENT
- RURAL USE
- WILD FOREST

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* Data Provided By Warren County

Zoning:

The Town of Lake Luzerne has a set of zoning regulations that was most recently updated in August 2000. The zoning regulations establish distinct districts for private lands and state lands. The private lands districts are as follows:

- Hamlet Residential
- Hamlet Commercial
- Hamlet Industrial
- Residential Town
- Residential Resort
- Residential Rural
- Residential Countryside
- Open Space

In addition to these districts there are also two overlay zones that apply to private lands, which are a Flood Hazard Overlay and a Land Conservation Overlay.

State-owned lands have a separate set of districts which govern their use. The Zoning Districts for State owned lands are:

- Intensive Use
- Wild Forest
- Reforestation
- Other State Lands

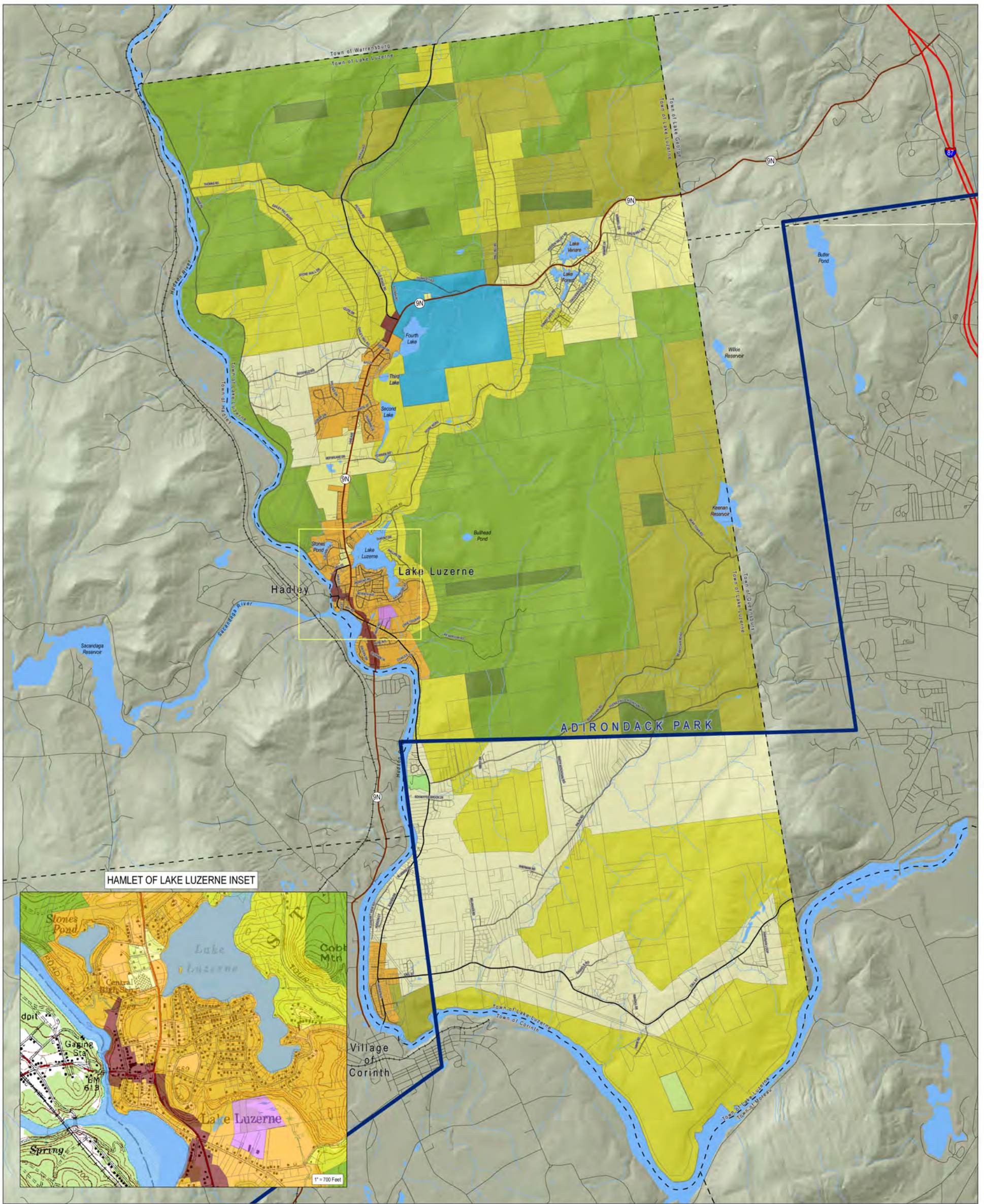
The Lake Luzerne Zoning Ordinance also contains provisions for a number of Planned Development Districts. The purpose of these PDDs is to provide a means of developing lands appropriate for certain uses in an economic and compatible manner, while encouraging the utilization of innovative planning and design concepts such as Planned Unit Developments or clustering techniques. The Planned Development Districts established by the Zoning Ordinance include:

- Planned Residential District
- Planned Recreational District
- Planned Commercial District
- Planned Industrial District

Map 5 displays the location of each of the above mentioned zoning districts. As illustrated, the Hamlet zones are concentrated around the areas of Lake Luzerne where development is already fairly concentrated, while the Residential and Open Space zones make up a majority of the remaining land area. State-owned lands are easily identified on the Zoning Map due to their unique classifications as listed above.



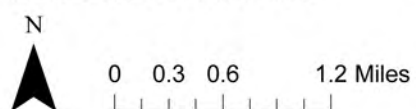
Map 5: Lake Luzerne Zoning



ZONING

Lake Luzerne
Waterfront Revitalization
Strategy & Comprehensive Plan
Map 5
June 2007

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- COUNTY ROAD
- LOCAL ROAD
- HYDRO
- PARCEL BOUNDARY
- ADK PARK BLUE LINE
- WATERBODY

ZONING DISTRICT*

- HAMLET COMMERCIAL
- HAMLET INDUSTRIAL
- HAMLET RESIDENTIAL
- INTENSIVE USE
- RESIDENTIAL TOWN
- RESIDENTIAL RESORT

- RESIDENTIAL RURAL
- RESIDENTIAL COUNTRYSIDE
- OPEN SPACE
- WILD FOREST
- OTHER STATE LAND
- REFORESTATION
- RIVER

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Build Out Scenario:

Lake Luzerne currently has a zoning code in place, as outlined above. A zoning code is a template that is used to lay out the future densities and uses of land within a Town. It is often useful for communities to see what the impact of a full development of their Town would be based on the current zoning code. Although complete fulfillment of the build-out potential of a community rarely occurs, it is useful to illustrate the amount of additional units a Town could support based on the remaining available land. This analysis can then be the basis for an assessment of the ability of the existing environment and infrastructure of the Town to support various levels of growth in different areas of the community.

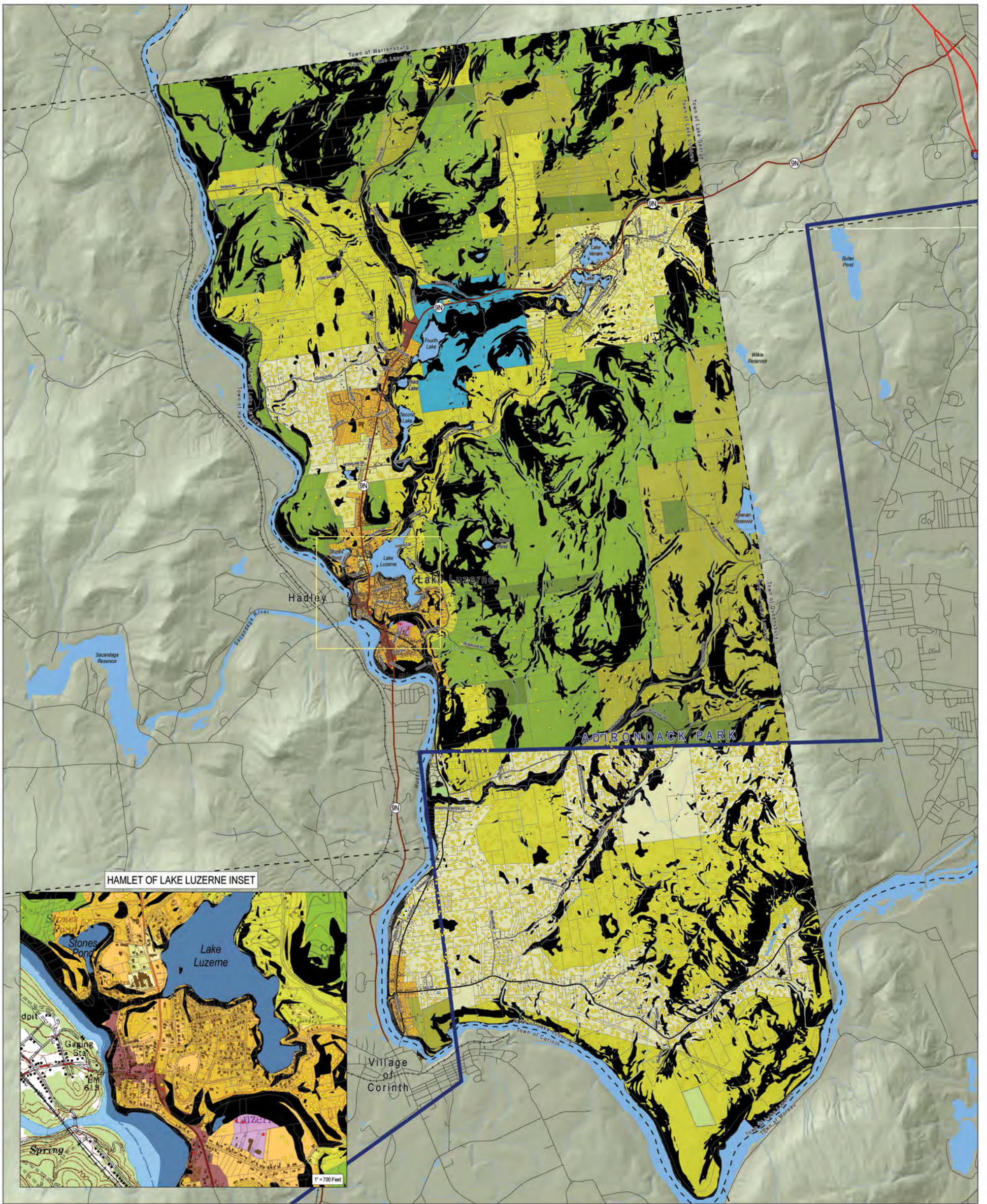
A build-out analysis is a tool used by communities to assess the potential impact of their current zoning and land use regulations. This analysis shows the full extent of development that is possible under the existing rules and regulations of the Town. Build-out analyses are based upon a number of general assumptions and the results are neither exact nor explicit. The results are intended to mimic reality, but until site investigations (i.e. topographic surveys, wetland delineation, road frontage, etc.) actually happen on the ground it is impossible to accurately predict exact densities or amounts of buildable land.

A number of assumptions were made in the creation of this build-out analysis. These assumptions are necessary in order to complete the analysis and are based on educated guesses and averages extrapolated from the Town's regulations. The following is a partial list of the assumptions made for this analysis:

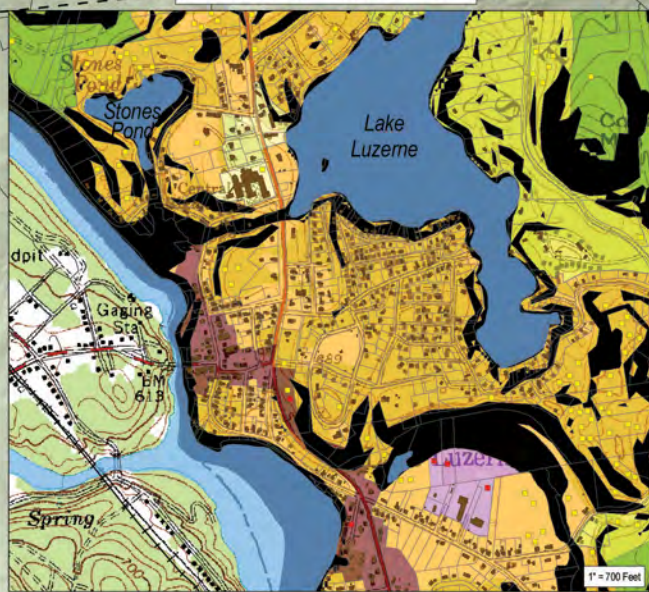
- Building constraints- Constraints such as steep slopes $\geq 25\%$, 100 year floodplains, APA and Federal wetlands, water, existing buildings, parks, state owned land, and schools were not considered buildable.
- Allow only one building per minimum lot size based on Land Use Class.
- Land use classification- Due to the fact that the Lake Luzerne Zoning Code has more than one density per zone based on different uses, an average density was calculated for each land use classification.
- Site development realities- the results of the analysis are based solely on what the zoning code would allow, meaning that actual site conditions (i.e. existing buildings, lack of road frontage, etc.) are likely to present constraints that would lower the development potential for any given parcel.

The Census data for 2000 shows a total of 1,949 housing units in Lake Luzerne in the year 2000. The build-out analysis for the Town of Lake Luzerne shows an additional 5,201 dwelling units possible based on the current Zoning. With non-dwelling units included the total additional buildings possible rises only slightly to 5,212. The Build-out Map shows the potential distribution of these additional buildings, taking into consideration existing buildings and lot configurations. Keep in mind that this number is a TOTAL build-out scenario, meaning that every last developable lot in the Town would be developed to the full potential allowed in the Zoning Code.

Map 6: Build-Out Scenario



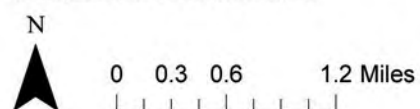
HAMLET OF LAKE LUZERNE INSET



BUILDOUT ANALYSIS

Lake Luzerne
Waterfront Revitalization
Strategy & Comprehensive Plan
Map 6
July 2007

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KEY

- POTENTIAL BUILDING
BUILDING USE DESIGNATION
- 1 FAMILY RESIDENTIAL
 - NON-RESIDENTIAL
 - ▭ ADK PARK BLUE LINE
 - ▭ PARCEL BOUNDARY*
 - ▭ BUILDING FOOTPRINTS
 - ▭ DEVELOPMENT CONSTRAINTS

ZONING DISTRICT*

- ▭ HAMLET COMMERCIAL
- ▭ HAMLET INDUSTRIAL
- ▭ HAMLET RESIDENTIAL
- ▭ INTENSIVE USE
- ▭ RESIDENTIAL TOWN
- ▭ RESIDENTIAL RESORT

- ▭ RESIDENTIAL RURAL
- ▭ RESIDENTIAL COUNTRYSIDE
- ▭ OPEN SPACE
- ▭ WILD FOREST
- ▭ OTHER STATE LAND
- ▭ REFORESTATION
- ▭ RIVER

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This document was prepared for the Town of Lake Luzerne with funds provided by the New York State Department of State Resources under Title 11 of the Environmental Protection Fund Act.



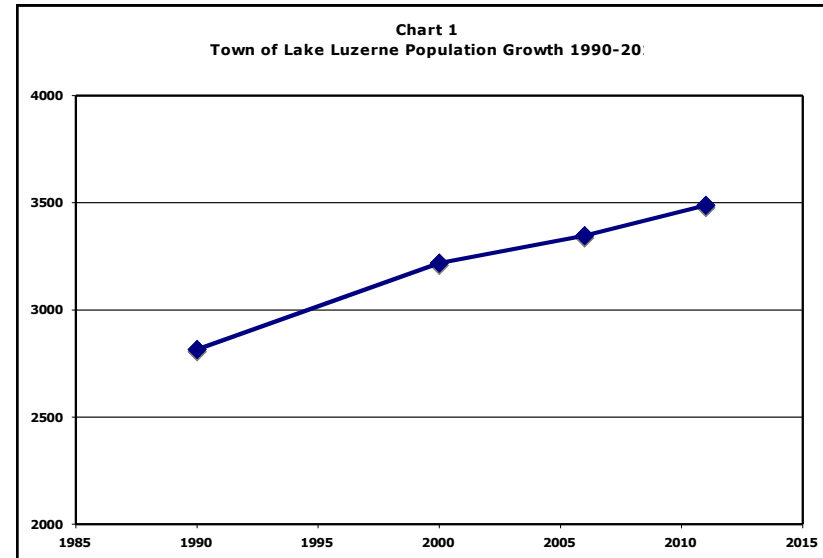
Demographics and Economic Trends:

Lake Luzerne, Hadley, and Warren County

Demographic profiles can provide a wealth of knowledge about a community and its relationship to other areas. The following section will outline the information about Lake Luzerne as compared to Warren County and to New York State as a whole. Comparing Lake Luzerne to these larger geographic areas provides a perspective on areas of strength or deficiency in relation to other places. Demographic information for the Town of Hadley in Saratoga County has been included due to the fact that these two communities are so closely linked.

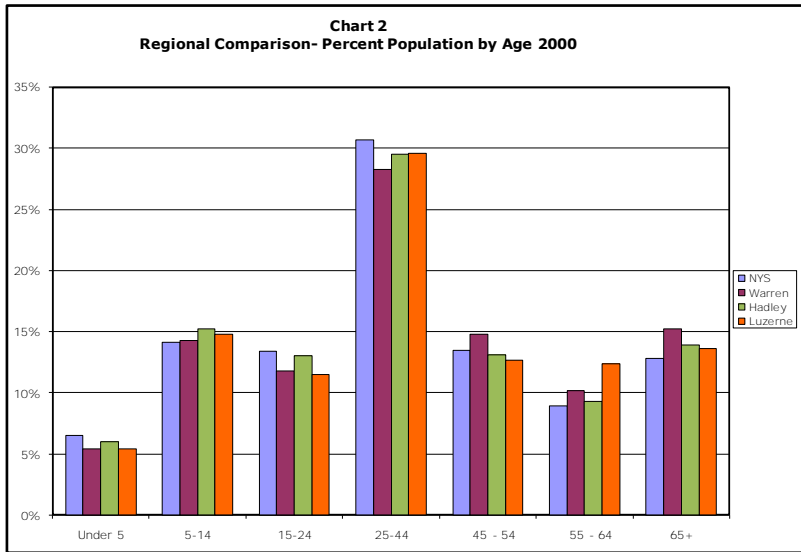
The population of Lake Luzerne as of the 2000 Census was 3,219, and is estimated to continue growing at a steady pace. Chart 1 shows population growth from 1990 to the projected 2011 population counts. This population growth is relatively steady and is consistent with overall growth in Warren County.

Lake Luzerne, due to its location and amenities, is a summer tourism destination and therefore experiences a swelling in population in the summer months. According to 2006 data from Warren County Tourism Department, the Town has 258 available rooms and 254 campsites, which generated an estimated 77,889 lodging guests for the year 2006. The fact that nearly 20% of the residential lands are classified as seasonal residences also contributes to the influx of additional population during the summer months. Population numbers referenced above are for year-round residents of the Town of Lake Luzerne, as well as those who list Lake Luzerne as their primary residence.

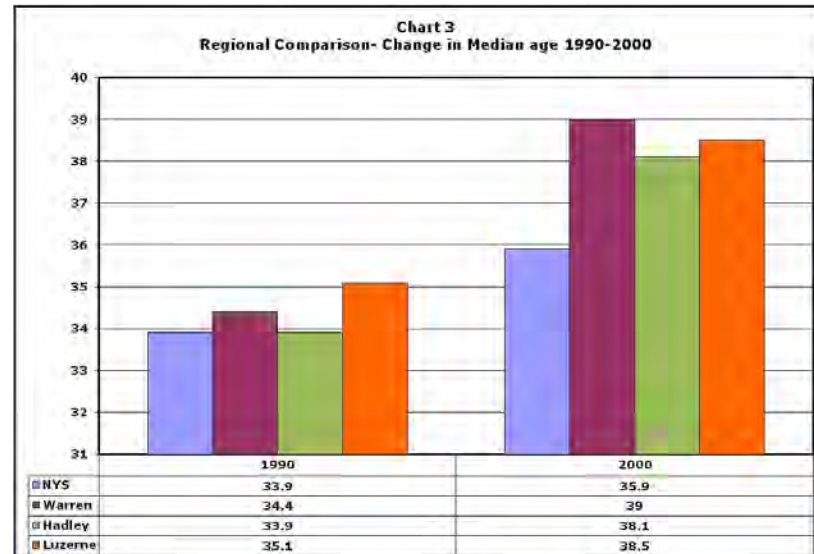


Source: ESRI

As shown in Chart 2, the largest age bracket for the residents of Lake Luzerne is between the ages of 25 and 44. Additionally, Chart 3 shows that the median age of Lake Luzerne residents increased from 35.1 in 1990 to 38.5 in 2000. A trend toward an older population has implications for the needs of the residents in future years and the possibility of an aging population should be taken into consideration when planning land uses and municipal services provision for the next few decades.

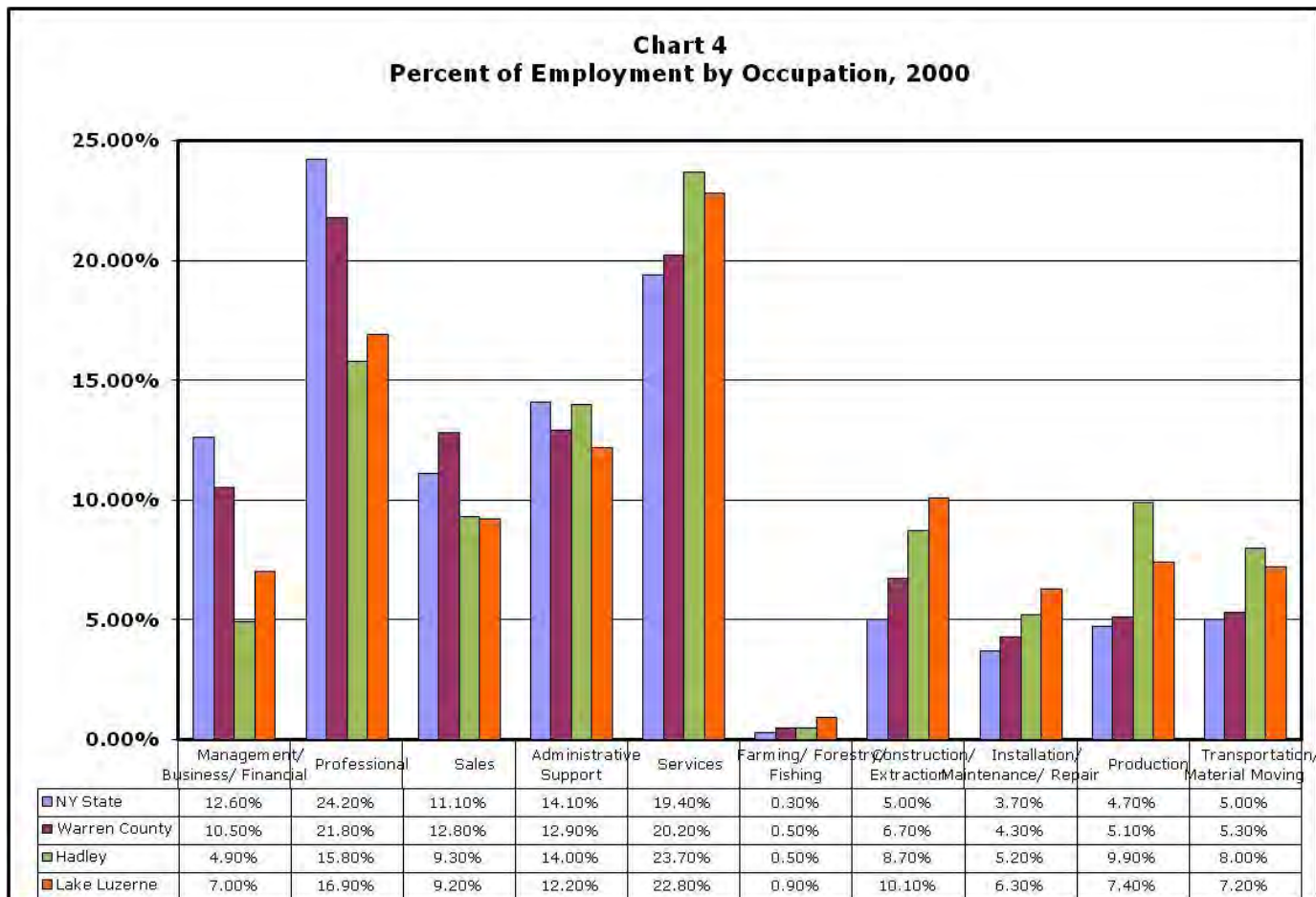


Source: ESRI



Source: ESRI

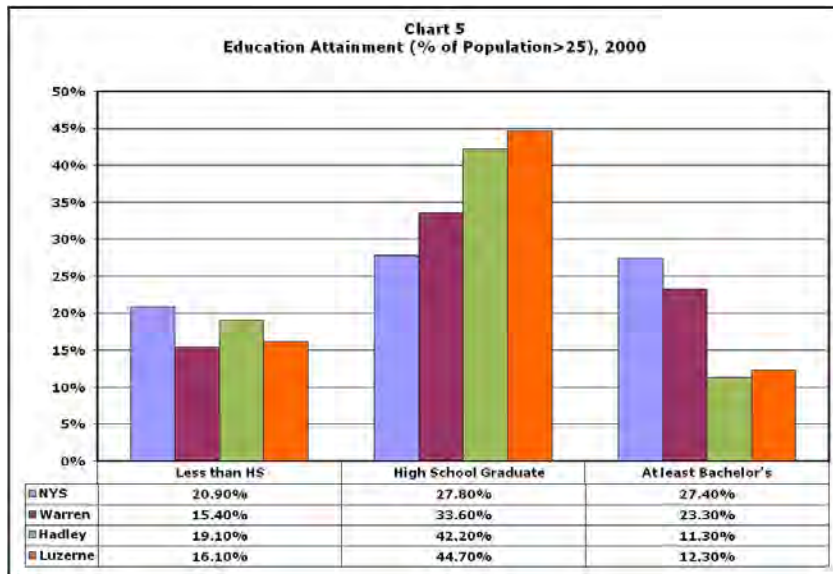
As illustrated by Chart 4, the largest employment sectors in Lake Luzerne are Service sector jobs (22.8%) and Professional jobs (16.9%). Employment in Services, Construction, Maintenance and Repair, Forestry, and Transportation and Moving sectors are higher in Lake Luzerne than in Warren County and New York State as a whole. The high level of blue-collar employment is partly explained by the fact that Lake Luzerne has a large tourism industry. The nature and location of the community suggest that many of the local employment opportunities are in rural-type jobs. Additionally, the large number of new homes constructed in the area each year supports a substantial construction workforce.



Source: ESRI

The levels of educational attainment in Lake Luzerne likely contribute to the high levels of service and blue-collar employment. According to Census figures, in the year 2000 over 16% of residents over the age of 25 had not completed a high school degree. Additionally, only 12% of the over 25 population had achieved a Bachelor's degree or higher, which is far lower than the state average of 27.4% in 2000. However, levels of high-school completion in the Town of Lake Luzerne far exceed both Warren County and New York State levels. Lake Luzerne residents over 25 had a 44.7% level of high school graduation, while the Warren County and New York State high school graduation rates were 33.6% and 27.8%, respectively. Chart 5 shows the breakdown of educational attainment at the State, County, and Town level.

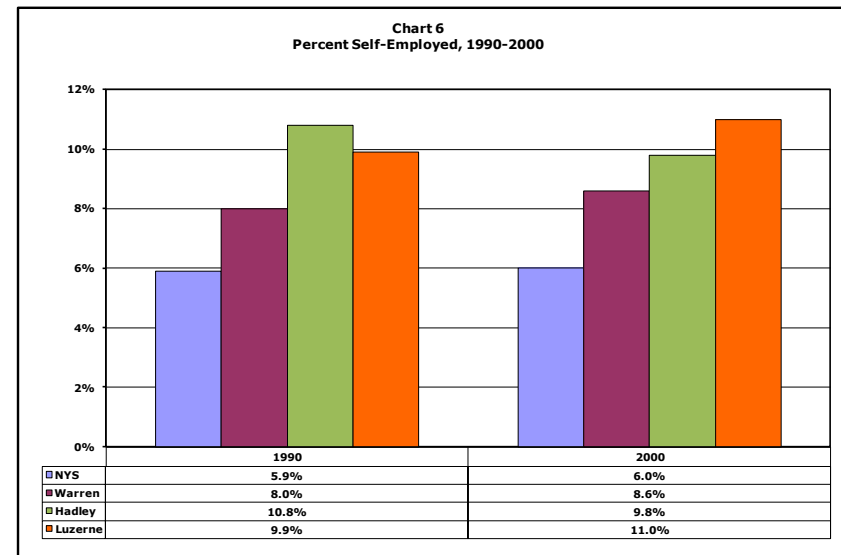
Town of Lake Luzerne
WRS and Comprehensive Plan
Inventory



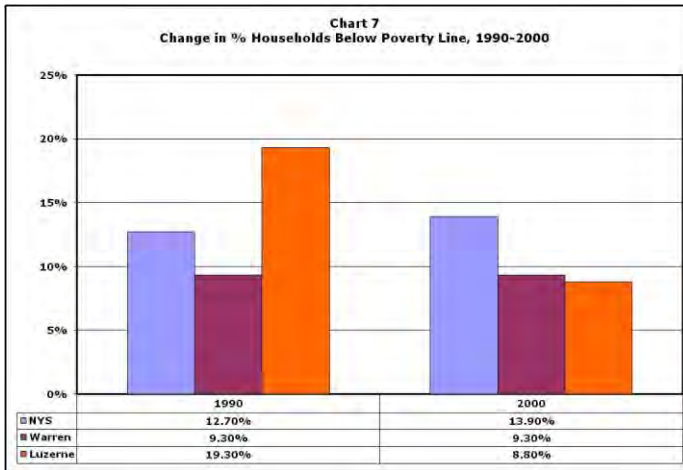
Source: ESRI

The amount of people listed as self-employed in the Town of Lake Luzerne far exceeds that of New York State and of Warren County. As Chart 6 displays, in the year 2000 11% of Lake Luzerne residents were self-employed, compared to only 6% statewide.

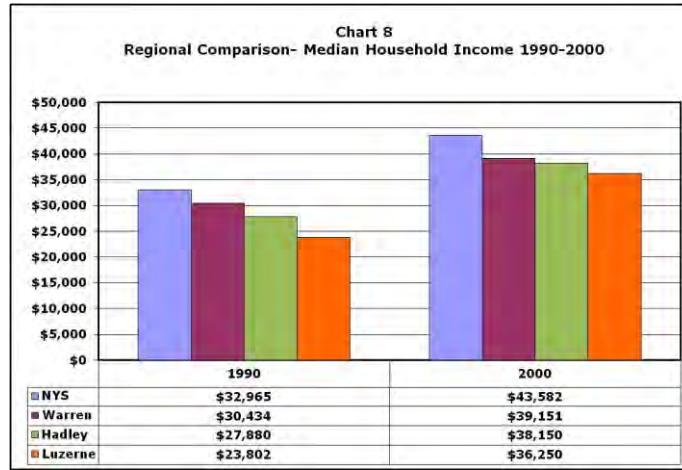
The economic status of the population of Lake Luzerne improved dramatically between 1990 and 2000. As shown in Chart 7, the percentage of households in the Town living below the poverty level decreased from 19.3% in 1990 to only 8.8% in 2000. The percentage of households above the poverty line is higher in Lake Luzerne than in either Warren County or the State of New York as a whole. Likewise, the median household income in Lake Luzerne showed a wide increase between 1990 and 2000. According to the 2000 Census figures, median income in Lake Luzerne was \$36,250, a 52.3% increase over 1990 household median income. During the same 10-year period, New York State median household income only increased by 32.2% and in Warren County the increase was even less significant at only 28.6%. These changes are illustrated in Chart 8. Additionally, the distribution of household income in 2000 is displayed in Chart 9 for the Town of Lake Luzerne and Warren County as a whole.



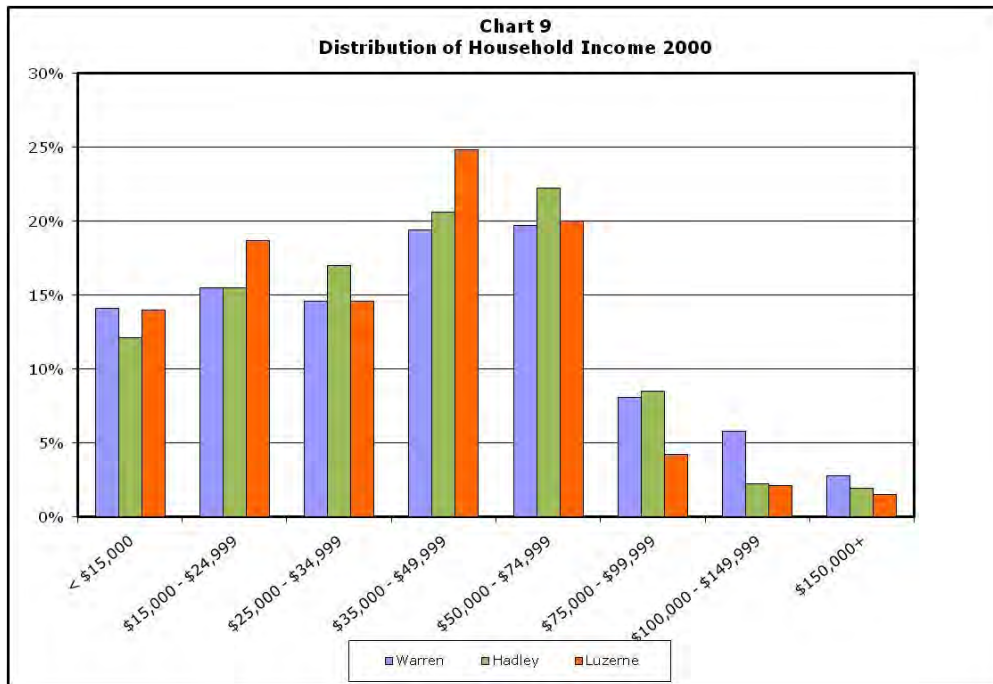
Source: ESRI



Source: ESRI

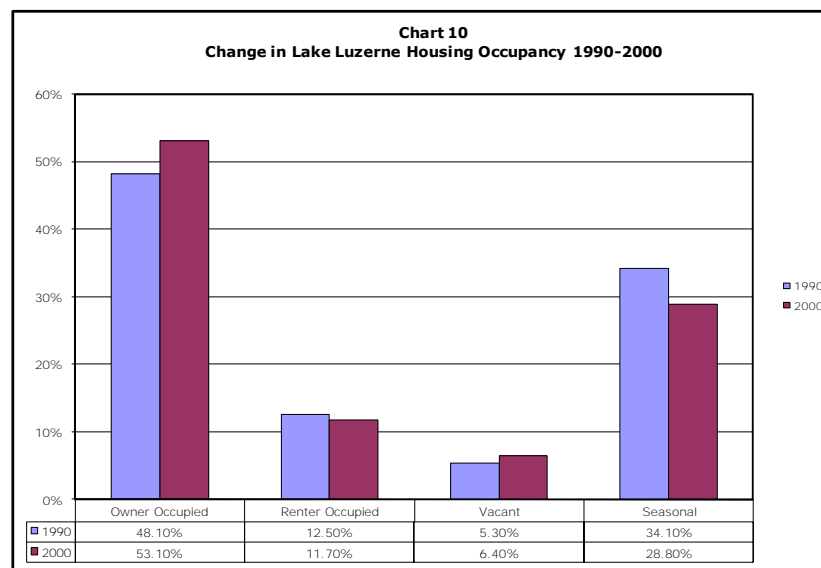


Source: ESRI



Source: ESRI

As of the 2000 Census there were a total of 1,949 housing units in the Town of Lake Luzerne. 53% of these were owner occupied and 11.7% renter occupied. As displayed in Chart 10 below, the percentage of owner occupied housing units increased between 1990 and 2000, while the percentage of renter occupied units decreased. The percentage of Seasonal occupancy decreased just over 5% in the same 10 year period, from 34.1% in 1990 to only 28.8% in 2000.



Source: ESRI

Demographic Summary-

Based on the data provided above there are some definite trends that are evident. The population of Lake Luzerne will continue to grow at a relatively steady pace. The population of Luzerne is becoming older and wealthier, with fewer young children and more second home owners and working professionals. Self-employment is also on the rise, creating a wealthier and more independent workforce. The population of the Town increases significantly in the summer months, with visitors and second home owners coming to enjoy all of the amenities that Lake Luzerne has to offer, while also contributing to the economy and creating an increased demand on local services.

Regional Growth

Growth and change in surrounding communities can have a tremendous impact on land use, development, and population patterns within a community. Lake Luzerne is in close proximity to a number of communities that are experiencing population growth and a rise in housing prices and new development.

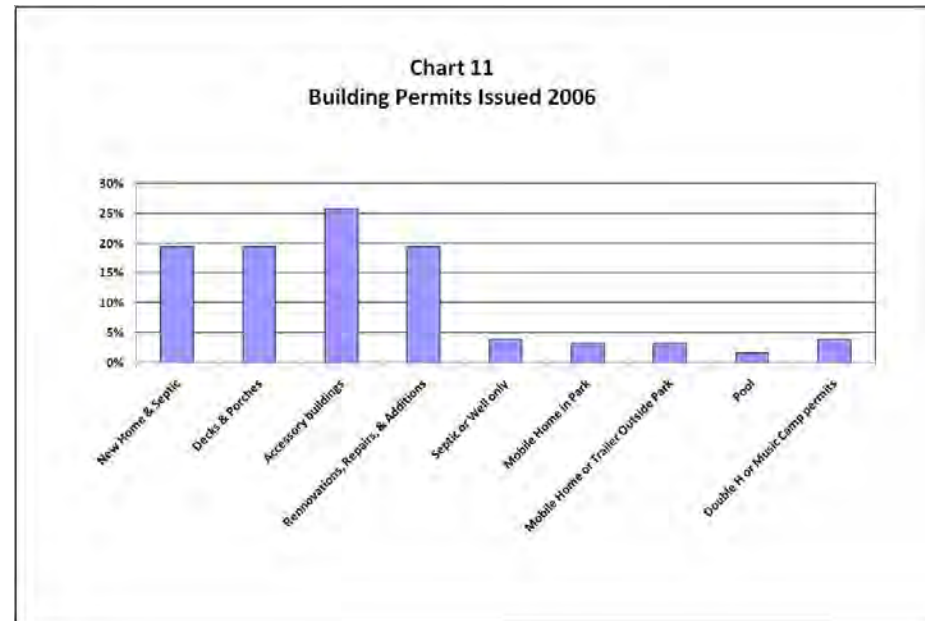
There are a number of projects developing in the area surrounding Lake Luzerne that may have an impact on future growth and development within the Town. Though these various projects are not located within Lake Luzerne, they have the potential to create pressures and opportunities which could have both positive and negative impacts on the Town. Some of these projects include:

- Philmet purchase of former IP plant in Corinth
- Luther Forest Technology Park
- West Mountain Development Project
- Saratoga County Water Plan

It is important to take these nearby projects and regional trends into consideration when making decisions about the land use and future vision of a community. Lake Luzerne could experience growth, development pressure, changes in housing values, and other impacts due to regional changes and could mitigate some of these changes by planning accordingly. The occurrence of such major projects is one reason why it is important to update a Comprehensive Plan and Zoning code on a regular basis.

Building Permits-

In 2006 the Town of Lake Luzerne issued a total of 124 building permits. Of those 124 permits, only 24, or 19.35% were for new homes. Chart 11 below shows the breakdown of types of building permits issued in 2006. While the number of new home permits shows evidence of growth and the influx of new residents into the Town, it exhibits equally the number of current residents making efforts to renovate or otherwise improve existing properties.



Source: Town of Lake Luzerne Building Department

Recreation and Open Space:

The Town of Lake Luzerne and the surrounding areas have an incredibly wide array of recreational opportunities. Its location within the Adirondack Park and proximity of many outdoor activities makes Lake Luzerne a year-round destination for local and out-of-town recreational users.

The waters of Lake Luzerne are critical to the identity of the community and provide a vast array of scenic views and recreational opportunities. The health of the Town's tourism economy hinges on the quality and accessibility of these various waterways. Protecting these valuable water resources is critical to the continued success of Lake Luzerne and the regional tourism economy.

The waters of the Hudson and Sacandaga Rivers are popular for both white-water rafting and flat water uses, while the Lake Luzerne, Lake George, Great Sacandaga Lake, and many other smaller lakes provide a variety of boating, fishing, swimming, and other water-related experiences. County beach areas and boat launch points, as well as Town Parks and Beaches provide the public with access to these important recreational opportunities. A NY State DEC campground provides outdoor recreational and camping opportunities on Fourth Lake.



The Adirondack Mountains provide numerous hiking trails, camping areas, golf courses, and scenic tour possibilities. Winter sport options in the area are numerous, including downhill and cross-country skiing, ice climbing, snowmobiling, sledding, skating, snow shoeing, and ice fishing. The Town of Lake Luzerne alone boasts 200 miles of snowmobile trails and an active snowmobiling group, the South Warren Snowmobile Club.

Family fun activities in and around the Town include the Great Escape/Splashwater Kingdom fun park, Waterslide World, numerous miniature golf and other outdoor attractions, as well as local history museums, including the Francis G. Kinnear and Pulp Mill Museums in Lake Luzerne and Fort William Henry in Lake George. Lake Luzerne is also the home of the Painted Pony Championship Rodeo.

The Adirondack Branch of the Delaware and Hudson Railroad travels up the Hudson River from Corinth to North Creek. This rail line has historically played an important role in transportation, tourism, and industry in the area, and still offers freight, passenger and tourism train services. Warren County purchased the rail line in 1995 and the plan to complete the First Wilderness Heritage Corridor revolving around this

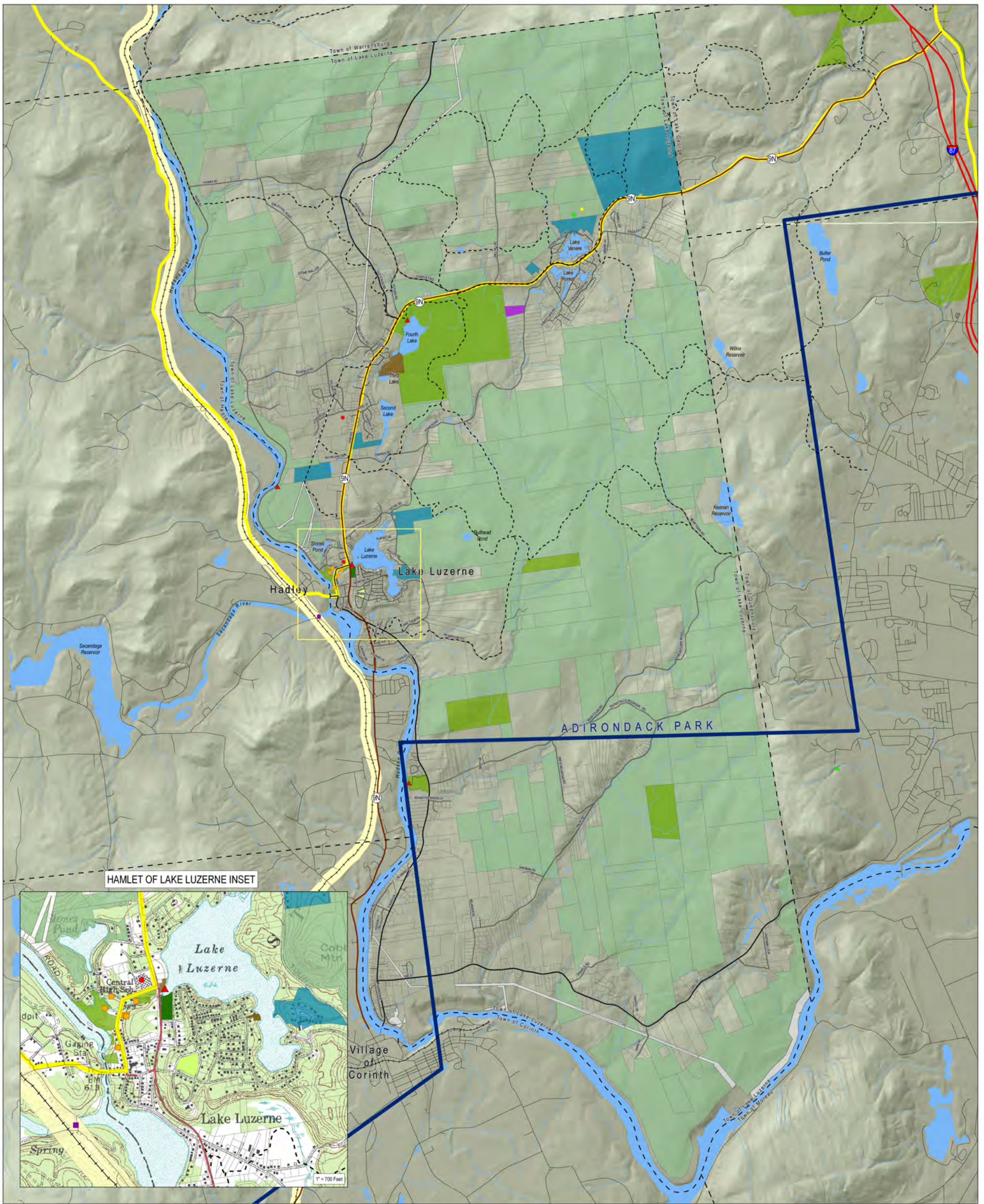
rail connection is well under way. This plan is has the intention of “creating an integrated tourism experience along the Upper Hudson Corridor. The First Wilderness Heritage Corridor concept will include both wilderness and heritage tourism opportunities within these communities to the themes of environmental preservation, economic viability, and community character.



Due to the Adirondack Park’s mission to preserve open space and natural forestland coupled with many large parcel ownerships by State and private interests, there is a vast amount of open space within the Town and in the surrounding areas. These areas provide beautiful scenic views, wildlife habitat, and a plethora of outdoor recreation and relaxation opportunities for residents and visitors alike.

Protection of scenic and historic resources is critical to maintaining the character of a community like Lake Luzerne. The mission of the Adirondack Park Agency, along with the large amount of land owned by New York State contributes to the protection of these resources. In addition, the Open Space Institute acquired three parcels from National Grid directly behind the Lake Luzerne Town Hall that are being transformed into a series of trails that will allow public access to a beautiful portion of the Hudson River.

Map 7: Recreation and Open Space



OPEN SPACE & RECREATION

Lake Luzerne

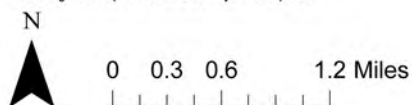
Waterfront Revitalization Strategy

& Comprehensive Plan

Map 7

June 2007

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KEY

- NATIONAL REGISTER SITE
- HISTORIC SITE
- SCHOOL
- X-COUNTRY SKI CENTERS
- DOWNHILL SKI CENTER
- ▲ BOAT ACCESS
- SNOWMOBILE TRAIL
- RAILROAD
- TOWN BOUNDARY
- STATE HIGHWAY
- COUNTY ROAD
- LOCAL ROAD
- HYDRO
- SCENIC HIGHWAY
- PARCEL BOUNDARY*
- ADK PARK BLUE LINE
- RIDING STABLE
- IMPROVED BEACH
- CAMPING FACILITY
- PLAYGROUND
- PICNIC GROUND
- VACANT PUBLIC UTILITY
- WATERBODY
- STATE OR TOWN PARK
- FORESTED LAND
- FIRST WILDERNESS HERITAGE CORRIDOR

Environmental Features:

Lakes & Waterways

The identity of the Town of Lake Luzerne is closely tied to its waters. The confluence of the Hudson and Sacandaga Rivers and the many lakes and streams provide beauty, recreation opportunities, and wildlife habitat. The quality of these waters is variable, with a number of different factors contributing to the health of the waterways. Table 3 below shows the NYS Department of Environmental Conservation (DEC) classifications for the major water bodies in Lake Luzerne.

Table 3 Water Quality	
Name	Class *
Upper Hudson River	B,C
Sacandaga River	C
Lake Luzerne	B
Second Lake	B
Third Lake	C
Fourth Lake	B
Stewart Lake	C
Lake Vanare	B
Forest Lake	B
Bullhead Pond	C
Source: New York State Department of Environmental Conservation *The classification AA or A is assigned to waters used as a source of drinking water. Classification B indicates a best usage for swimming and other contact recreation, but not for drinking water. Classification C is for waters supporting fisheries and suitable for non - contact activities. The lowest classification and standard is D.	

Because the Town of Lake Luzerne and its surrounding areas are so dependent on the waters for tourism and recreation it is crucial that water quality be maintained at the highest level possible. Some factors that contribute to the degradation of lakes and waterways include runoff from nearby roadways, leaking or failing septic systems, fertilization of lawns and landscaping, removing vegetation from shorelines, and erosion of steep slopes due to weathering and development. The waterways in Lake Luzerne are susceptible to all of these issues and should take care in creating regulations and monitoring procedures that work to reduce the impact of the uses surrounding the lakes and river. The waters in Luzerne are used for a number of different activities. The Hudson River is accessible to motorized boats between Rockwell Falls and the Spier Falls Dam. The upper portions of the Hudson are mainly host to small personal watercraft such as canoes and kayaks. White-water rafting is a popular activity on parts of the Hudson as well. The lakes within the Town are of varying sizes and therefore support a variety of uses. Fishing is common on all lakes, as is the use of small non-motorized boats.

Wetlands

Wetlands are an important ecological feature and provide a number of valuable environmental benefits. Wetlands recharge ground water supplies and improve water quality by filtering out nutrients, sediments, and pollutants. They provide habitat, protection, and food for many species of flora and fauna and can serve as feeding or resting grounds for migratory birds. Disturbing wetlands can be harmful to the environment and is widely discouraged.

Construction and other disturbances of wetlands are regulated by federal, state, and local authorities, including New York State Department of Environmental Conservation, Adirondack Park Agency, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, and local government. Federal and Adirondack Park Agency classified wetlands in the Town of Lake Luzerne are shown on the Natural Resources Map (Map 8).

Floodplains

Floodplains denote areas that are periodically inundated by floodwaters. There are a number of 100- and 500-year floodplains in the Town of Lake Luzerne. The most considerable floodplain areas are located along the Hudson River, around the Second and Fourth Lake areas, and around the creek running along Glens Falls Mountain Road (See Map 8). Development regulations may apply within these boundaries.

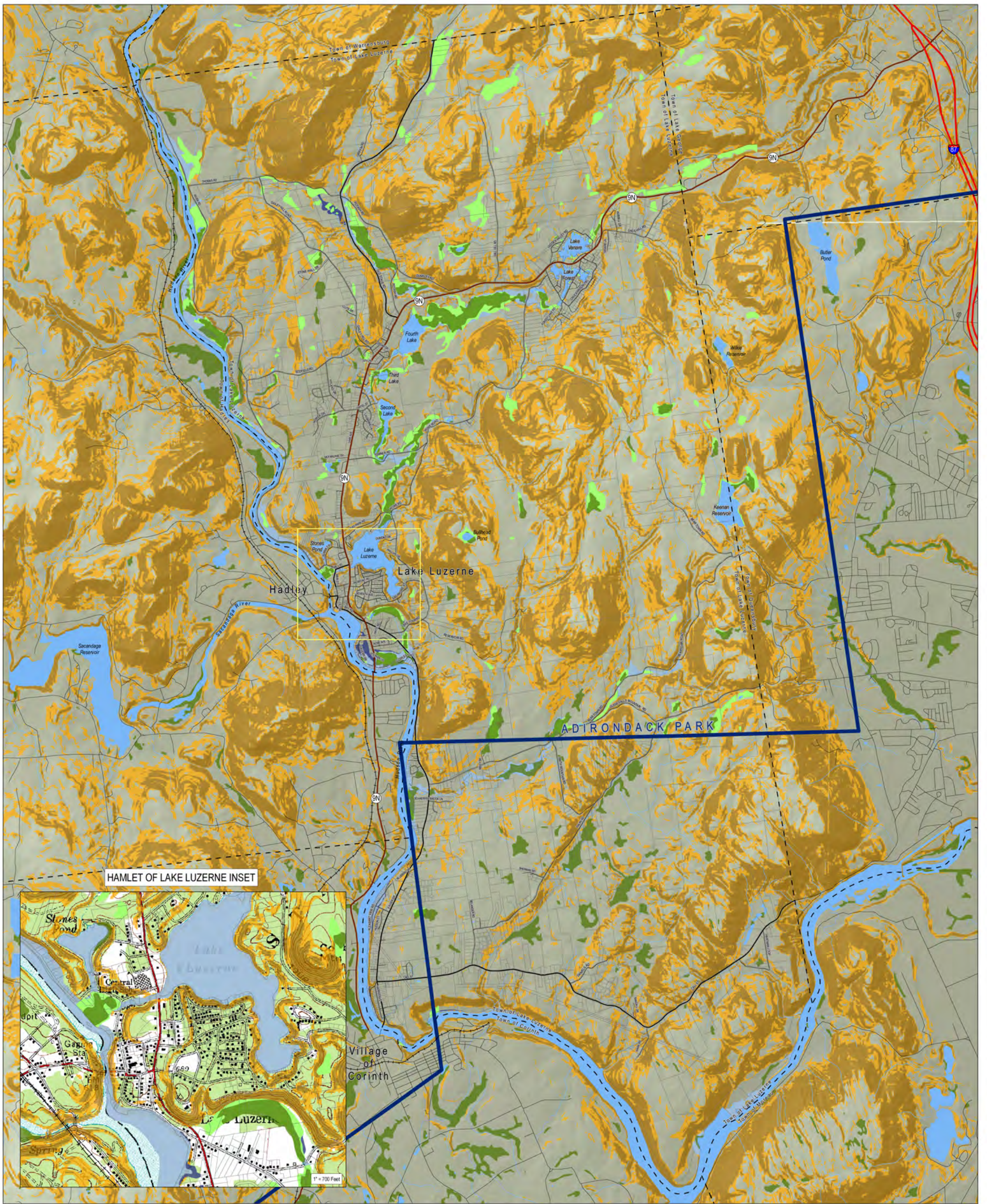


Steep Slopes

Due to the location of Lake Luzerne in the Adirondack Mountains, the Town's topography contains a considerable number of areas with steep slopes. Steep slopes are undesirable for development for a number of reasons. Disturbing the ground and removing trees on land with considerable slope can be harmful to environmental quality by producing high levels of erosion and runoff that can carry sediment and nutrient loads into nearby waterways. Additionally, removing vegetation from the slopes and ridges can create instability and the potential for slope failure (landslides). Developing on steep slopes can also be very costly and lead to the degradation of valuable scenic viewsheds within a region.

The Natural Resources Map (Map 8) shows the areas of Lake Luzerne that contain steep slopes. This map will be used to highlight areas of the Town that are inappropriate for development. Many of these areas of steep slopes are already zoned for uses that discourage or prohibit development. However, as Lake Luzerne continues to grow, some of the areas with development constraints such as steep slopes may one day become attractive for development. It is important to identify these areas and make the appropriate changes to the Zoning Ordinance in order to ensure the preservation of these sensitive areas and scenic vistas.

Map 8: Natural Resources

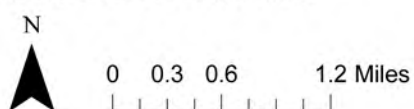


NATURAL RESOURCES

Lake Luzerne Waterfront Revitalization Strategy & Comprehensive Plan

Map 8
June 2007

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KEY

- | | | | |
|--|------------------|--|---------------------------|
| | RAILROAD | | ADIRONDACK PARK BLUE LINE |
| | TOWN BOUNDARY | | WATERBODY |
| | STATE HIGHWAY | | FEDERAL WETLAND |
| | COUNTY ROAD | | APA WETLAND |
| | LOCAL ROAD | | 100 YEAR FLOODPLAIN* |
| | HYDRO | | 500 YEAR FLOODPLAIN* |
| | PARCEL BOUNDARY* | | 16% - 25% SLOPE |
| | | | > 25% SLOPE |

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Transportation and Infrastructure:

Existing Roads

State Route 9N is the major thoroughfare through Lake Luzerne, and the only state highway in the Town. Route 9N comes from the south from Saratoga Springs and runs north from Corinth up the west side of the Hudson River in the Town of Hadley until it crosses over the Hudson and travels north/northeast thorough Lake Luzerne and on to Lake George, where it meets the Adirondack Northway, Interstate 87. The majority of traffic in the Town travels on Route 9N, with the NYS Department of Transportation projecting an average of between 4500 and 5500 vehicles per day in 2004.

The Adirondack/ Glens Falls Transportation Council is the Metropolitan Planning Organization for the area in which Lake Luzerne is located. Their most recent Transportation Improvement Program (TIP) for 2007-2012 (still in draft form) shows two projects scheduled for the Town of Lake Luzerne. These improvement projects are the replacement of the bridge where State Route 9N crosses over the Hudson River, and a rehabilitation of the County Route 44 bridge (known as Bridge Street, Mill Street, or Main Street) crossing over the Hudson into Saratoga County.

The Warren County Department of Public Works is responsible for the maintenance of all county roads within the Town of Lake Luzerne. These include County Routes 16, 32, 44, and 60. Currently no major projects other than those listed above are planned for the immediate future. The Town of Lake Luzerne maintains all roads within the Town other than Route 9N and the County Roads listed above.

The condition of roadways within Lake Luzerne varies widely. Many of the high traffic roads are well-maintained with good pavement, but most lack a significant shoulder. Some of the smaller roads have fallen into disrepair or have areas that could use reinforcement or minor surface repairs. A consistent issue throughout the Town is the need for wider shoulder areas along the roadways that would provide safer travel for vehicles, pedestrians, and cyclists alike.

Sidewalks within the Town are unnecessary in many places due to the rural nature of the built environment. However, the Hamlet area of Lake Luzerne has sufficient and well-maintained sidewalks for the denser building pattern that exists there. This infrastructure allows residents and visitors alike to enjoy the amenities and scenery of the Lake Luzerne Hamlet area without necessitating vehicle use.



Scenic Byways

The New York State Department of Transportation has been sponsoring the designation of Scenic Byways throughout the state. As Scenic Byway is a road corridor that has regionally outstanding scenic, natural, recreational, cultural, historic, or archaeological significance. These corridors offer an alternative travel route to the major highways and daily travel patterns, while telling a story about the Adirondack North Country's heritage, recreational activities, or beauty.



One such Byway, the Dude Ranch Trail Scenic Byway, travels through the Town of Lake Luzerne and highlights the Adirondack cowboy history of the area. This route is a 40 mile loop that begins in Lake George, travels north along Route 9 to Warrensburg and turns southwest on Route 418 to Stony Creek. From Stony Creek the Byway follows Route 1 south along the Hudson River and crosses over at Hadley into the Town of Lake Luzerne, where it follows Route 9N back to Lake George. In Lake Luzerne the Dude Ranch Trail Scenic Byway passes by the Painted Pony Rodeo and various horseback riding stables in operation today, as well as the sites of similar attractions from the past.

Figure 1 Dude Ranch Trail Scenic Byway

<http://www.adirondack.org/byways/bywayduderanch.php>

Parking

Public parking is provided in some areas of the Town. These parking facilities are mainly located near public use areas such as lake and river access points, Town Hall, the Hadley-Luzerne Central School, and others. There is a parking ordinance in effect that prohibits parking of vehicles on any public street or highway between the hours of 12:00 midnight and 6:00am during the time period between November 15 and April 15. There is no obvious deficiency in parking spaces available for the patronage of local businesses, as most commercial properties have parking provided on premises.

Pedestrian/Bicycle Resources

Due to the fact that the majority of roadways in the Town are rural State or County Routes there is very little provision for pedestrians and bicycles. The only notable areas of roadway with sidewalks are located in the business district in the Hamlet of Lake Luzerne. Pedestrians wishing to travel on other routes must use the shoulder or sides of the road for walking. Similarly, there are no bike lanes on any roadways within the Town, and cyclists must travel on the roadways or road shoulders.

The safety of pedestrians and cyclists in the area should be addressed, as these are popular modes of transportation for young people as well as for tourists and those seeking recreational and scenic travel options. Warren County has instituted a policy stating that all County roads when re-surfaced will be expanded to contain a minimum of 4 feet of shoulder pavement on each side. This policy will allow secondary roadways to become bicycle friendly alternatives to the main thoroughfares which can become quite busy, especially during the summer months. Similar attention could be paid by the Town during roadway projects to improve the safety and accessibility of Lake Luzerne to these alternative modes of transportation.

Water & Sewer Infrastructure

A municipal water system serves a portion of the Lake Luzerne population, mainly those areas in the Hamlet of Lake Luzerne and surrounding areas. The existing water system in the main hamlet currently serves approximately 850 customers, and a smaller water district in the Hudson Grove area serves 119 properties with water purchased from Corinth's municipal water system.

There is currently no municipal sewer system in the Town, necessitating the construction of a separate septic system for each developed parcel of land. The topography in the Lake Luzerne hamlet makes installation and operation of septic systems difficult, and cannot support any further development. If any expansion or development is to occur within the Hamlet area, provisions for sewage removal are necessary

A Feasibility Report was completed in March 2006 regarding options for a municipal sewer system. These options included expanding the existing facilities in the Town of Hadley in a number of different ways, or creating a new system within the Town of Lake Luzerne. To date no action has been taken on the outcome of this report.

From: [Wayne Allison](#)
To: [Kendall, Matthew S \(APA\)](#)
Subject: Fwd: 2019-01
Date: Saturday, October 24, 2020 8:08:12 AM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hi Mr. Kendall,

I am so sorry. The email I sent last week had the wrong reference number on it. Thank you.

Maryellen Allison
518-232-8839
17 Hall Hill Road
Lake Luzerne NY 12846

----- Forwarded message -----

From: **Wayne Allison** <me.an.wayne@gmail.com>
Date: Wednesday, October 21, 2020
Subject: Re: APA Project No. 2020-0111
To: matthew.kendall@apa.ny.gov

Hi Mr. Kendall,

Thank you for your direction so far with my concerns about the reclassification of the property near my home in Lake Vanare.

Last night, I attended a Town Board Meeting and this issue was brought up by Supervisor Merlino. I questioned him and the board and in the process he made some very concerning statements about how the application came to be AND about the plans for that property. These statements should be public record.

Mr. Merlino stated that the owner of said property approached him as a friend and asked for help. Other board members indicated the same thing. The property owner never brought this issue up at a public meeting.

Also, when I brought up the fact that the owner has already filed an llc and set up a web site for what appears to be a condominium complex, Mr. Merlino at first stated that there would only be about 12-14 houses. When I shook my head no, Mr. Merlino said that most would be second homes anyway.

They quickly changed direction saying there were no plans filed with the town and that the owner should be allowed to do what he wants with his property. Mr. Merlino also suggested that if people didn't like the plan they should buy the property from the owner.

I realize this is a lengthy email. I am wondering if there is anything you can help me with. Are there any other agencies I can appeal to on this topic. Is there anyone else I should write to? I

am very fearful of what will happen if the classification change goes through. The whole thing stinks of cronyism.

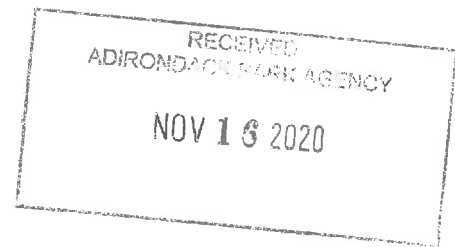
Thank you again for your time and patience.

Sincerely,
Maryellen Allison
17 Hall Hill Road
Lake Luzerne, NY 12846
518-232-8839

Thomas and Anne Reed
10 Forest Lake Road
Lake Luzerne, NY 12846
518-527-4899

November 7, 2020

Agency Board – Adirondack Park Agency
c/o Matthew Kendall, Environmental Program Specialist
Adirondack Park Agency
P.O. Box 99
1133 NYS Route 86
Ray Brook, NY 12977



Re: Town of Lake Luzerne Proposal 2019-01

It's important to review the events that preceded proposal 2019-01. Prior to purchasing 9 acres in Lake Luzerne I reviewed the property details in the Lake Luzerne Zoning Ordinance which showed density of 1 dwelling per acre along Hidden Valley Road and NY Route 9N. This density reached back approximately 1,300 ft from the road; it changed to 1 dwelling per 10 acres beyond that.

At a meeting with the Town, attended by Gene Merlino, Supervisor, Karen Putney, Zoning Officer, and Dennis MacElroy, EDPllp (Environmental Design Partners, Clifton Park, NY), Dennis pointed out that the property was under APA “yellow” density which was a major surprise. Dennis contacted Matt Kendall and arranged a following meeting at the Town.

Matt Kendall brought with him several helpful views of the property including one that showed APA density of “Moderate” on all of Hidden Valley Road except for a stretch under a “grid” which he printed out. Interestingly the grid line, which extended 1,320 feet from the road, matched up nearly exactly with the line the Town has separating density from 1 acre to 10 acres.

Matt Kendall provided the Town with an information packet that included the forms for the proposal needed to change APA density from “yellow” to “red” thereby making all of Hidden Valley Road viewed the same. Needless to say this would help the Town get their Zoning Ordinance density closer to the APA density in this area. [the Town Zoning Ordinance has since been pulled offline]

The proposal was developed and sent in to the APA. Concurrently the COVID crisis was developing and all things were delayed, including the scheduling of a public hearing to discuss the proposal. The meeting was eventually held “virtually”. Some comments pro and con were received which delayed things even further.

We have reviewed all the correspondence to date that we have received either directly or as copies from the Town and the APA. Comments included, among many other things, many that were biased, emotional, personal preferences and/or extreme. However there were four themes that surface from the concerns within the documents: the current land demographics and use of the proposed area, water concerns, the soils, and the woods. The following discuss the facts.

Currently about 60 percent of the proposed area is already in commercial and residential use fitting moderate density with little, if any, negative environmental effects. The “grid” is the only area along

Hidden Valley Road that is not already rated Moderate Density by the APA. Compare the grid area to the northern end of Hidden Valley Road on the same side of the road which extends from Route 9N to the boundary of the Double H Ranch on Wood Foundation property. It is over NINETY percent woods, has so much water that one of the culverts going under the road is about 5 feet in diameter, and topo unfriendly to building. Yet it is labeled Moderate while the better lands, in all respects, at the other end of the road are not. That fact doesn't make sense. It appears that, back in the day, the APA did sort of reverse "spot zoning" in this area. It only makes sense to be consistent and make all of Hidden Valley road Moderate density.

Speaking of woods, look at Warren County GIS overhead of the entire local area considered Moderate Density which includes lakes and homes on both sides of Route 9N. Color views shows the lakes, roads, hotels and commercial properties but most private homes are covered by the canopy of trees. These homes along the lakes are mostly about an acre in size – in fact in the Northwoods Association along Lake Forest some lots are .6 acres (some even less). Even with this density there is great space for both trees and homes. [see two attachments] Given that any expanded use in the proposed "grid" area would follow new Moderate guidelines, the fact is that woodlands can easily coexist with homes.

Concerns about water reflect both surface water runoff into the lakes as well as septic systems. There is plenty of history with years of experience given the commercial and residential development already in place. Lake Vanare not only has many homes and several popular motels directly on the lake but also the Double H Ranch which is heavily used in both summer and winter. Surface water runoff is not a problem.

And the fact is that all are on septic systems. Lake Vanare flows into Lake Forest with dozens of homes on small lots directly on the lake. For the past two years Samantha Carey, a graduate student of SUNY Oneonta, has studied Lake Forest from every perspective. Her report is now in: the fact is that Forest Lake is in great condition from all perspectives. Water concerns seem overstated.

Its important to include soils in the discussion for several reasons. It's due to the granular soils that the septic systems work so well and also that rainwater is absorbed so well. The soils within the proposed grid area are virtually the same in character. They have, and will, support reasonable development along this corridor. And keep in mind that all building permits will still require approval by the Town, County and APA even after the proposed change to Moderate, which assures everyone that no building will take place in wetlands or on any other questionable site.

Lake Luzerne needs economic development. Our population is steadily declining, in fact we had over 100 graduates in 2000 but only 36 this year. Lake Luzerne is not alone: Census Bureau stats indicate that since 2010, 42 out of 50 New York State counties lost population and the state lost 1 million people since then. For every person moving into NY, two move out (MoneyWise.com). People moving into NY move into apartments (8000 new apartments in metro NYC since 2000) and many who leave simply abandon their homes (2000 abandoned in just the NYC area). In addition there are currently 13,290 foreclosures across the state [Stats from HudHomes and Zillow].

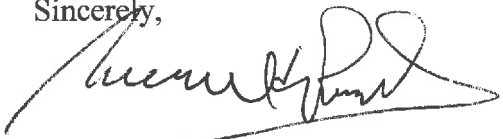
In summary, from a woods viewpoint, from a water viewpoint, from a soils viewpoint, from a location viewpoint and from an economic viewpoint, proposal 2019-01 should be approved. In the NYS Division of Budget section on the Adirondack Park Agency for 2021 under "Program Highlights" the first sentence reads "Since its inception, APA has worked to achieve a balance between strong environmental protection and sustainable economic development opportunities for the residents of the Adirondack Park".

Every single county within the Park has lost population, some seriously. The Town of Lake Luzerne has lost population. We are stepping forward to make significant investment in our Town, County and State. We need to do what we can to stop the population and economic erosion we are experiencing. We can do this responsibly in an area that the Town of Lake Luzerne "Master Plan of 2010" identifies as one of the hamlets to concentrate development in.

I'm writing to you on this date, November 7, 2020, my 78th birthday. I am still very committed to helping our area grow in a responsible way. Your action to approve 2019-01 moves us in that direction.

Thank you.

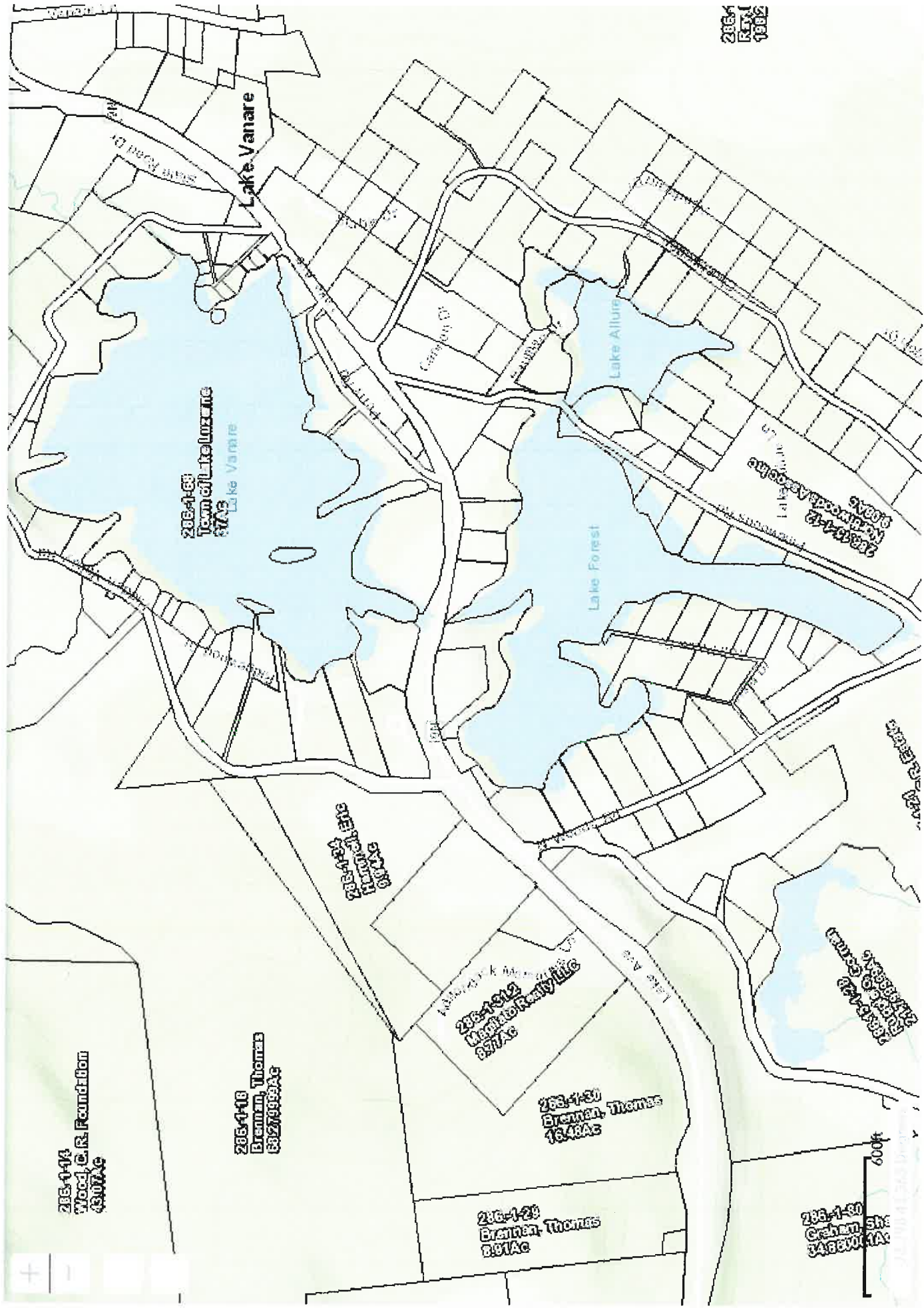
Sincerely,

A handwritten signature in black ink, appearing to read "Thomas H Reed", written over a horizontal line.

Thomas H Reed

NOTE: The attachments were printed at a time when my purchase from Thomas Brennan was yet to be reflected in the Warren County GIS.

Warren County Parcel Viewer



286-1-31
REV
1982

Warren County Parcel Viewer



286-1-69-1 306 Degrees

From: Wayne Allison
To: [Kendall, Matthew S \(APA\)](#)
Subject: Map amendment 2019-01 Lake Luzerne
Date: Thursday, February 04, 2021 3:31:19 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hi Mr. Kendall,

I don't know if this would concern the APA or not but I attended the Lake Luzerne Town Board Meeting on Monday, February 1st. The map amendment was discussed. When the town attorney read the APA letter giving Mr. Merlino the options of 1. Continuing with the request, 2. Addressing the public comments. Or 3. Dropping the request, Mr. Merlino said, "I don't want to address anything" let it continue.

I will note that Mr. Thomas Reed (owner of the land in question) and I were the only two public viewers of the meeting. During the discussion, one of the board members said 'poor Mr. Reed' is waiting for an answer. The board members were not visible to viewers. There was no public comment allowed at this meeting.

I have emailed Mr. Merlino twice asking him to address the public comments or at least my concerns. He has not replied. I sent my request to the Town Clerk and asked that it be shared with the Board members (no emails available) as well.

What concerns me is that at earlier meetings when this issue was brought up and My neighbors and I asked questions and expressed concerns, Mr. Merlino alluded that he knows much more about the development plans. I am very concerned about his personal stake in this issue.

I think this will probably be discussed at next week's APA meeting. I do not know if the public is allowed to comment there or not.

Thank you for your time and attention to this correspondence.

Sincerely,
Maryellen Allison
17 Hall Hill Road
Lake Luzerne, NY 12846
518-232-8839