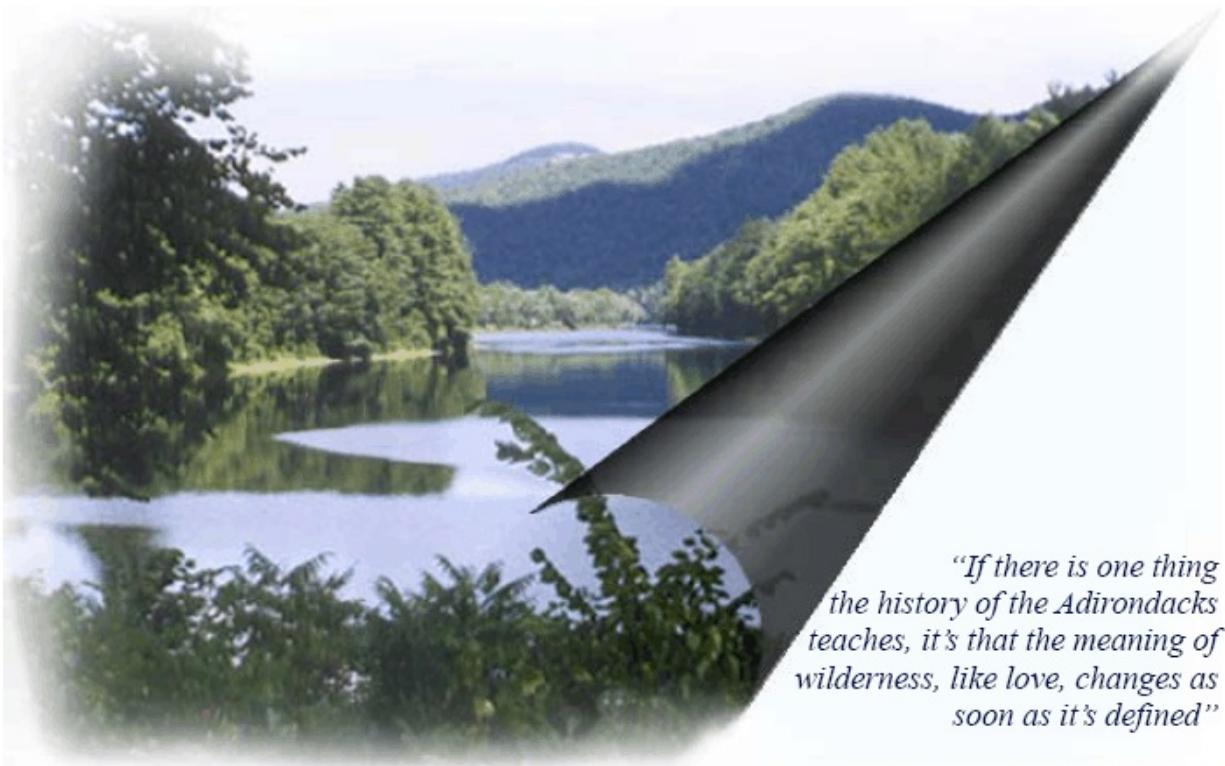


Action Plan Update

REDISCOVERING THE



*“If there is one thing
the history of the Adirondacks
teaches, it’s that the meaning of
wilderness, like love, changes as
soon as it’s defined”*

Paul Schneider. *The Adirondacks: A History of America's First Wilderness*. Henry Holt & Company, 1996

FIRST WILDERNESS



Updated 2015

*This report was prepared for the New York State Department of State through the
Environmental Protection Fund Local Waterfront Revitalization Program.*



Executive Summary

This report and action plan establishes development principles and outlines specific plans, which will lead to the redevelopment of the Northern Hudson River Corridor through complementary development of specified nodes within communities located along the rail line. A full range of tourism services, lodging, active and passive recreation, historic interpretive sites, cultural destinations, railroad experience and economic development opportunities are planned to meet the needs of the adventure and historic cultural travelers in their rediscovery of The First Wilderness. This work has been accomplished through an inter-municipal agreement with nine Hudson River communities. The Warren County towns of Johnsbury, Thurman, Stony Creek, Warrensburg, Chester and Lake Luzerne have joined with the towns of Hadley and Corinth in Saratoga County to create corridor revitalization plans under the aegis of the New York State Department of State's Local Waterfront Revitalization Program. The original study “Rediscovering the First Wilderness – Intermunicipal Redevelopment Strategy for the Northern Hudson River” was prepared to analyze the potential of the corridor. This updated planning effort recognizes the value of previously completed planning studies, public investment for essential projects and re-establishes a course of action and revised strategies for the First Wilderness Heritage Corridor.

A public participation process provided important commentary on projects and programs that were an essential part of the plan update and the creation of this document. A unique consequence of overlapping planning initiatives that combined the information, from Phase Two of the Development of the First Wilderness Heritage Corridor LWRP with the research materials from the preparation of the First Wilderness Scenic Byway Corridor Management Plan (CMP), resulted in an updated revitalization plan rooted in a thorough understanding of local resources and attainable economic strategies. Both of these state-sponsored planning programs gave priority consideration to the Hudson River, recreational waterways, waterfront access, water quality....and economic development. Simultaneously securing public comment for both programs eliminated duplication, avoided confusion and maximized opportunities for meaningful discussions with stakeholders and local officials. Attention to the dual nature of the public engagement process for both programs, clarified and strengthened the objectives of the First Wilderness Heritage Corridor Plan Update and the First Wilderness Scenic Byway CMP. This approach allowed for the mutually beneficial strategies to be identified and integrated into the action plans within each of the Corridor’s participating communities. The continued development of the FWHC will be positively impacted through a greater understanding by stakeholders, local officials and residents of these locally developed plans intended to guide decision making and to foster historical identity with the Upper Hudson River.

Input, formally and informally, from meeting participants, field data collection, local planning

documents and other relevant regional sources were used in the preparation of this document. The Warren County Planning Office coordinated the public outreach efforts and facilitated the community planning discussions through the First Wilderness Planning Groups. (This is a cross section of community residents, business owners and civic leaders who desire to help their community prosper). In addition to these groups, representatives from the NYS Department of State, NYS Department of Environmental Conservation, NYS Department of Transportation and the Olympic Redevelopment Authority were invited to meetings.

A communication network of interested citizens, initiated in 1999, continue to meet and discuss issue and projects related to the First Wilderness Heritage Corridor. Planning Groups continue to meet at the town-level and they convene semi-annually for ‘roundtable’ discussions. These gatherings are open to the public and several of them were advertised through public notice. When possible, meeting summaries and minutes are distributed to local officials and relevant community organizations. Current efforts to inform the general community regarding FWHC projects and promote events in the Corridor communities are aided by the internet through social media.

Information, concerning the projects and programs of the First Wilderness Heritage Corridor, is provided to regional planning and economic development organizations that are involved with communities in the Adirondack Park. Warren County Planning Department staff regularly attends meetings of the Adirondack North Country Association and the Adirondack Gateway Council to be aware of regional issues that may impact the FWHC. The implementation strategies for the FWHC include collaborative marketing for events with other heritage groups or Scenic Byway’s within the Adirondack region.

The following document represents ideas, goals and projects included in numerous resource documents used to compile this action plan. The document draws heavily from the recently completed Corridor Management Plan prepared for the First Wilderness Scenic Byway. This document is structured in such a way as to allow individual communities to extract Sections III, IV and their relevant portion of Section V to create a working document to implement their specific actions. This organizational structure was utilized at the expressed request of a number of the participating communities.

The Action Plan is organized in the following manner. Section I includes a brief history of the First Wilderness program. Section II reaffirms the four basic principles that formed the underlying spirit of the program since its inception. Section III identifies items that are of a regional nature and, generally, are applicable to more than one community. Section IV includes specific actions and goals to accomplish the regional objectives and Section V carries that over to Town level actions. The Town specific actions were prepared using various source documents

and then shared with a local committee to edit and update the materials. Section VI articulates the “How” of implementing the Action Plan along with possible organizational structures. Section VII lists the possible funding or technical assistance programs and organizations that may be drawn upon to implement relevant sections of this Action Plan. Finally, Section VIII contains a listing of all of the source documents used to compile this Plan and also identifies the local working groups and committees who assisted in the identification of goals and strategies.

Table of contents

Executive Summary

Section I

History of the FW program

Section II

Principles

- Focus on Authenticity
- Preserve and Protect Resources
- Make Sites Come Alive
- Collaboration

Section III

Regional Priorities

- Scenic Byway
- Gore Mountain
- Equine Trails
- Dude Ranch Museum
- County Fair Grounds
- Snowmobile trails
- First Wilderness Heritage Trail
- Rail Improvements
- Theme Trains
- Bicycling Routes/Events
- Corridor Expansion
- Geocaching
- Internet Access- White Space
- Community Centers
- Community Infrastructure

Section IV

Corridor Wide Goals

- Economic and Community Development
- Tourism Marketing and Promotion
- Recreation
- Signage and Interpretation
- Stewardship

Section V

Town specific actions

Chester

Corinth

Hadley

Johnsburg

Lake Luzerne

Stony Creek

Thurman

Warrensburg

Section VI

Implementation

Section VII

Resources

Section VIII

References

INTRODUCTION

In 1995, Warren County purchased the forty-mile right-of-way for the former Adirondack Branch of the Delaware and Hudson Railroad, extending from the town of Corinth in Saratoga County to the hamlet of North Creek in the Warren County town of Johnsbury. The Delaware and Hudson's Railroad history, like that of many railroads in the eastern United States is one of mergers, consolidations and leases. After the construction of the Adirondack Branch in 1865, intending to tap the iron deposits north of Saratoga Springs to Ogdensburg - did not develop - lumber and tourists became the principal items for rail transport. Since the 1860's, the Adirondack Branch played a central role in the development of the southeastern corner of the Adirondacks. Freight operations supported the growth of the wood and paper industries, and served as a vital transportation link to the mining operation in Tahawus. Passenger service, likewise, fostered the creation of the great camps and provided reliable access for tourists to wilderness areas of the Adirondacks. The successful transportation plans that were developed by the New York Central and the Canadian Pacific Railways in connection with the 1932 Winter Olympic Games were a testament to the potential for railroads to bring people to the Adirondacks for recreation - including that first generation of downhill skiers to Gore Mountain at North Creek.

The presence of this historic railroad and its parallel location to the Upper Hudson River were the reason for various economic initiatives that occurred over the past 80-years. Residents in North Creek, energized by the 1932 Lake Placid Winter Games, set a plan in motion to create ski slopes near the hamlet of North Creek in 1934. Logging roads were cleared and widened as the beginning ski trails took shape on the lower reaches of Gore Mountain. During early March of 1934, the first Delaware and Hudson Snow Train transported nearly 400 visitors, from Schenectady and points south, to enjoy spring skiing in the Adirondacks at North Creek. This new ski mountain gained acclaim as the first "ride-up, slide-down" ski center east of the Mississippi River, as all available local vehicles were pressed into service to transport skiers from the bottom of the runs to the top of the hills. The snow trains brought economic prosperity to the surrounding communities, bringing skiers during the winter season until the early 1940's, when the availability of all locomotives were needed for the war effort. The discovery of titanium in the Tahawus Iron Mine, crucial for military use, expanded the rail line thirty-three miles and created a new purpose for the railroad - eventually eliminating snow train service. The train station at North Creek remained in service until 1989, facilitating iron ore and limited tourist transport. The creation of the North Creek Railway Depot Preservation Association, along with the purchase and restoration of this historic depot building in 1993, signaled a new beginning for establishing railroad tourism in the south eastern corner of the Adirondack Mountains. Federal program funding for transportation initiatives and national interest in re-purposing existing rail lines, created business opportunities for tourism train operators. Warren County officials were eager to enhance tourism in the communities along the Hudson River through the re-development of the former Adirondack Branch of the Delaware and Hudson Railroad.

Following its acquisition by the County, the former Adirondack Branch is taking on a new role in the region. The line remains available to provide freight service to local industry. It has also become the focus of tourism development activities within communities along the Northern Hudson River. A tourism excursion railroad is now operating on an eight-mile segment featuring roundtrips from North Creek to Thurman during the summer and early fall seasons with commuter and excursion service to

Saratoga daily. Warren County is actively developing ways to expand the tourism potential of the railroad right-of-way as a springboard to enhance tourism and economic development along the entire Northern Hudson Corridor from Saratoga Springs to Tahawas.

Warren County's investments, combined with key sources of federal support, established improvements for passenger and freight service extending as far south as Saratoga Springs. Former U.S. Rep. Jerry Solomon was instrumental in accessing federal funds through the Intermodal Surface Transportation Enhancement Act (ISTEA). Five million dollars was allocated for improving the rail line between Saratoga and North Creek. An additional \$5 million was utilized for the Saratoga Springs rail station renovation reconstruction project, which was completed in the spring of 2004. An additional \$6 million was set aside for the planning and implementation of a commuter train Demonstration Project between Saratoga Springs and Albany.

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The New York State Department of State's Local Waterfront Revitalization Program

The Department of State's Local Waterfront Revitalization Program promotes the creation of Local Waterfront Revitalization Plans (LWRPs) by local municipalities. Each LWRP formulates waterfront development objectives by adapting statewide legislation and policies to the unique and individual requirements of each municipality. The LWRP also outlines strategies that are used to meet the municipality's objectives.

The LWRP process involves cooperation with State, County, local, and private agencies as well as an appointed LWRP Advisory Committee that included local businesses as well as village and town residents. The LWRP outlines specific projects and policies to encourage environmental protection, foster economic development, protect valuable water resources, and improve public waterfront access. Once enacted into law, the LWRP will ensure that State and local actions proposed within the waterfront area are conducted in a manner consistent with the policies of the LWRP.

One of the components of the LWRP is the identification of long-term uses and specific projects along the waterfront and related lands. These uses and projects, in conjunction with an established management program, can significantly increase a community's ability to attract and manage development activities that complement the unique cultural and natural characteristics of its waterfront.

Once completed and approved by the New York State Secretary of State, the LWRP provides a community with the local controls to guide waterfront development. More importantly, a distinct benefit of the LWRP is the legal ability to ensure that all actions proposed for its waterfront only occurs in a fashion prescribed by the LWRP. This "consistency" provision is a strong tool that assures that State and local governments work in unison, and not at cross purposes, to build a stronger economy and a healthier waterfront environment.

First Wilderness Heritage Corridor Stakeholder Involvement

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Section I - History of the Corridor

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The presence of this historic railroad and its parallel location to the Upper Hudson River were the reason for various economic initiatives that occurred over the past 80-years. Residents in North Creek, energized by the 1932 Lake Placid Winter Games, set a plan in motion to create ski slopes near the hamlet of North Creek in 1934. Logging roads were cleared and widened as the beginning ski trails took shape on the lower reaches of Gore Mountain. During early March of 1934, the first Delaware and Hudson Snow Train transported nearly 400 visitors, from Schenectady and points south, to enjoy spring skiing in the Adirondacks at North Creek. This new ski mountain gained acclaim as the first "ride-up, slide-down" ski center east of the Mississippi River, as all available local vehicles were pressed into service to transport skiers from the bottom of the runs to the top of the hills. The snow trains brought economic prosperity to the surrounding communities, bringing skiers during the winter season until the early 1940's, when the availability of all locomotives were needed for the war effort. The discovery of titanium in the Tahawus Iron Mine, crucial for military use, expanded the rail line thirty-three miles and created a new purpose for the railroad - eventually eliminating snow train service. The train station at North Creek remained in service until 1989, facilitating iron ore and limited tourist transport. The creation of the North Creek Railway Depot Preservation Association, along with the purchase and restoration of this historic depot building in 1993, signaled a new beginning for establishing railroad tourism in the south eastern corner of the Adirondack Mountains. Federal program funding for transportation initiatives and national interest in re-purposing existing rail lines, created business opportunities for tourism train operators. Warren County officials were

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The climate and terrain have kept Nature as a compelling presence in every day life. Since the time of the Iroquois Confederacy, the climate and terrain have made it difficult to secure a livelihood in the Adirondacks. Unlike elsewhere in the Northeast, these conditions have prevented natural forces from being subdued by an increasing presence of agriculture, industry and suburbanization. Consequently, much of the landscape is characterized by undeveloped, uncultivated open space, many residents still depend upon primary industries related to forestry and mining for their livelihoods, and outdoor recreation remains a primary attraction for both residents and tourists.

Much of the region's history remains visible in the landscape and closely linked to the railroad and the Hudson River. Since the creation of the Adirondack Park, and its subsequent reforestation, much of the region's landscape has remained unchanged for the better part of this century. Given its rural nature, there are only a limited set of historical structures in the corridor. However, important natural features and representative ways of life are still visible in the landscape and in the day-to-day life of each of the towns. Given the importance of both the railroad and the river to the area's history, the Northern Hudson corridor can serve as an organizing principle for a coordinated approach for interpreting and promoting the

historic/cultural resources of the region.

The corridor is also marked by the small scale of institutional life set amid large land holdings. In almost every case, the communities, enterprises and institutions that have shaped the quality of life in the Adirondacks have been small in scale and localized in nature. The singular exception has been in the area of land ownership. The timber companies, railroad, mines, and great camps all amassed sizeable private landholdings. Over the last century, they have been complemented (and in some cases supplanted) by another large landholder--the State of New York. These ownership patterns have left a legacy of large tracts of open space that provide the setting for the small scale institutions that comprise both community life and the tourism experience in the corridor. This combination of small institutions amid large stretches of open space reinforces the wilderness character of the corridor.

These three characteristics combine to create a region where neither one particular landscape feature, nor one kind of activity serves as the primary attraction for tourists. This suggests that tourist development in this corridor is much more likely to succeed based upon an approach that creates a single fabric of interpretation and promotion to establish a larger sense of significance and relationship among a series of small-scale, fine-grained experiences set against a backdrop of wilderness.

From its origin at Lake Tear of the Clouds, to its outlet in New York City, the Hudson River flows over 300 miles. The waters of the Hudson pass through a diverse landscape shaped by human interaction. The Upper Hudson in Warren and Northern Saratoga Counties, although not untouched, has a beauty that is relatively well preserved. Much of the lands adjacent to the river are state owned and therefore protected from development. The Nature Conservancy, The Open Space Institute, and their affiliates have purchased several properties along the Hudson as well as set up conservation easements to protect the riparian areas from further development. The scenic qualities of the corridor have been preserved, providing an aesthetically pleasing landscape of churning rapids, steep slopes, spectacular mountains, and broad scenic vistas.

The Warren and Northern Saratoga County hamlets through which the Hudson flows are mostly small developments, structured around a tourism economy. What was once a river providing power for mills and for transporting logs, is now mainly a recreational and tourism resource. The Hudson, north of Hadley and Lake Luzerne to the Warren County line, is designated as a recreational river by the Adirondack Park Agency. Several whitewater rafting, canoeing, and kayaking outfitters provide guide services along these waters. Unguided canoeists, kayakers, and tubers are often seen floating downstream. Anglers try their luck catching a variety of warm water fish species. Portions of the Hudson, south of Lake Luzerne and Hadley, offer opportunities for boating, water skiing, and jet skiing. Recently, the old 'Adirondack Railroad' rail lines were put back into working order, providing another recreational and tourism

opportunity.

For nearly two hundred years the primeval wilderness region, including Warren and Saratoga Counties, was traveled by the Iroquois Nation and their adversaries, the Algonquins. Both tribes once occupied the lands along the St. Lawrence River; however, following an unsuccessful uprising, the Mohawks fled to the central New York region. The vast, rugged, forested landscape that separated these two nations was an inhospitable and daunting region, not inviting for settlement. This country was primarily used for the occasional hunting and fishing expedition and for a hideout for traveling war parties. According to legend, the Iroquois nation referred to their northern neighbors, the Algonquins, as ‘Ratirondacks’ (or Adirondacks), meaning “those who eat bark”. This was an insult to the Algonquins who were supposed to have resorted to eating the inner layer of tree bark to keep from starving. It was not until 1837 that the chief of the first natural history survey, Professor Ebenezer Emmons, first named the High Peaks district the ‘Adirondack Group’, in honor of the Algonquins.

The first white men to settle this region did not arrive in numbers until after the end of the Revolutionary War in 1783. Following the Revolution, land was cheap in this region of New York State. Settlement required very little capital, as land could be obtained for a few cents an acre. In 1791, Saratoga County was named after the Iroquois’ prolific hunting ground, Sarach-togue, a term translated as “hillside of the great river, “place of swift water”. Not until 1813 was Warren County formed, taking its name from Joseph Warren, a Revolutionary patriot who died a hero’s death at Bunker Hill. Most of the towns that compose these counties doubled in size in the early 1800s. By 1820, nearly all of the public acreage in the Adirondacks had been passed on to private owners.

One of the most obvious natural resources of this immense mountainous region were the acres upon acres of trees. Tall stands of white pine, interspersed with beech, maple, oak, and hemlock groves stood within this virgin forest. Of the earliest settlers to harvest the Adirondack trees were two brothers named Jessup. These men had acquired 13,750 acres in grants and patents between 1767 and 1768. These tracts of land comprised the present day village of Lake Luzerne plus much of the surrounding area, including 2,100 acres to the north of the village and the territory adjoining the boundaries of what is now Lake George and Warrensburg. The Jessups built some of the first saw mills in the area. The felled trees were dragged along skid ways, tied up and rafted down the Hudson, Sacandaga, and Schroon Rivers. Timbers transported down the Hudson, up river of Corinth, had to be landed, and hauled by teams of horses to just below the Palmer Falls (Jessup’s Great Falls) where they were once again rafted down river to the mill. This landing was referred to as Jessup’s Landing.

As more people settled the region, saw mills sprang up along nearly every free flowing stream and river. North Creek boasted a sawmill along the banks of the stream from where it derived its

name, where the Hudson and North Creek join. Several saw mills were built in (the town) and along Stony Creek (the stream), enough to meet the local needs. The first saw mill in Lake Luzerne was built and operated by the Jessups along Wells Creek, the outlet of Lake Luzerne - many others followed. Warrensburg supported numerous saw mills along the Schroon River, and in 1804, the power of Corinth's Palmer Falls was harnessed for the sawing of timbers.

The technique of rafting logs was soon substituted by a new practice of sending free-floating timbers down the rivers. Lumbermen housed in "lumber camps", deep in the forest, felled the timbers during the winter months. Skid ways were used to drag the logs down hill to the waterway. Each stem was then stacked and stamped on the end to identify the owner. Upon the arrival of spring, and the high waters that accompany it, the logs were sent down river to the distant mills. During their journey, log drivers attended to the timbers in an effort to prevent logjams that could back up for miles along the river. As the logs reached the mill, they were sorted by owner and sawed for use in a variety of ways.

Along with the logging industry evolved the tanning industry. Well before the middle of the nineteenth century, small tanneries were becoming established in Warren and Saratoga Counties. By the late 1800s, tanning was a large component of the manufacturing industry for the region. Relatively large establishments existed in Lake Luzerne, Hadley, Stony Creek, Warrensburg, Johnsbury, Chestertown, North Creek, and Corinth. The bark of the Hemlock was used as a source of tannin to produce leather that could be worked on, shaped for a desired purpose, and provide lasting qualities.

Hides were first brought to the tanneries from surrounding farms. Often services were provided in return for a share of the product, a practice similar to that of gristmills and saw mills. Later, as the business developed, hides were delivered by wagons and eventually by rail. The railroad extension from Saratoga to North Creek, completed in 1871, greatly increased the supply of hides to the area. Large quantities were shipped to tanneries in Lake Luzerne and Stony Creek. The demise of the tanning industry reflected that of the logging business. Over-harvesting left the population of Hemlocks diminished after 53 years, and eventually the technology of the industry was improved by the use of chemicals, rendering the old bark process obsolete.

The making of potash was one of the earliest of the backcountry industries. As settlers cleared their lands of the abundance of trees, they burned the trees in a controlled manner that resulted in a residue of ashes from which potash could be extracted. Piles of wood were burned, kindled by leaves, chips and small branches. The resultant ashes were then leached of their lye and boiled down to "black salts", a solid mass containing carbonized materials and impurities. These black salts were either processed on the home farm with animal fats or taken to the local "ashery" for firing in a brick kiln, producing pearl ash. The pearl ash was used locally to make soaps, dyes, and for scouring wool after shearing.

Nearly every town in the region during the early 1800s had an “ashery”. For several years pearl ash was in demand and exported to larger hubs. Seventeen tons were produced in Warren County in 1820.

Mining was the main commercial industry for the town of Johnsbury in the 1900s. The mining industry didn’t arrive to the Upper Hudson River region until the coming of the railroad. The railroad from Saratoga to North Creek, was completed in 1871 and by 1878, Henry Hudson Barton started the Barton Mines. Barton began the world’s first garnet mining operation in North Creek, using garnet ore taken from Gore Mountain. A mineralogist from Philadelphia, Barton developed an industrial abrasive from the garnet ore. Frank Hooper opened The Hooper Mines in North River in 1898. Both garnet mines helped to stimulate the sagging economic conditions. Barton Mines is still in operation, sending garnet ore to Philadelphia.

By the 1840’s, the reputation of the Adirondacks as a destination that would provide the best of hunting and fishing brought a rapid increase in the demand for guides. Many tourists arrived in droves to the mountainous region. The Adirondack Railway carried passengers as far as North Creek. Those visitors interested in hunting, fishing, or hiking, depended on a guide to escort them through the forest.

Most visitors came to hunt or fish. Many guides traveled via guide boat along the waterways, scouting out the best fishing holes and finding the largest wild game. For two or three dollars a day, the guide would perform dozens of tasks to take care of his sports. From skinning and gutting game; to cooking, building the shanty; finding dry firewood; patching the boat; predicting the weather; suggesting the right fishing lure; storing food safely away; and keeping his sports dry, warm, and well fed; the guide did it all. He may even have caught the fish and killed the game for his clients. A first-rate guide not only made sure there was enough food to eat and performed the necessary tasks around camp, but also was a philosopher, storyteller and an overall character.

Some tourists were interested in hiking the hundreds of mountains scattered throughout the region. In order to catch a glimpse of the panoramic views from atop the lofty peaks of the Adirondacks, individuals would hire a guide to lead them to their destination. In the early days of hiking, guides needed to cut trails through the forest and around the waters during their journey to the summits. Once the trails were cleared, the guides’ job was much more straightforward than other contemporary guiding. Compared to hunting and fishing trips, hiking tours were relatively short and specific in nature.

By the mid-nineteenth century, the Adirondacks were gaining a reputation as a destination for the wealthy. As the once very popular Saratoga, ‘Queen of the Spas’ began to run dry, and as gambling attracted less morally desirable individuals to the town, the social elite ventured on to

new summer getaways in the Adirondacks. High society flocked to the grand hotels of the time to socialize on the impressive porches, dine on fresh trout and venison, and enjoy the magnificent surroundings. Before long, the hunger for greater privacy gave way, and campsites, mountain clubs, and backwoods camps were being established around the flourishing hotels. The unique architecture of these Great Camps stemmed from the available natural materials that the forest could supply and the financial ability of the well-to-do to command absolute comfort. The rustic log construction of the Adirondack style architecture, unspoiled nature, and remote setting of many of these camps attest to the ability of one to live in harmony with nature without destroying it.

Many of these architectural treasures remain standing today, under various ownership, both public and private. There are an estimated thirty-five great camps still in existence.

The first initiative to build a railroad into the Warren and Saratoga Counties began in 1848 with the incorporation of the 'Sacketts Harbor and Saratoga Railroad Company'. Two rail lines from Saratoga were proposed, one following the Sacandaga and Black River valleys to Lake Ontario, the other tracing the banks of the Hudson River, and Beaver or Moose River before reaching the Black River valley. The company had acquired 250,000 acres of Adirondack State lands at 5 cents an acre, plus had agreements with numerous private owners to donate lands along the proposed route. But with only a small portion of the railway graded, the company was in financial straits. To renew interest in the railroad, in 1857, the name was changed to the 'Lake Ontario and Hudson River Railroad Company'. In 1860, the name was altered again to 'The Adirondack Estate and Railroad Company'. Before long the plight was hopeless and the courts transferred the ownership to Albert N. Cheney and his associates. Cheney offered the railroad to some New York capitalists associated with the building of the Union Pacific Railroad. Among them was Dr. Thomas C. Durant, known as a prominent figure in the planning and building of the Michigan and Southern, Chicago and Rock Island, and Mississippi and Missouri railroads, who reorganized the business in 1863 and named it the 'Adirondack Company'. The company's stockholders were granted complete tax-exemption for twenty years, and with the acquisition of the MacIntyre Iron Company at Tawahus, their holdings were more valuable. Durant chose the route of his railroad to begin in Saratoga, travel through the heart of the mountains and terminate in Ogdensburg. By 1868, the building of the railroad was well underway, and service was provided along the twenty-two miles of track to Hadley. Another fourteen miles of rail was completed by 1869, and service continued to Thurman. Service to The Glen and Riparius arrived in 1870, and by 1871 all sixty miles of the track was laid, terminating in North Creek.

In an effort to keep the railroad in running order, the company continued to suffer financially. The operating cost of the rail from Saratoga to North Creek exceeded \$6,000,000. By 1874, the expense of construction, together with high operating costs and large debts, brought the advancement of the line to an end. Durant had acquired a \$9,700,000 debt by 1881 and sold the

company to his son, William West Durant, at a cost of \$350,000. W. W. Durant filled the position of president for the new 'Adirondack Railroad Company', while his father continued to lead the operations until his death in 1885.

The completion of the railroad as far north as North Creek made this backwoods logging and mining community the gateway to the Adirondacks. Passengers could depart the rail and hire a stagecoach to transport them to the resorts and hotels of the Central Adirondack Wilderness. Durant could use the rail to ship out wood products, leather, and iron ore and receive the basic goods to stock the shelves of stores, boarding houses, and hotels. Other communities along the rail line also profited from the transport of goods in addition to passengers. The Glen and North Creek boasted large resort hotels. Riparius provided room and board to the workers on the Adirondack Railroad construction crews, and was the connecting point for Schroon Lake. Lake Luzerne and Hadley were home to hotels and inns that attracted many prominent figures.

The Adirondack Railroad Company was purchased by the Delaware and Hudson Canal Company in 1889. The rail was operated locally until 1902 when it was merged with the Delaware and Hudson Railroad. The new line was renamed the 'Adirondack Branch' of the D&H Railroad.

With the 1932 Winter Olympic Games at Lake Placid on the horizon, interest in skiing inspired a local group to clear old logging roads on Gore, Peter Gay, and Burnt Mountains. Facilities were built to transport skiers to the summit of Gore Mountain at Barton's Mines, the first of their kind. At the end of the trails, a ski lodge was built. The construction of the earliest eastern downhill ski center at the Ski Bowl, on the slopes of Gore Mountain, was complete. By 1939, in the wake of the Great Depression, the first of the "snow trains" arrived from Albany and New York City.

The advent of World War II brought an end to the ski trains and the beginning of the war construction effort. The discovery of low-grade iron deposits, north of Newcomb in Tahawus, brought pressure to extend the railroad 33 miles to the north through Forest Preserve lands. After great debate and two years of construction, in 1944, the rail line to Tahawus was in place and ready to transport titanium. The remote location of the mine and the danger of fire associated with coal-burning engines, resulted in the use of the first diesel locomotives on any D&H line, to pull the loads over the steep northern passages.

Before long, the increased use of the automobile led to improved roads into the Adirondacks. Travelers relied less and less on the train for transport to the remote woods. Passenger train service to North Creek was halted in 1956.

The Tahawus mine, owned by the National Lead Company, continued its mining operation until

1990. Canadian Pacific Rail System bought the railroad and began proceedings to abandon the line. But Warren County saw value in the railroad and acquired the state's preferential right for negotiation to purchase the 39 mile long line. The County received \$1.6 million in federal grant money through the Intermodal Surface Transportation Efficiency Act (ISTEA) that enabled the purchase of the right-of-way from Corinth to North Creek.

In June 1999, Warren County began leasing the rail line between North Creek and Riparius, to the Upper Hudson River Railroad Company. This company operated a 2 hour roundtrip, 8.5-mile scenic tour along the Hudson River twice a day, beginning and ending in North Creek.

Current operations are handled through a lease arrangement with Saratoga North Creek Railway (SNCR) who operates both passenger and freight on the line. SNCR also purchased the line from North Creek to Tahawus with the goal of transporting mine tailings from the Tahawus mine to customers throughout the northeast.

The Inauguration

On September 14, 1901, Vice-President Theodore Roosevelt made an ascent of Mt. Marcy while vacationing in the high peaks region. When resting for lunch near Lake Tear-of-the-Clouds, a guide emerged from the woods with a telegram for the Vice-President. The message informed Roosevelt that President McKinley's health had made a turn for the worse. (The President had been shot one week earlier by an anarchist and was thought to be recovering and out of danger.) After descending the mountain and reaching the clubhouse, no further news was awaiting the Vice-President and he reluctantly decided to spend the night. The plans to depart early the next morning were abruptly changed when news arrived that McKinley was dying. Roosevelt insisted on leaving immediately for Buffalo and was in need of a guide to lead him through the darkness of the night. Traveling at night was very dangerous along the rough and treacherous roads of this isolated wilderness. One guide offered his services only after the Vice-President threatened to go afoot with a lantern. This now historic night ride through the remote forest ended in North Creek, forty miles away. Upon arrival to the rail station at 4:39 a.m., Roosevelt was informed McKinley had died, and he would now become the next President of the United States. In route to Buffalo, New York, aboard a special train and private car, Roosevelt was officially inaugurated as the 26th President of the United States.

Project Approach: The First Wilderness - Enhancing Economic Opportunities by Creating a Corridor-wide Tourism Experience

Fundamental to the approach in enhancing economic opportunities within northern Hudson River communities is the acknowledgement of the resources that provide the underlying meaning to the First Wilderness Experience. The redevelopment of the tourism railroad was the most significant, singular element that would strengthen the link between the 9 communities. This transportation component, combined with its attendant projects in the presence of the Hudson River, will become the basis for expanding tourism in Warren and Saratoga County to a new level. By embracing the heritage of the First Wilderness Corridor and developing its economic capacity in a planned manner ensures consistency of the tourism experience and promotes coordination between public, private and non-profit stakeholders. The sustainability of the Upper Hudson River Railroad requires that it be an element of a larger tourism experience. Consequently, the challenge and opportunity presented by the tourism railroad is to successfully use it as a catalyst for integrating – even small events and attractions - as a meaningful part of the interpretive journey within the First Wilderness Corridor.

This update plan builds upon the original planning reports and the Action Plan completed in 2004. The initial strategies and implementation mechanisms that were included as part of the original plan document “Rediscovering the First Wilderness – Inter Municipal Strategy for the Northern Hudson River” have been refined and further developed. Projects completed are reflected as accomplishments while long term priorities and new community issues build upon learned experiences. Goals of the original plan are reinforced through a comprehensive and consistent approach to maintain the consistency of a corridor-wide tourism experience.

The Adirondacks are rich in historical and geographical heritage. They will continue to be impacted by public policy and debate as our perceptions and values change. The development of the updated plan for the First Wilderness Heritage Corridor reflects many of those issues. Plans and recommendations identified at the community level provide for a programmed approach with local involvement as the cornerstone for its success.

The “First Wilderness” Experience: Realizing the Potential for Heritage Tourism in the Upper Hudson Corridor.

“If there is one thing the history of the Adirondacks teaches, it’s that the meaning of wilderness, like love, changes as soon as it’s defined.”

Paul Schneider. *The Adirondacks: A History of America’s First Wilderness*. Henry Holt & Company, 1996.

Adventure travelers and historic cultural travelers share a common goal. Both groups wish to experience the essential character of the places they visit. For the adventure traveler, that character is found somewhere in the natural landscape. For the historic/cultural traveler, the essence of a place can be found in how people have cultivated and/or exploited that landscape over time. In both cases, these visitors are seeking a high-quality vacation built around both historic and current facts about the place.

Neither of them wants a pre-digested theme park or pre-programmed set of activities that could take place in virtually any suburban location in the United States.

These travelers are seeking authenticity. The places that attract them can offer an experience built upon the area's distinctive character. The basis for its attractiveness is an interpretation of the place that integrates the natural and built environment with arts, crafts, and stories from the area.

As described in the inventory, the Adirondacks were the first place where Americans realized that wilderness was going to be a distinguishing and *permanent* feature of their civilization. By the 1880s, more had been written about the Adirondacks than any other wilderness area in America. By the 1890s, the Adirondack Park was created as the largest protected wilderness area east of the Mississippi. Since then, the Adirondack Park has challenged each generation to define the role of wilderness in our increasingly urbanized civilization.

The Saratoga-to-North Creek corridor helped establish the Adirondacks as the First Wilderness. It is the logical starting place for those wishing to explore the possibilities of the First Wilderness. In 1771, the Jessup brothers' one million-acre Totten and Crossfield Purchase from the Mohawks was the first sizeable European purchase in the Adirondacks. In 1813, the Fox Brothers invented log driving along the Schroon/Hudson Corridor

Indeed, the Adirondacks may have been the place that colored how Americans thought of all their wilderness areas. For example, in 1837, during a trip to Schroon Lake with Thomas Cole, Asher Durand decided to become a landscape painter and began a career that helped define the American notion of wilderness. He helped create the Hudson River School of landscape painting based upon that original experience of the Adirondack wilderness.

In the 1870s, under the leadership of Dr. Thomas C. Durant, the Adirondack railroad was the first line to provide access to the Adirondacks from the New York City area and gave impetus to the development of the Great Camps and eco-tourism. It opened the Adirondacks to urban visitors a generation before similar railroads were completed in the Catskills. Following in the steps of his father Thomas, William West Durant had dreams of extending his line from Saratoga to Ogdensburg, and transforming the Adirondacks into a resort area replete with hotels, golf courses, and great camps. However, due to mismanagement and family squabbles, he failed to extend the tracks any farther than North Creek in Warren County. By the 1890s, the Adirondack Park was designated as a permanent wilderness area. A short time later, Durant left the Adirondacks altogether. Thanks to Durant's railroad (and his failure to extend it to Ogdensburg), this corridor was the place where American popular culture first confronted and first embraced the idea of a permanent wilderness. Since that time, each generation of residents and visitors must wrestle with the task of defining the role of wilderness in American society. That is the core of the attraction the Adirondacks still hold for campers, hikers, hunters, skiers, and all those who visit this area today.

PRINCIPLES FOR IMPLEMENTING THE “FIRST WILDERNESS” EXPERIENCE

As indicated above, the First Wilderness experience can serve as a vehicle to highlight the attractiveness of the Upper Hudson Corridor to high-income travelers interested in outdoor recreation, sightseeing, and rest or relaxation. However, successfully implementing this concept will require more than just the creation and printing of a brochure with a logo. The five principles announced by the National Trust for Historic Preservation provide an excellent framework for discussing how to implement the First Wilderness Heritage Corridor.

Focus on authenticity and quality of experience.

A severe climate and a rugged terrain have shaped human life in the First Wilderness. In many areas, this has led to human settlement patterns that are rustic and robust. These conditions communicate something distinct about the First Wilderness. Consequently, redevelopment efforts must avoid “prettification” that is more closely associated with Vermont or Massachusetts. To date, the Hamlets of North Creek and Warrensburg have managed to maintain that rustic character in their redevelopment efforts. Similar care should be taken throughout the corridor.

In addition, part of the First Wilderness experience is about the creative tensions between desires for development versus conservation. These should not be glossed over, but should become an essential part of the interpretive story. Much more profound conflicts have been successfully included in interpretive programs in other areas. For example, tour guides at certain Civil War historic sites sometimes welcome visitors by explaining that the Civil War has been referred to in the South as the “War of the Northern Aggression,” introducing the visitor to the notion that divergent views of history still exist. An appropriate approach should be taken to recognize ongoing tensions or conflicts as part of the experience.

Preserve and protect resources.

Part of the legacy of the First Wilderness is the Adirondack Park and its commitment to preserve natural resources. This effort should be reflected in the First Wilderness experience. It is equally important to preserve and protect resources that reflect the economic, cultural, and historic legacies of the First Wilderness. The authenticity of the experience is strengthened if—consistent with environmental protection—it includes the continuation of traditional ways of making a living and socializing. While local residents may consider their annual firefighters’ picnic or ice cream social to be fairly ordinary, it may be a very valuable guide to help a tourist appreciate the traditional ways of life that help make up the First Wilderness. Highlighting and promoting such events will enhance the tourist experience and may also serve to infuse new interest and vitality in these local activities.

Make sites come alive.

A site that is actually used by a community is a much more compelling heritage tourism experience. 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. To take a far-flung example, part of the appeal of the great European cathedrals to tourists is that these centuries-old structures are still being used for religious services and community gatherings. If traditional places of community life and work can be kept in use, they serve as much stronger attractions to tourists.

Find the fit between a community or region and tourism.

Historic/cultural tourism succeeds when the resources communicate what is special about this 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. Several places in southern Vermont have suffered from this dynamic. At the same time, if the Corridor is to benefit from tourism, visitors must feel welcome and comfortable. Through coordinated programs of signage and hospitality training, visitors can be directed to the features or event that make the area special. This will provide visitors with an enjoyable experience, while at the same time minimizing any unanticipated disruptions to community life caused by errant or uninformed visitors.

Collaboration

A successful heritage tourism experience comes from the creation of consistent messages and a well-coordinated series of experiences for each visitor. This can only be done through the close collaboration of existing organizations and enterprises. No one single agency could keep track of all the ingredients that make a compelling heritage tourism experience. Even if one agency undertook every tourist-related activity in the area, the resulting experience would be cut off from the local groups and businesses that give the community its distinctive character. So 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 of historic/cultural experiences. The First Wilderness experience involves outdoor recreation, railroading, dining, local cultural events, and other opportunities to explore the community. Each one of these enterprises must be prepared to refer its visitors to other destinations within the area. Similarly, the “market presence” of such an experience can only be maximized if the participating organizations and enterprises undertake joint marketing and promotional efforts. For example, a local historical society or local restaurant is each more likely to attract new clientele if they are identified as key components of a First Wilderness Experience. This would enable them to each capture new visitors who are attracted by a First Wilderness campaign that is aggressively promoted in markets that either the society or the restaurant could never afford to reach through its own advertising budget.

Projects of Regional or Corridor Wide Significance

Scenic Byway Designation

The official Scenic Byway route and name, the *Dude Ranch Trail*, were adopted in 1992 by New York State, but do not accurately reflect the existing Byway resources, current intentions, or policy of the communities and governments along the route. The First Wilderness Planning Group and the Warren County Board of Supervisors strongly believe that a change in name and an adoption of a new section of roadway should be added to the existing route. Warren County has considered the position of stakeholders along the route and sought their endorsement of the modifications through County and Town resolutions.

The Dude Ranch Trail relied on the existence of active, privately owned, equestrian-based facilities and resorts that were the basis for a “frontier-like” visitor experience. The commercial tourist-based businesses that experienced their peak in the 1950s and 1960s have virtually disappeared and very few remain in operation. Scenic Byway guidelines and planners encourage Byway themes to be based upon public intrinsic resources—not private commercial enterprises. Local communities and county planners recognized that the existing intrinsic regional resources support a frontier-like theme. Instead of relying upon ranches and resorts, the emphasis shifted to the interface between the Adirondack wilderness and the nearby, busy trade-based outposts.

Implementation Strategy:

- Continue to pursue DOT designation of the Byway Plan prepared in 2012
- Implement the goals identified in the Byway Plan regardless of the Official designation

Corridor relationship to Gore Mountain Ski Area:

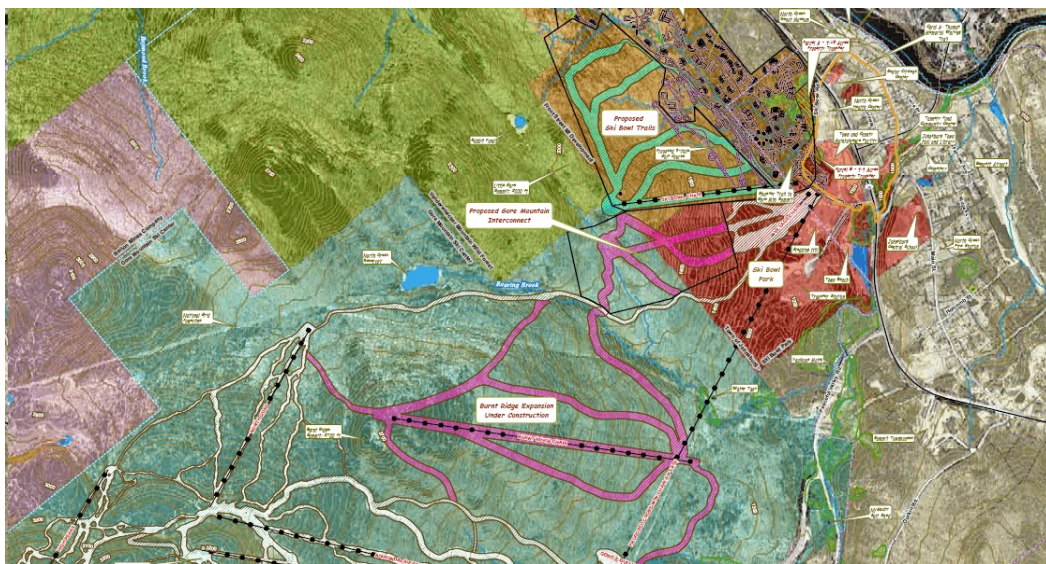
The Hamlet of North Creek and Gore Mountain have a rich skiing history. Many of the first ski trails were created from the old tote roads used to extract lumber and garnet ore on the area now referred to as the “Ski Bowl.” This section of the mountain, opening in 1932, became one of the first ski areas in the country. In this era, skiers from Manhattan and beyond were delivered to North Creek by ski train. Recent actions include the restoration of historic rail service by reopening the line between Saratoga and North Creek, making Gore once again accessible by rail.

Reconnecting Gore to the Ski Bowl in North Creek would help restore the Hamlet’s downtown commercial district by providing skiers direct mountain access, as well as access to dining, retail, lodging and entertainment venues. Although “The Village Concept” – a self-contained base village at the foot of a ski mountain - would be unique to a New York ski resort, it is an established practice throughout the ski industry. While providing an economic stimulus to the area, the “village concept” is also beneficial to the local environment, as it tends to concentrate

development efforts into a confined area, thus mitigating the chance for sprawl.

Gore Mountain

Located in the Adirondack Park, the largest protected wilderness area east of the Mississippi River, Gore Mountain Ski Center has brought skiing to the southern Adirondack region for the past 40 years. Opened in 1964 and initially operated by the State of New York, Gore Mountain has been operated by the Olympic Region Development Authority (ORDA) since 1984. Under State legislation enacted in 1981, ORDA was mandated to operate and market the resort facilities used to host the 1980 Olympics Winter Games—the Olympic Center, Whiteface Mountain, and the Verizon Sports Complex at Mt. Van Hoevenberg; the Ski Jumping Complex; the ORDA store; and in 1984, Gore Mountain.



Investments since the 1995 Unit Management Plan (UMP) have enabled Gore to improve the resort. Since Gore is located in the Intensive Use land classification for the public land of the park, it must prepare a Unit Management Plan (UMP) before any project can take place. A UMP is a “plan intended to assess the natural and physical resources present within a unit [specified area], identify opportunities for recreational use and consider the ability of the resources and ecosystems to accommodate public use. Further, they identify management objectives for public use which are consistent with the land classification guidelines.” Before any development can occur, each project must go through the UMP process including a draft plan addressing State Environmental Quality Review issues and a public hearing where any comments regarding the project are made. In the Adirondacks, both DEC and APA are responsible for assuring that the plans are in compliance with the State Land Master Plan (SLMP) guidelines.

Destination skiers’ focus not only on the skiing, but also on the amenities a resort has to offer. The Ski Bowl Interconnect project is a part of Gore’s 2002 UMP to improve the mountain and establish it as a destination ski resort. The Ski Bowl existed back in the 1930s, so this project is

simply re-opening and updating the mountain, trails, and overall area. The Interconnect project has passed the New York State Environmental Quality Review Act (SEQRA) process and has been approved by ORDA.

Equine Trails

In 2005, 3.9 million horses were used for recreation in the United States, more than a third of the country's 9.2 million horses. All but five States have 20,000 horses or more (American Horse Council 2005). Many of the country's 2 million horse owners seek community and backcountry trail riding opportunities. Recreationists with physical challenges also turn to horses and mules to enjoy outdoor activities that would otherwise be unavailable to them. The goal of equestrian trail planning is to enable accessible, safe, and pleasurable trail riding opportunities with few environmental impacts. Many communities and agencies are exploring ways to combine trail uses to provide the greatest number of recreation opportunities. Successfully blending horse use with other nonmotorized recreation can maximize opportunities while conserving natural resources.

Benefits of Trail System Planning

Trail systems may be a series of local and regional trails that link with existing or planned trails. Well-planned trail systems increase the quality of user experiences and offer benefits to the broader community. Well-planned trail systems:

- Conserve the natural environment, native species, and wildlife corridors
- Provide an alternative to motor vehicle travel by linking other trail systems, parks, open spaces, areas of concentrated activity, and trailheads
- Provide access to otherwise remote areas that may be difficult to access
- Provide increased opportunities for healthy physical activity and recreation for all ages
- Potentially increase land and property values, benefiting local and regional economies
- Conserve traditional equestrian use areas and neighborhoods, thereby preserving a distinctive lifestyle choice
- Provide opportunities for funding partnerships and resource sharing

Trail system master planning follows the same general principles used for roads, highways, and bicycle paths. All these routes are linear and link people with destinations. Some trail systems are *multimodal*, incorporating numerous forms of transportation. The best trail systems provide loops and links, avoid potential issues and conflicts, and offer the public the most travel and recreation choices.

Planning successful trail systems depends on identifying essential elements, including: Existing trail opportunities, issues, and constraints (multimodal, if appropriate) Existing and potential users (multimodal, if appropriate) Existing and potential right-of-way requirements Unsafe

corridor conditions and potential solutions Design and user elements that appropriately enhance the corridor Optimal and minimal requirements to operate and maintain the system

Federal Accessibility Requirements

Trails need to be accessible to people with differing physical abilities. All trails don't have to be accessible to all people, but accessibility must be considered for new trail construction and major reconstruction. This is a legal requirement under Section 504 of the Rehabilitation Act of 1973. Accessibility requirements apply to all sites, facilities, or activities.

Trail Length

A single trail system can give trail users choices, including scenic variety, different trail lengths, or more than one challenge level. Trails with loops let trail users travel new ground the entire way. Loop trails allow more miles of trail in smaller areas and avoid the extra traffic of out-and-back—or *linear*—trails. Elongated loops with cross trails (figure 4–2) allow trail users to select their own trails. An interesting variation contains stacked loop trails, which resemble the links in a chain. A common approach is designing the closest loop to appeal to the greatest number of trail users and to be the easiest to travel. Succeeding loops provide additional length or more challenge.

The existing trail system provided by DEC covers approximately a 40 mile but is broken in 3 places for a total of 2.7 miles. Horse trails provide recreation for individuals of all ages, including those with disabilities or limited mobility, and positively involves our youth and local 4-H groups.

Positive Economic Impact

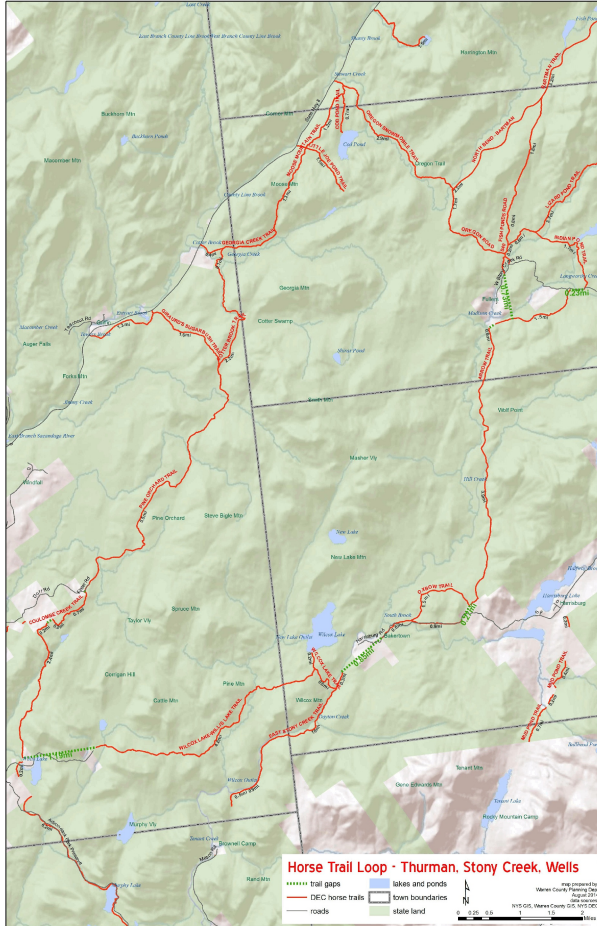
Recreational trails, specifically equine trails increase property values - a popular recreational attraction; providing jobs and positively supporting local agriculture, veterinarians and businesses (especially in a rural community).

Low-impact Recreational Trails

Low impact recreational trails, for biking, hiking and horseback riding, have become extremely popular. Opposed to riding horses in an enclosed area or arena, equine enthusiasts and their horses enjoy riding outdoors on natural trails just as well as bikers and hikers.

Trail riding is a very popular equestrian activity, with millions participating every year. According to the American Horse Council, “the recreational horse industry contributes nearly \$32 billion a year to the economy and supports the employment of over 435,000 Americans nationwide and involves 4 million horses.”

Implementation Strategy



- Establish a working group of interested persons to review existing trail locations
- Work with DEC to close the gaps in trails to create a single trail loop in Thurman, Stony Creek and other communities
- Work with DEC to expand the Fourth Lake Campground equine trails to connect to lands recently set aside from the Harris Trust on Potash Road in Lake Luzerne
- Work with Cornell Cooperative Extension to develop appropriate stable facilities for persons wishing to use the equine trails over a multi day period.
- Assist local businesses to provide services and guides for trail rides.

Establish a Dude Ranch Museum

Goal: To create a Dude Ranch Trail Museum as an educational attraction and resource that will preserve the local 90 year collection as an educational attraction and resource as well as revitalize and strengthen Warren County's existing equine industry businesses.

- Include the ideas of Seasonal, Retail Sales of souvenirs, Displays, Exhibits, Public Lectures Workshops,
- Youth Programs: Example: "How to be a Cowboy/Cowgirl" Educational Lessons: Speakers; Local Vets, Equine Demonstrations and Specific Schools in our search for new riders and contestants
- Promote becoming the hometown for NYSHSRA, Inc. The High School Rodeo Association was formed in Lake Luzerne.
- Create local Historic District in Lake Vanare

- Create Warren County Western History Week

County Fair Grounds



The County fairgrounds are located in Warrensburg on Schroon River Road. The parcel encompasses approximately 66 acres and has mixed uses on parts of it. The fairgrounds are used for a small youth fair and a few special events throughout the year. An assessment of existing structures and facilities needs to be undertaken as part of the process to determine how to make it a larger part of the economic base of the region.

Snow Mobile trails

The Warren County snowmobiling trails were severely impacted with the restoration of rail service. The clubs had long used the railbed as part of the trail system and the result has left a series of disconnected trails. Ongoing efforts to restore trail connectivity need to be supported. The rail operation has recently expressed a willingness to explore a rail with trails program to allow use of the right of way for multi purpose trails.

First Wilderness Heritage Trail

A major implementation of the FWHC is a regional trail concept developed for the Hudson River corridor between Corinth and Tahawus. The *First Wilderness Heritage Trail Conceptual Framework for Corinth to Tahawus* was completed in 2014. This trail, more than 80 miles in length, is designed as a hiking and mountain biking experience that connects the small, distinctive communities along the Upper Hudson River.

The First Wilderness Heritage Trail is to be a natural surface single-track wilderness type trail that adheres to principles of sustainable trails. The shared uses of hiking and mountain biking will be the intended forms of recreation that the trail is designed and developed for. The size and scope of this initial project discussion require that the project be broken into areas and potential corridors in order to start the process of selecting a specific route.

The potential for acquiring recreational access will most likely determine which corridor will be chosen for the short and or long term. In general, public lands will offer the best long term potential for

recreational trail access. Easements on strategically located private lands will be considered in addition to public lands. On private lands gifted or purchased recreational easements may be acquired and the potential of land purchase will be considered last.

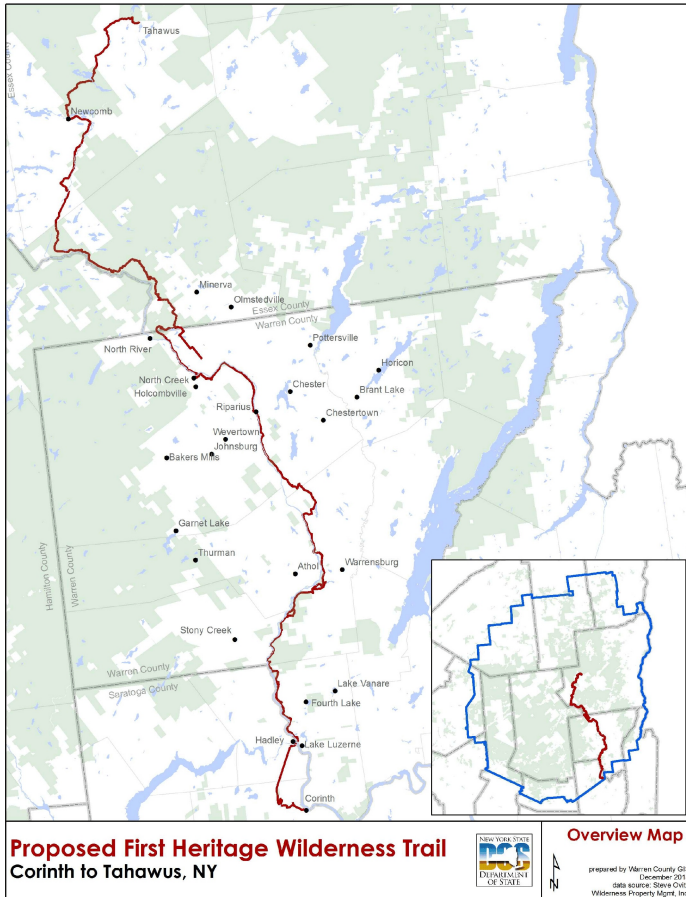
Trail development on state lands will generally require amendments to the lands that do not have an adopted UMP and the trail will have to be addressed in the ongoing planning process. A priority will be placed on utilizing existing trails where they meet the standards set forth previously. Existing trails may be adopted for the short, near, or long term depending on how closely they meet the objectives of the trail. It is common for land use regulations to restrict the use of bicycles and this will be taken into consideration during the planning process.

The volume and complexity of land ownership associated with trail development will initially create the opportunity for separated trail segments to be completed. This circumstance will reflect existing infrastructure and accessibility in the short term. The need to garner access, gain approvals for amendments to State Land Unit Management Plans, create implementation plans, develop trail construction funding streams and trail construction will take place over the near to long term.

Support from local government, recreation groups and recreation based businesses will be essential to the success of this project element. Local support for trail development will be crucial to acquiring trail access through private land recreation easements and amendments to state land UMPs. Development of trail connections to community downtown areas should consider wider and hardened surface trail standards with low gradients, that will allow a greater cross section of the populace to enjoy the trail.

The FWHC rail line offers the potential for Rails with Trails routes on the west side of the river. The use of rails with trails should be limited to connecting sections of traditional trail. Difficulties arise with rails with trails use at every trestle and through fill. In many places the judicious use of rails with trails will allow the most desirable trail options to be chosen and completed.

The potential users of the FWHT would be local residents, traveling day recreationists, traveling multi day (lodging) recreationists and long trail hikers. In addition there would be trail users unique to each corridor. Examples of these users would be campground and primitive camping recreationists, water based recreationists and destination mountain bikers.



Implementation strategy:

The report Conceptual Framework for “First Wilderness Heritage Trail”

Corinth to Tahawus identifies a number of actions that should be pursued to make this trail a reality. The initial trail development actions should focus on existing trails that are either already listed in approved land use management plans or on private lands with willing partners. This action will expedite the initial formation of trail segments that can continue to expand to form the trail.

- There is existing trail on state lands in the area known as the Hudson River Recreation Area that is listed in the Lake George Wild Forest Unit Management Plan. This UMP should be finalized in 2015 allowing for the implementation of the trail segment shown on the attached map illustrating this area.
- Procure a private land easement on lands south of the Warren County Fish Hatchery so an existing trail can be utilized that will allow the community of Warrensburg access to a segment of the FWHT. The existing trail is illustrated on the attached map of this area. Contact SUNY ESF about developing a trail on Pack Forest lands.
- Contact two large private landowners surrounded by state land on the east side of the Hudson south of Riparius in the vicinity of Washburn Eddy about easements. There is existing trail in this area that could easily be used and is illustrated on the attached map of this area.
- Contact National Grid about procuring a recreational easement for the area adjacent the railroad tracks and river.
- Contact owner of the Clear Pond property about procuring a recreational easement. Existing trail could make this a very quickly developed trail segment that is easily accessible by the

community of North Creek. The potential trail segments are illustrated on the attached maps of this area.

- Work with DEC to develop amendments and additions for existing and under development Unit Management Plans. Off Road events

Theme Trains

Themed trains offer a unique opportunity to introduce new people to the region. Local communities need to develop special events/days in conjunction with regularly operated rail service to maximize existing opportunities.

Bicycling events/routes



Warren County Safe & Quality Bicycle Organization (WCS&QBO) WCS&QBO advocates for a comprehensive bicycling program which offers a variety of experiences from family-safe on-road and off-road cycling to mountain biking throughout Warren County. They developed the *Warren County Bicycle Plan 2012* with the Adirondack Glens Falls Transportation Council and several brochures describing various on-road bicycle routes throughout Warren County. Specific routes have been developed around scenic resources including a loop around Brant Lake, Loon Lake and Schroon Lake in the Town of Chester.

Complete Streets

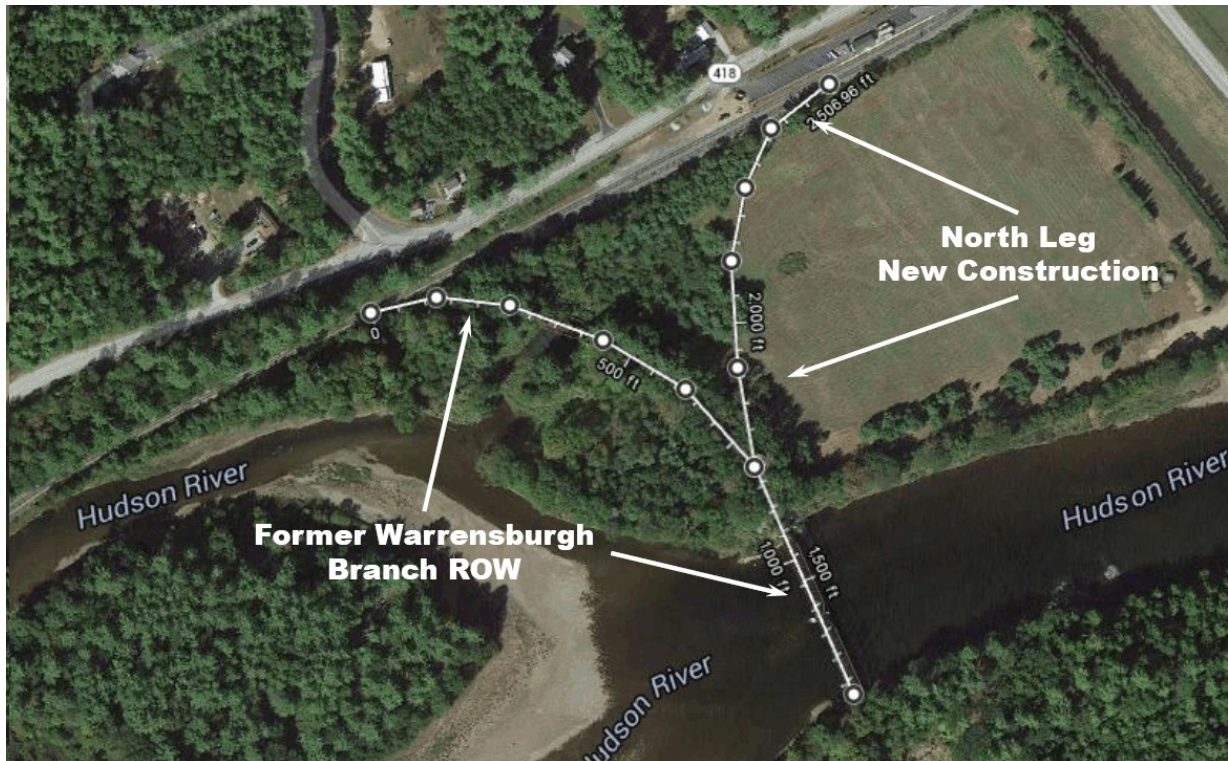
In compliance with the Complete Streets policy of New York State, curbs, sidewalks, and crosswalks should be installed in all Corridor hamlets and villages. Riparius is a good example of a hamlet that will benefit from a Complete Streets program. Installing sidewalks and other amenities along Riverside Station Road and a small section of NYS Route 8 in the vicinity of Riverside Station Road will improve and encourage pedestrian circulation. Historic streetlights, trees, benches, banners, flowers, and trash receptacles should be encouraged. Public investment in these amenities will help create a more inviting environment for the pedestrian and spur private investment along the primary roadways.

Rail Improvements

The extension of rail service provides the central Adirondacks with links to the Amtrak stations in Saratoga Springs and Utica. These extensions could provide access to the entire United States and

Canadian rail network for passenger and freight travel.

- The County and Corridor Communities need to continue to work with the rail service provider to increase capacity, operations and the condition of the physical assets.
- Assist with the feasibility of creating a Wye at the Thurman station stop to allow for turning of an engine and or rolling stock.



Building the Railroad into the First Wilderness experience: Achieving the Maximum Sustainable Scale of Operations A key component of the First Wilderness experience is the tourism railroad. In order to fulfill its role in the corridor on a sustainable basis, railroad operations must generate sufficient revenue to cover the costs of operating the railroad and, most important, maintaining the rail bed. This presents several key challenges.

First, the existing tourism railroad is a seasonal operation. Even when fully developed as part of the First Wilderness experience, ridership will fluctuate with the peaks and valleys of visitation to the Adirondacks. This will make it difficult for the railroad to generate a steady cash flow required to fully cover costs.

Second, this particular tourism railroad is located in a rural market. In such a setting, one could expect the railroad to generate \$50,000 to \$75,000 as part of this integrated tourism experience. However, the

Adirondack region features fairly stiff competition for ridership, including the Battenkill Rambler and the Adirondack Scenic Railroad. This competitive pressure, coupled with the inherent seasonality of tourism in the Adirondacks may make it difficult for tourism life to consistently cover operating costs. There is a need to develop an integrated cross-promotional relationship among the region's tourism railroads, as a means of ensuring that each will be capable of generating sustainable levels of ridership).

In order to overcome the obstacles described here, it is imperative that the railroad develop strong connections into Saratoga County. This will help the railroad's revenue picture in two ways. Most importantly, it increases the likelihood of expanding freight operations along the corridor. For many tourism railroads, freight operations provide the steady revenue sources that cover the costs of rail bed maintenance. A longer corridor with access to more industrial sites will better position the railroad to develop this revenue source.

In addition, by expanding operations into Saratoga County, the tourism side of the railroad will be better positioned to serve more market segments of riders. The link would make a Saratoga-to-North Creek "ski train" a possibility, expanding ridership and extending the operating season of the tourism line. It also would enable the railroad to establish cross promotional relationships with a greater variety of establishments. For example, the railroad could draw patrons from "dark days" (e.g., nonracing days). It could also tap into convention business based in Saratoga, and have a stronger proximity to Lake George-based attractions. Finally, extending the service to Saratoga Springs will also strengthen the direct connection to the New York City metropolitan marketplace. The train will have a direct link, via Amtrak to New York City. It will also extend its service to Saratoga Springs, a major destination for travelers from the New York metropolitan area. This will strengthen the connection between the tourism railroad and what the marketing analysis has identified as the single most attractive market segment identified for the First Wilderness Corridor.

In conclusion, it is very important to continue to explore potential approaches for extending the rail operations into Saratoga County. This extension would greatly strengthen the ability of the railroad to sustain its operations on an ongoing basis, and become a central contributor to, and beneficiary of, the First Wilderness experience.

Geocaching

Thousands of people in over 200 countries are discovering a new pastime known as geocaching (pronounced "geo-cashing"). This adventure sport/hobby involves the use of a handheld GPS receiver, and based on information provided on the official geocaching website (geocaching.com), the GPS receiver guides its operator to hidden treasures just waiting to be found all over the countryside. A typical cache consists of a waterproof container, a log book, and trinkets. Signing the log book proves you found it, and the trinkets provide trade items; the idea is to take an item, then replace it with an item of equal value. The trinkets make a nice memento of the experience. Once the log book is signed and trinkets exchanged, the container is put back in exactly the same place it was found, to await the next finder.

Every geocache hunt proves to be a completely different experience. Each hide is reflective on the person who did the hiding. In many cases, the trip leads the geocacher to new and unusual places they may never have seen if they hadn't been guided by their GPS receiver and the cache hider's directions. Geocaching is a great family activity!

A geocaching trail is simply a series of geocaches tied together by a common theme. There is not necessarily an itinerary, as one would think of a traditional trail, but rather a series of points of interest in a sort of self-guided goal-oriented plan. The Allegheny GeoTrail is perhaps the largest of its kind, encompassing ten counties throughout northwestern and north-central Pennsylvania. Within each county are between 10 and 20 designated geocaches which make up the "trail". The quest to find these caches will take participants throughout the rugged and scenic land of the Allegheny National Forest and its surrounding gateway counties.

Participants can pick and choose which participating caches they wish to seek, based on their choice of location, difficulty, and terrain levels. Typically, there is an incentive to finding a certain number of caches along the "trail". In the case of the Allegheny GeoTrail, find six or more caches in a county, and earn that county's unique geocoin. Find six caches in each of all ten counties, and earn a special geocoin that represents the entire trail. See the rules for how to go about finding the caches and claiming your coins!

Before setting out to find the caches, one will need an official passport booklet. Passports are free and can be obtained at any of the listed validation locations. Each cache will contain a unique stamp, to be used in the passport as proof of finding the cache.

The nature of the sport of geocaching is such that trails, locations, and game pieces are often at the mercy of the elements and the non-geocaching public. All participants must understand that geocaching, as well as hiking, backpacking and other outdoor activities involve risk to both persons and property. There are many variables including, but not limited to, weather, fitness level, terrain features and outdoor experience, that must be considered prior to seeking a cache.

How a GeoTour works

A GeoTour is a collection of geocaches that take geocachers on a tour of a specific area. They can be along a trail, through historic sites, in a park, and even in the middle of an urban area. At each stop, you can introduce family-friendly activities, interesting facts, stories, and the best parts of your destination.

Geocachers are represented in nearly every demographic in over 180 countries worldwide. They range in age from schoolchildren to retirees and everywhere in between. Over 70% of geocachers have a median household income of over \$60k/year and many geocachers are college graduates.

According to the Outdoor Industry Association, outdoor recreation generates \$646 billion per year in direct consumer spending and \$80 billion in federal, state and local tax revenue; this includes dollars spent on travel-related expenses like lodging, restaurants and more. And despite the economic setbacks of

recent years, the outdoor industry and geocaching have continued to grow.

Over the past few years, geocaching has seen 30% annual growth, which has led to over 123 million annual visits to Geocaching.com, 2.25 million opt-in weekly newsletter recipients and close to 400,000 likes on Facebook.

Internet Access - White Space

Many areas in the Corridor have no broadband Internet service available. Satellites are often blocked by trees or surrounding mountains, and access to Verizon DSL service in the south eastern section is limited to existing facilities. Two cell towers provide small pockets of connectivity in the south east and north east, but coverage does not extend to the interior or western sections.

Lack of broadband prevents the use of telemedicine and patient monitoring, or reliable access to online patient records and prescription information. Students in the affected areas can not complete online school assignments or research, or pursue online educational options. Businesses can not operate effectively without reliable broadband access. Property values are also adversely affected due to lack of desire to move into an area with no broadband service.

Until recently, wireless broadband solutions were not economically practical. Long-range frequency licenses cost billions, and unlicensed spectrum could not penetrate foliage and buildings. With recent FCC approvals, towns can now utilize new unlicensed spectrum in the TV white space bands. These lower frequencies penetrate trees and other obstacles, and can follow terrain contours.

Community Infrastructure and Planning Needs

Corridor communities should evaluate the condition and availability of grey (built) and green infrastructure (greenscapes). Each community has different needs, including the carrying capacity and condition of built infrastructure (roads, drainage, utilities, energy conservation/renewable energy, wastewater and drinking water). They also differ on their needs to upgrade and expand their green infrastructure (linkage and access to open space, parks, wildlife habitat, woodlands). Adequate water, wastewater, electric and high speed internet/DSL, as well as green infrastructure, such as parks, are vital for successful community economic development. New and expanding businesses require built infrastructure for operations and for their employees' homes. A community's desirability to visitors, seasonal and permanent residents could be compromised without ongoing assessment and improvement to drinking and wastewater systems. More effective internet and wireless services are also necessary along the route. Continual grey and green infrastructure assessments on a community-by-community basis will enable capital and long term planning. Planning and action will help secure the Corridor's future

Goals

Economic and Community Development Goals

- Strengthen the economy of the region through sustainable, place-based tourism development occurring within the context and scale of smaller settlements.
- Assist businesses to expand operations over multiple-seasons, diversify products, and stabilize their revenues.
- Ensure that the built and green infrastructures are adequate for existing and future demand, well maintained and expanded, where appropriate.
- Focus growth and development in the hamlets and villages and revitalize Main Streets through planning and ongoing programs.
- Support community economic initiatives that contribute to the First Wilderness branding, economic growth, sustainable levels of economic growth, and a better quality of life for residents.
- Ensure that all communities have adequate public spaces to support the needs of the community.

Tourism Marketing & Promotion Goals

- Promote and encourage tourism commerce and communication between communities along the Corridor in order to better connect with tourists and visitors.
- Improve the availability of goods, services, food, and lodging that appeal to visitors.
- Foster interest in new, repeat, and extended visitation, including new audiences in Corridor communities.
- Improve visitors' experiences to meet or exceed expectations by improving the Corridor

experience.

- Continue to build and improve the region's tourist products and programs in order to provide the visitor with a high quality experience and appeal to a variety of markets.
- Steward and improve accessibility to Corridor resources.

Recreation Goals

- Increase, improve, and promote desirable recreational opportunities that provide healthy, healing, and enjoyable experiences.
- Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.
- Protect natural and recreational resources; develop an integrated program using monitoring, management and educational activities to address the problem of invasive plants and the impacts of climate change along the Corridor.
- Support implementation of current recreation plans by state agencies, local government and tourism professionals that will improve outdoor experiences
- The Town of Johnsbury has the unique opportunity to maximize the development of outdoor recreation opportunities on state lands adjacent to the communities of North Creek and North River. These state lands abut a town owned park that has a viable and active hiking, mtn. biking and cross country/ backcountry ski and snowshoeing trail system that extends to Main Street in North Creek. A backcountry ski and hiking trail system (Raymond Brook/Rabbit Pond/Roaring Brook/Schaefer) has been established on the state lands in the Vanderwhacker Wild Forest adjacent to the town park. It would be advantages for the Town of Johnsbury to develop a more expansive trail system on these state and town lands and to this end the town should provide direction in how recreational trails should be developed to maximize the communities' benefit. A feasibility and framework study for creating a more extensive system of backcountry ski descent, backcountry ski tour, cross country ski, hiking, snowshoeing and mtn. biking trails on the Wild Forest and Wilderness public lands adjacent to Ski Bowl Park should be completed and trail development oversight provided. The town would also benefit from partnering with organizations and businesses that would assist with this development. This effort would ensure that outdoor recreational development reflects the nature, history and economic interests of the Town of Johnsbury.

Signage and Interpretation Goals

- Enhance residents and visitors' understanding, awareness and appreciation of Corridor resources and the Adirondack Park, through education and interpretation of Corridor assets, and intrinsic qualities. Develop regional interpretive programming that engages visitors and improves their understanding and enjoyment of local historical, cultural and

- natural resources. Offer the Corridor patrons a quality experience of the region’s recreational resources through education and interpretation highlighting the unique character of the corridor.
- Attract and direct visitors through appropriate signage to Corridor resources, including using the new route name (First Wilderness Scenic Corridor) to unify the region and to promote the entire Corridor as a destination, encouraging visitation, and exploration of all locales.
- Promote Corridor recreational assets through: the design and installation of appropriate signs or resource markers at all major historic, recreational and educational sites, including bike, cross-country, road and mountain biking trails and the use of interpretive brochures, the web, kiosks, and trail maps showing resource locations.

Transportation, Safety and Community Design Goals

- Continue to improve transportation infrastructure by incorporating FWSB community design considerations into proposed projects. Work with NYSDOT and County DPW staff during early stages of agency project planning to implement CMP transportation goals. Map hidden scenic spots in need of clearing for pull-offs or panoramic outlooks.
- Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Corridor. Improve and promote opportunities for “green” travel as a means for exploring the Corridor. Maximize use of the historic railroad and river systems to access to the FWSB.
- Provide for a safe and enjoyable Corridor touring experience for of all Corridor users (including bicyclists and pedestrians) by using a Complete Streets approach to planned improvements as funding permits.

Stewardship Goals

- Support regional initiatives to improve the environment to preserve and maintain the quality of the Corridor experience.
- Preserve Adirondack scenery, environment, and character in order to safeguard the intrinsic beauty of the landscape that makes the Corridor region a desirable travel destination.
- Develop strategies to promote wilderness ethics and support the “leave no trace” concept.
- Encourage the improvement of roadside aesthetics and community pride.
- Arrest the intrusion of both land and water invasive species. Develop an integrated program using monitoring, management, and education activities to address the problem of invasive plants along the roadway. This includes raising visitor awareness of how they unknowingly become transporters of invasive plants and insects as they travel from place to place exploring the Corridor.

- Promote and protect water quality by reducing, eliminating, and preventing water pollution.
- Restore and rehabilitate significant historic structures.
- Encourage early and repeated programs that cultivate future stewards from the local population of young people.
- Educate visitors about stewardship responsibilities along the trail, including stewardship of the “irreplaceable.”
- Encourage and support local projects that secure the future of the FWSB’s historic, cultural, natural, and recreational resources.

Economic and Community Development: Goals & Recommended Actions

This section provides an overview of the chapter-specific recommended goals and actions that are included in their entirety in the Implementation Plan (#). The Implementation Plan identifies potential partners, time frame (year one, year two-three or five year) and priority (low, mid and high). These projects will be launched only as staff and funding allow.

Because of existing conditions and efforts to position the First Wilderness Scenic Corridor to experience economic revitalization and environmental protection, the economic and community development goals, recommendations and actions for the First Wilderness Corridor Plan are identified in the following table.

Economic and Community Development: Goals and Recommended Actions

Goal # 1 Strengthen the economy of the region through sustainable, place-based tourism development occurring within the context and scale of smaller settlements.

Recommended Actions

- Guide visitors to the less-frequented communities that are home to the under-discovered, but still valuable resources that contribute to the Corridor experience.
- Encourage volunteers at the community level to organize and host year-round activities and special events that appeal to special interests of Corridor travelers.
- Work to support housing development both for temporary visitors and also affordable housing for the community that will service those tourists.

Goal # 2 Assist businesses to expand operations over multiple-seasons, diversify products, and stabilize their revenues.

Recommended Actions

- Avoid overdependence on single season and/or narrow-focus tourism initiatives. Encourage more visitors during what are normally considered “off seasons.”
- Provide a greater range of goods and services to year-round residents, increasing their quality of life and making the communities more attractive places to settle.
- Create a vernacular Adirondack Cuisine to accompany Adirondack Architecture that ties to “sense of place.” Embrace the local foods movement and promote locally grown items for purchase and consumption. Capitalize upon the growing “foodies” niche market for consumption, cooking classes, food/wine tastings.

- Distribute information collected by the Northern New York Travel and Tourism Research Center on the financial benefits of tourism as a contributing economic engine that could be used to stimulate business development and expansion.
- Invest heavily in “human capital” to build a high-quality workforce at every occupational and skill level.
- Assist businesses to expand operations over multiple-seasons, diversify products, and stabilize their revenues.
- Work with the Saratoga and Warren County Economic Development Corporations to create a regionally based financial incentives package, specifically targeted to businesses that address needs outlined in the Typology provided in the plan. Work to develop a low or zero-interest revolving loan fund for the First Wilderness Scenic Corridor.
- Make small business owners aware of funding opportunities such as Federal, State and Regional loan and grant programs, and encourage the use of simplified online applications and administration tools.
- Encourage the use of e-commerce for retailers, online reservations for lodging and dining, and general ease of communication between businesses and potential customers. Create clusters or hubs using blogs or electronic newsletters to network small business owners, spread valuable information, and participate in hospitality training.
- Encourage the use of e-commerce for retailers, online reservations for lodging and dining, and general ease of communication between businesses and potential customers. Create clusters or hubs using blogs or electronic newsletters to network small business owners, spread valuable information, and participate in hospitality training.
- Increase mobile access for wifi throughout the business districts.
- Strengthen local coordination of Marketing Efforts. Develop a means to promote businesses through email blasts and other electronic media.
- Look for opportunities for white space development within the entire community

Goal #3 Ensure that the built and green infrastructures are adequate for existing and future demand, well maintained and expanded, where appropriate.

Recommended Actions

- Improve existing services, and plan for capital investment to prevent a major financial

crisis when long term improvements are necessary. Continue preventive maintenance of community infrastructure systems to lessen the impact of increased visitors on the surrounding natural environment.

- Assess existing built and green infrastructure systems, document the short and long term needs of these systems, and identify resources available to assist with the maintenance and development of these systems to handle increased capacity and closely monitor conditions to avoid any threats to holding capacity.
- Capitalize on the water based recreational opportunities and resources.

Goal #4 Focus growth and development in the hamlets and villages and revitalize Main Streets through planning and ongoing programs.

Recommended Actions

- Employ appropriate forms of business development that preserve the area's resources. Concentrate development in the hamlets and preserve open space as per local planning regulations.
- Collaborate with local governments to raise awareness of how community character is perceived by visitors. Encourage government involvement in stewarding the public assets that visitors use or see when traveling in their community.
- Work with local governments to foster their commitment to sound growth practices. Use oversight authority to develop and enforce appropriate zoning and building regulations that will insure their future desirability as a Corridor destination.
- Work to see that off street parking, efficient traffic flow, good sidewalks, waterfront access, and pleasing design are included in Main Street and other area revitalization efforts in each Corridor community.
- Incorporate Smart Growth principals where appropriate.
- Develop affordable work force housing within each hamlet area.

Goal #5 Support community economic initiatives that contribute to the First Wilderness branding, economic growth, sustainable levels of economic growth, and a better quality of life for residents.

Recommended Actions

- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.
- Build new leadership and regional civic human capital by recruiting and cultivating residents from across the age spectrum. Capable, enthusiastic, and committed people should be encouraged to get involved.
- Increase the availability of affordable and community housing to support year-round settlement of a labor and volunteer pool.
- Draw visitors to the region using the uniqueness of Corridor, its villages, scenery, natural environment, quality of life, and available recreational experiences. Keep the reciprocal relationship with nature in proper balance through sustainable tourism practices.
- Consider the land-tax base and recognize that the essential parts of local culture, history and the economy are Corridor stakeholders who may also be long-time residents. Raise community awareness on market factors that remove properties from the year-round housing stock and impact affordable housing. New development could not replace the loss of this essential part of the local culture, community dynamics, and economic base.
- Provide greater levels of collaboration, communication, technical assistance and grant writing resources that can help Corridor communities' access public programs.
- Fund and appoint an Inter-Municipal Technical Assistance Coordinator responsible for coordinating and sharing corridor issues, lessons and resources to all the communities as funding allows.
- Secure funding sources to conduct community studies, update or prepare community regulatory documents or reports, prepare design and construction documents, and implement proposed projects.
- Promote the effective use of Scenic Corridors funding to support local economies.
- Engage in ongoing educational outreach to inform community leaders of the benefits of the Scenic Corridor Program and its ability to contribute to sound economic and community development.

- Circulate well-documented facts supporting the program’s positive economic impact in generating tourism dollars and creating eligibility for State Corridor and Federal Enhancement funding on an ongoing basis.
- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.

Economic Development Action Project

- Infill Retail - To help create a strong Main Street(s) destination and extend length of stay, more small retail shops are proposed in vacant and underutilized areas with emphasis on maintaining views of, and access to water and other scenery. The intent is to provide an interesting, pedestrian-friendly Main Street that provides strong visual and physical connections to key areas of interest and to create an interesting and inviting space.

Where applicable, infill should also be encouraged and developed behind the existing buildings to capitalize upon water and scenic amenities and generate more commerce, activity, and street life. Infill projects could be developed as multi-use structures and potentially include public restroom facilities and Main Street commercial opportunities. Infill development should be in keeping with the current architectural style and scale of the Hamlet (see Design Guidelines in the Northern Hudson River Inter-Municipal Redevelopment Strategy Report).

- Complete Streetscape Improvement Program. -To enhance pedestrian circulation, seek funding to construct pedestrian walkways, sidewalks and crosswalks (where applicable) historic streetlights (pedestrian scaled), trees, benches, banners, flowers, and trash receptacles. Public investment in these amenities will help create a more inviting environment for the pedestrian and spur private investment in and near the site. Consider thematic and consistent streetscape improvements in linked Corridor communities.
- Gateway Creation -Define the spatial boundaries created by community through the establishment of landmarked gateways. Note the beginning (and end) of the community by using landforms, natural features, bridges, or additions to the built environment, such as stone-walls and piers, thematic lighting, or decorative fencing.

- Establish Design Guidelines - To ensure infill activity meets with existing character, utilize the model design guidelines in the North Creek Action Plan and the Northern Hudson River Inter-Municipal Redevelopment Strategy Report (LWRP). The intent is to encourage architectural style that is similar to the Hamlet and the Adirondack region, rather than a suburban form.
- Consider Seeking Funding to Create a Tour-Boat Between Corinth and Hadley/Lake Luzerne. Although this may require private investment, talking with area tour operators may inspire the establishment of a tour-boat operator between Corinth and Hadley/Lake Luzerne. The flat water between the two communities can be ideal for such a venture.

Tourism Marketing and Promotion: Goals and Recommended Actions

This section provides an overview of the chapter-specific recommended goals and actions that are included in their entirety in the Implementation Plan #029. The Implementation Plan identifies potential partners, time frame (year one, year two-three or five year) and priority (low, mid and high). These projects will be launched only as staff and funding allow. This section also provides an overview and general guidance of strategic tourism priorities for the First Wilderness Scenic Corridor that are identified in the Implementation Plan.

Tourism, Marketing & Promotion Goals and Recommended Actions.

Goal #1 Promote and encourage tourism commerce and communication between communities along the Corridor in order to better connect with tourists and visitors.

Recommended Actions

- The proposed re-routing and renaming of the Dude Ranch Trail to the First Wilderness Scenic Corridor will help to develop the Corridor's theme and encourage increased participation among Corridor communities. This more authentic (and accurate) theme will facilitate promotional efforts that are consistent with the product label (Corridor name) and the actual Corridor experience. State legislation to officially modify and rename the current Corridor route is a step to effectively brand and market this Scenic Corridor and accurately tell the story of current Corridor offerings.
- Coordinate activities with other tourism promotion groups to engage in cost effective promotion.
- Engage in joint marketing and promotional efforts to external audiences to gain visibility for community assets and resources.
- Undertake cooperative hospitality training and information exchange among Corridor-based venues.
- Inventory and contact local tourism attractions to explore cross promotional potential in order to pool limited financial resources.
- Cross-promote tourist based venues. Use the communities that serve as rail stops for the Scenic Railroad Excursion as thematic waypoints for visitor activity. For example, develop various levels of services and venues at each stopping point.

Goal #2 Improve the availability of goods, services, food and lodging that appeal to visitors.

Recommended Actions

- Develop tourism infrastructure (platforms, stations, signage, kiosks, etc.) to improve tourist experiences.
- Promote entrepreneurship among local tourism operators in order to expand goods and services. Include any business opportunities revealed in the Sites/Attractions and Service Typology.
- Use the communities that serve as rail stops for the Scenic Railroad Excursion as thematic way-points for visitor activity. For example, develop various levels of services and venues at each stopping point.

Goal #3 Improve the availability of goods, services, food and lodging that appeal to visitors.

Recommended Actions

- Develop additional “rainy day” activities to serve as alternatives in the event of inclement weather or abnormal weather conditions that pose a problem to the Corridor small business owner.
- Use the communities that serve as rail stops for the Scenic Railroad Excursion as thematic waypoints for visitor activity. For example, develop various levels of services and venues at each stopping point.
- Evaluate and coordinate festivals and special events along the trail to encourage diversification of venues and themes.
- Use the communities that serve as rail stops for the Scenic Railroad Excursion as thematic way-points for visitor activity. For example, develop various levels of services and venues at each stopping point.
- Develop additional “rainy day” activities to serve as alternatives in the event of inclement weather or abnormal weather conditions that pose a problem to the Corridor small business owner.

Goal #4 Foster interest in new, repeat, and extended visitation, including new audiences in Corridor communities.

- Coordinate events’ timing to provide a seamless visitor experience. Develop and coordinate a four-season events calendar of key events.
- Organize festivals and events of historic and cultural interest to highlight historic events and

cultural qualities that make the FWHC a unique destination. Events should be programmed to meet the needs of the target market and residents.

- Improve joint advertising of events and aid the planning of additional new events. Build market awareness of these corridor activities.
- Improve the availability of basic tourist information, including trip planning and reservation booking via the Internet and other marketing outlets.
- Provide Internet access to information on the First Wilderness Scenic Corridor-- including available lodging and other visitor services.
- Develop a centralized website for all Corridor communities by engaging the Chambers of Commerce, tourism agencies, and ANCA to develop website capacity.
- Provide information on Corridor resources, attractions, services, and events that is comprehensive and cohesive along the entire length of the Corridor. At a minimum, lodging establishments should participate in an online “lodging availability” system. Ideally, lodging establishments would offer online reservations.
- Arrange for technical assistance and training to accommodations to establish on-line lodging availability systems.
- Develop strategies to improve tourist activity during “shoulder” seasons.
- Create activities that focus on education, culture, recreation, and culinary interests.
- Secure funding, develop a Corridor Marketing and Interpretation Plan, and work directly with communities on promotions and branding.

Goal # 4 Foster interest in new, repeat, and extended visitation, including new audiences in Corridor communities.

Recommended Actions

- Retain professional marketing coordinator and/or establish a team who could assist communities in developing awareness in the market sector, activities that would extend the market season and assist in identification and recruitment of destination retail, and consumer services needed along the corridor.
- Place Corridor materials and displays in prominent tourism nodes such as the Albany International Airport, the Rensselaer Train Station and regional centers of activity.

- Develop Visitor Centers and assist travelers to readily locate tourist information centers for restrooms, information, or directions. Assess the route to evaluate adequacy and strategic placement of information centers. One example: A proposed visitor center located at the four corners intersection across from the Hadley train station could provide a central meeting place and staging area for guests. The center could act as an informational clearing-house providing visitors with knowledge of local events, services, and recreational opportunities. It could house a small museum that would highlight the history of Hadley and its role in the former industrial heritage of the southern Adirondacks. A nature center could also be included that would provide visitors with information regarding the natural history of the region (Hadley Linkage Study, 2006).

Goal #5 Improve visitors' experiences to meet or exceed expectations by improving the Corridor experience.

Recommended Actions

- Create new comfort facilities and improve existing restrooms to enhance the visitor experience throughout the Corridor. Encourage retail venues to offer public restrooms in order to increase sales.
- Work with communities and Corridor resource managers to develop tourist thematic interpretive materials for special sites along First Wilderness Corridor to help travelers understand and appreciate their contribution and significance.
- Use the roadway, bike, rail, and foot trail land routes, water routes, and air routes to facilitate the arrival and extended stay of visitors.
- Work with local leaders, consider the effectiveness of current tourism products, programs, and practices, and use the analysis to effect improvements in tourist offerings.

Goal #6 Continue to build and improve the region's tourist products and programs in order to provide the visitor with a high quality experience and appeal to a variety of markets.

Recommended Actions

- Retain a graphic artist to design a First Wilderness logo and use the logo to help brand the corridor. Work collaboratively with tourism leaders to raise awareness of appropriate application use of the logo to welcome visitors and identify contributing Corridor communities.
- Continue to build and improve the region's tourist products and programs in order to provide the visitor with a high quality experience and appeal to a variety of markets.
- Develop internet and print-based themed itineraries, packages, promotions and tourism guides to enhance the Corridor experience, link visitors to attractions and create itineraries to encourage

extended visitor stays. Develop quality controls of the visitor experience to be certain that the actual experience meets travelers' expectations.

- Direct visitors to wildlife viewing, fishing, and hiking points.
- Highlight festivals and events.
- Direct visitors to venues where watercraft can be rented or chartered.
- Periodically re-visit the First Wilderness Scenic Corridor CMP recommendations to assess progress and delineate next steps.
- Improve recognition and utilization of natural, cultural, and historical resource assets of the Corridor.

Goal #6 Steward and improve accessibility to Corridor resources.

Recommended Actions

- Promote undiscovered sites.
- Create promotional materials highlighting resource merits and create action plan for improving access if necessary. For example, Hadley's Rockwell Falls are geologically significant and visually striking. Rockwell Falls are highly underutilized.
- Provide public access to the shores of the Hudson River at Rockwell Falls (Appendix C, Hadley Hamlet Neighborhood Linkage Improvement Plan).

Recreation

Introduction

The wild nature of the First Wilderness was once considered a challenge to Manifest Destiny and progress in western society. The frontier communities of the Corridor represented the boundary line—where the “push” ended between civilization and wild nature. In recent times, this same wild nature is generally cherished for its spiritual and recreational value. The Corridor communities, and the surrounding landscape along the edge of the “Endless Forests,” are places of respite and resources for sustaining modern life.

Holistic Tourism is a new direction taken up by Saranac Lake. There are more opportunities for people besides hiking, biking, and outdoor adventure; there also exists the whole state of being in the presence of nature in its most basic form. The idea is to allow people the choice to either embrace an active lifestyle or to slow down and enjoy the “now” in an undemanding, low-stress visit to the mountains. Through this philosophy, Corridor Communities can cater to not only recreational tourism, but also to a nurturing experience that leaves people refreshed and renewed

mentally, physically, and spiritually. In other cultures, there are concepts that we don't have in the US. For example, Friluftsliv, a Norwegian term meaning “free air life”, a concept that being outside is good for human beings, mind and spirit. It is a way of life spent exploring and appreciating nature. In Japan, Shinrin-yoku is a term that means “forest bathing”, the idea being that spending time in the forest and natural areas is not only good, preventative medicine, but a scientifically proven therapy.

The First Wilderness Scenic Corridor provides visitors with many opportunities for accessible outdoor recreation. A special distinction for the Corridor is its location within the Adirondack Park that is home to the most extensive public trail system in the United States. Over 2,000 miles of hiking, skiing, snowshoeing, snowmobiling, mountain biking and horseback riding trails connect to the Adirondack Park’s most scenic, wild and historic places. Trails for walking, mountain-biking, cross-country skiing, and snowmobiling through diverse terrain appeal to outdoor enthusiasts. Plentiful access exists to the Hudson, Sacandaga, and Schroon Rivers and to the smaller lakes along the Corridor. Water and land-based routes invite visitors into the great outdoors in the “Endless Forest” of Upstate New York. Travelers can view scenic and historic vistas that retains a strong wilderness feeling four hundred years after their discovery by western cultures. Visitors can tread paths traveled by indigenous peoples, explorers, early guides, and hunters. There are year-round activities for travelers of all activity levels and types along the Corridor.

Active and Passive Recreational Choices for Corridor Visitors

Active Recreational Opportunities

The First Wilderness Scenic Corridor provides a link to several communities and different “wilderness” experiences via the excursion railroad, with hiking, pedestrian, and bicycling connections at each of the stops along the way. Those seeking more active physical pursuits along the Corridor may select from a variety of sports and physical challenges including:

- * On and off road biking
- * Whitewater Rafting
- * Camping
- * Small and large game hunting
- * Sport fishing, including ice fishing
- * Hiking
- * Horseback Riding
- * Swimming
- * Snowmobiling
- * Snowshoeing
- * Downhill and Cross Country skiing
- * Snow tubing
- * Ice Skating
- * Rock and Ice Climbing

* Boating

Multi-Use Hiking Trails

Spectacular wilderness recreation areas invite exploration of forests via hiking, mountain biking, cross country skiing, and snowmobiling trails. Shared multi-use trails provide seasonal choices. ” New York State Department of Conservation’s hiking trails cover a variety of terrain and range in degree of difficulty to accommodate beginners to advanced hikers. Community recreation paths provide additional places to walk and bike that are easily accessible and usually cover level terrain. Auto-based travelers can stop and explore Corridor trails by noting the trailhead parking identified on the Resource Inventory Map. For example, Buttermilk Road Section 2 connects to Gay Pond Road, which goes to both Gay Pond as well as a proposed trail up Eddy Mountain.

New York State trailheads provide access to Bear Slide and Gay Pond (Warrensburg) Hadley Mountain Fire Tower (Hadley), Panther Mountain and Palmer Pond (Chester), Crane Mountain and William Blake Pond (Johnsburg). Hadley Mountain has an elevation of 2,675 feet with an ascent of 1,525—a moderate climb that provides panoramic views of the southern Adirondacks and Sacandaga Lake.

On and Off-Road Bicycling

Cyclists may select from on-road bicycling along the Corridor shoulder or mountain biking on the ever-expanding system of local and State trails. Warren County notes that there are no locally designated on-road trails on the FWSB. The Warren County Bikeway trail system runs on a north-south axis from the Village of Lake George to Queensbury. Cyclists can link with this system and to the Saratoga Heritage Trail (http://www.warrencountydpw.com/Parks_Rec07/pdfFiles/Bikeway2.pdf)

Bicyclists will find varying widths of road shoulders and surface conditions along Corridor route segments. Great views of the Hudson River appear as the Corridor parallels the less trafficked roads in the Towns of Stony Creek and Thurman. Many opportunities exist for towns to develop bicycling lanes or paths to better accommodate bicyclists and mountain bikers. Mountain biking trails listed on New York State lands follow DEC roads and trails. Most of these are multi-use trails (hiking, biking, vehicle, horse, etc.). Mountain biking at Gore Mountain Ski Center is an exciting challenge with 1700 foot vertical descents.

Cycling has become a “heart-healthy” sport and a big business. The FWSB is experiencing increasing popularity as a biking destination. Large, multi-community cycling activities are becoming the norm. For example, in June, August and September, the Centurion Cycling Event, the Hadley Business Association Run-Pedal-Tube, and Tour the Adirondacks, and the Lake George Triathlon are held and focus on Hadley, Lake Luzerne, Corinth, and Lake George.

A growing number of local interest groups are working in cooperation with the New York State Department of Environmental Conservation, other involved agencies, and county, town and village government representatives to explore the creation of new trails, link to existing trails, and promote the

use of bicycling. The Adirondack North Country Association's <http://www.biketheCorridors.org> shows community to community rides along this Corridor and fourteen other New York State Corridors. Bike Adirondacks has established an excellent website that contains detailed information about many of the mountain bike trails and available in the entire Adirondack Region: <http://www.bikeadirondacks.org>.

Winter Skiing, Snowshoeing and Snowmobiling

Gore Mountain, the North Creek Ski Bowl, and Dynamite Hill provide excellent downhill skiing for various skill levels. Online reviews describe Gore Mountain as an undiscovered charmer for ski buffs who want to avoid crowds and get a great day of skiing. The Johnsbury Town-owned and operated Ski Bowl Park near North Creek provides a variety of recreational facilities, including snowboarding, snow tubing, sports fields, tennis courts, an outdoor ice rink, a beginner ski slope with tow rope, playground equipment, beach, and swimming area. Opened in the 1930's the Ski Bowl was one of the first commercial ski areas in the country. Passenger rail service from Saratoga Springs to North Creek gives visitors the option to park their cars and take a carefree ride to the historic ski hill. Dynamite Hill in Chestertown is a friendly community ski hill whose gentle slope is good for first time skiers, novices, and children. Sledding, ice skating, and a nature trail are also available

New York State Department of Conservation has established specific snowmobile trails that can be accessed via the Corridor route. Warren County features more than 200 miles of groomed and patrolled snowmobile trails. There are no Saratoga County-based snowmobile trails in the vicinity of the First Wilderness Scenic Corridor. Official New York State and Warren County snowmobile trails intersect the Corridor route in numerous places. The snowmobile crossings and adjunct parking areas are detailed in the Resource Map and Key. Trail connections can be found throughout Lake Luzerne, Thurman, Chester, and Warrensburg. The network of hundreds of miles of trails is used extensively in the winter months as a major recreational activity in northern New York.

Day Use and Camping

The New York State Department of Environmental Conservation maintains a number of day use areas and campgrounds. Water access for swimming, boating, and fishing, places for picnicking and enjoying scenic views are distributed throughout the Corridor. Day use areas exist at the Dean Farm Homestead Recreation Area in Stony Creek, the SUNY ESF Pack Demonstration Forest in Warrensburg and the Town of Chester Dynamite Hill Outdoor Recreation Facility in Chestertown. Hadley's Smead Memorial Park is equipped with a pavilion, baseball diamond, a playground, picnic area, tennis and basketball courts is situated close to very scenic views of the "Hudson River.

Publically owned campsites exist all along the route. NYS operates campgrounds at Fourth Lake (Lake Luzerne), Lake George Wild Forest, and Bear Slide (Warrensburg). Campers can check available sites, make reservations, and pay campsite fees at the website <http://www.dec-campgrounds.com>. The website also includes information on New York State campground regulations and a campground schedule. For campers who desire a wilderness camping experience, State Lands offer backcountry camping sites and lean-tos. These sites are located in some of the most remote regions of the Adirondack Park and offer some of the most primitive camping experiences available on the East Coast.

Water-based Recreation

The First Wilderness Scenic Corridor is dominated by the presence of the Hudson, Sacandaga and Schroon Rivers and their tributaries. Part of the Upper Hudson River Watershed, the proximity of many lakes, ponds, rivers, and streams provides opportunities to move easily from lake to river to pond. The region's waterways feature waterfalls, such as Rockwell Falls in Hadley, believed to be the narrowest point on the Hudson River. White water, swimming beaches, and excellent fishing that complement paddling, rafting, tubing, sailing, and motor boating are available throughout the Corridor.

Non-motorized and motorized crafts are allowed on waters as posted by the New York State Department of Environmental Conservation. The river system can be traversed by canoe or kayak starting in the Corinth and ending up in Hadley or Lake Luzerne. In partnership with the New York State Office of Parks, Recreation, and Historic Preservation, the DEC publishes a directory of state access and launching areas for boaters that would be of interest to Corridor visitors. While this guide does not include a map, it does include a comprehensive list of public access and launching sites. This guide includes helpful information such as parking lot size and general directions to the sites from major roadways. Boat launches exist at Stewart Brook (Lake Luzerne), Hudson River (Corinth, Lake Luzerne, and Warrensburg), Schroon River (Warrensburg), and Loon Lake (Chestertown.) The New York State DEC's guide to Adirondack Canoe Routes details these trips and provides information on canoe rentals and camping facilities. This resource is worthy of note to Corridor planners. Local community marinas and guide services offer supplies, docks, launches, rentals and bait.

White water and river-based recreational opportunities complement those offered by lakes and ponds. The Sacandaga is known for its whitewater rapids. The rapids range from Class II-III (Class I is flat water, Class VI are extremely difficult) with fast moving water. The river provides the perfect environment for people of all ages to safely learn basic paddling techniques. Due to the daily water releases from Stewart's Dam upstream, sufficient water is available all year. The Wildwaters Center and the Sacandaga Outdoor Center in Hadley provide rafting, tubing and kayaking—including whitewater canoeing and kayaking lessons.

Lake George and Lake Luzerne have public beaches for swimming and personal access. Hadley's Stewarts Pond (Stewarts Bridge Reservoir) dam the Sacandaga River in west Hadley. It is an excellent place for viewing Eagles and offers a boat launch, camping and day use picnicking facilities.

Invasive species were identified as a threat to Corridor resources on land and water routes, including large diverse landscapes, intact ecosystems, and high quality natural communities and recreational opportunities. The fragile interconnections of landscape, water and the organisms they support are at risk from the deleterious effects of invasive, non-native plants and animals. For this reason it is important to take care when moving boats between river, lake, and pond environments to protect Corridor resources for future visitors.

Passive Recreational Opportunities

Nature Observation

For visitors seeking a less demanding form of recreation, opportunities for nature observation exist throughout the changing seasons. Birding is also a popular activity throughout the region, with waterfowl, songbirds, raptors, and ground birds to observe during the various seasons. Wildlife observation is a popular pastime for those who want to spend time in the outdoors. The region's wide variety of natural habitats allows visitors the opportunity to take in many species. The forest animals include deer, moose, rabbits, beavers, otters, black bears, and others. Local and migratory birds and waterfowl such as ducks and geese are found in the woods, waters, and fields across the region.

Fall foliage viewing is a common pastime from mid-September through the end of October. Photographers come to the Corridor year round to photograph the pristine scenery. Lake George's Prospect Mountain auto road provides general access to the summit that offers sweeping views. Gondola scenic sky rides are available at Gore Mountain.

Visit Cultural and Historical Sites

National and historic landmarks abound, in places such as Fort William Henry in Lake George, the Parabolic Bridge at Hadley and the North Creek Train Station. From small community museums housed in a single room, visitors will find many opportunities to explore the fascinating heritage of the Adirondacks and its people. The History section of this Corridor Management Plan details the cultural and historic highlights of the Corridor. The Special Tourism Sites, Attractions, and Services Section of this plan details the range of cultural sites open to the public and recreational activities provided by the private sector. Heritage, whitewater and boat tours, museums, shopping, horseback-riding, scenic train rides, antiquing, dining, and festivals offer a wide array of activities and entertainment year-long from one end of the Corridor to the other.

Visitor Preferences

In 2009, the Adirondack North Country Association conducted a face-to-face survey of Corridor visitors to find out why they come to the Adirondack region. The Adirondack North Country Scenic Corridors Market Trend Assessment shows a ranking of preferred activities as follows:

1. Enjoy scenic views of lakes, forests, and mountains
2. Drive through the area to enjoy the scenery
3. Outdoor recreation and wildlife viewing
4. Visit cultural and historic sites
5. Stop in communities

Another recent travel research study indicated that the number one recreational pastime of visitors when traveling is shopping. Visiting museums and historic sites, dining, shopping for local crafts and antiques, outlet shopping, attending sports and art events are reasons to visit the Corridor. Specialty and gift shops in the Corridor communities have a wide selection of local Adirondack crafts, foods, and products. Artisans live and work throughout the region and have scheduled open studio hours. Visitors can watch craftspeople demonstrate their special skills as they create quilts, baskets, and real Adirondack and rustic

furniture. The First Wilderness Scenic Corridor offers options in each of these preferred categories, thus provides passive recreational opportunities consistent with the interests of the traveling public.

Integrated Trail Systems

As outlined in the Transportation section of this plan, there are multiple recreation trails, routes, and systems accessed via the Corridor corridor. Many of these are in development and have staged for future improvements. In keeping with the goal of providing abundant year-round multi-use recreational opportunities, it is essential to create and maintain an integrated system of resources. A coordinated recreational resource system contributes to the protection and enhancement of recreational resources, encouraging commerce, and visitation between and within communities

Corridor Region: Home to Extensive Tracts of New York State Wilderness and Forest Tracts Popular for Their Land and Water-Based Recreational Opportunities

The New York State Department of Environmental Conservation (DEC) maintains an extensive network of state-owned wilderness and wild-forest preserves and recreational forestland with numerous kinds of trails, mountains, rivers, lakes and streams (See Table X.X and Chapters 12 and 13 for the Resource Inventory and Map). The opportunity for public use and recreation are two of the direct benefits that these lands provide to visitors and to local citizens. The DEC offers excellent maps of the Corridor area detailing where trailheads exist, where public canoe and boating access are located, and the borders of each of the separate forest preserve tracts located within the Corridor. The New York DEC's website at www.dec.state.ny.us lists the resource guides available to the public and details how to request maps and other publications. New York State recreational resources are supplemented by informational publications provided to the public by the Counties, Towns, and Villages.

New York State owns public lands in and adjacent to the Corridor that are conducive to four season outdoor recreational activities. These include the Olympic Regional Development Authority's Gore Mountain Ski Center, Lake George Wild Forest, Siamese Pond Wilderness Area, Vanderwhacker Mountain Wild Forest, Wilcox Lake Wild Forest, and Saratoga Warren Unit. In general, State lands are concentrated around Stony Creek (See Resource Map). Excerpts below from the respective New York State DEC Unit Management Plans summarize the existing recreational and natural resources.

Lake George Wild Forest

"The Lake George Wild Forest consists of approximately 71,133 acres of State Forest Preserve lands in the southeastern Adirondacks in the towns of Bolton, Chester, Hague, Horicon, Lake George, Lake Luzerne, Queensbury and Warrensburg in Warren County and the towns of Dresden, Fort Ann, and Putnam in Washington County. The Lake George Wild Forest contains miles of marked trails available to explore, allowing the public to easily access a variety of majestic natural attractions such as Black Mountain, Shelving Rock, and Prospect Mountain. Recreationists also enjoy year-round activities on Lake George, and popular fishing and camping locations at Lily Pond, Jabe Pond, Gay Pond, and Palmer Pond. The Lake George Wild Forest is a popular area for motorized recreational uses and ice fishing, and serves as an important link with the adjoining snowmobile trail network. In addition, the Hudson River Recreation Area of the Lake George Wild Forest enables the public to experience a unique

flat-water environment and other recreation opportunities along this historic waterway” (Draft Lake George Wild Forest UMP, 2009).

Saratoga Warren Unit

“The Saratoga Warren Unit Management Plan addresses the management, development, and use of 3,120 acres of State Forest lands in Saratoga and Warren counties. The planning unit lies across five townships in the southeastern foothills of the Adirondacks: Providence, Greenfield, Half-moon, Clifton Park and Lake Luzerne. The principle goal of this Unit Management Plan is to achieve the optimum multiple use potential of these State Forest lands. Warren I State Forest is located on Ralph Road in the town of Lake Luzerne. There are 515 acres that are part of the Kayaderoseras Patent: Lots 5 & 6 of the 25th Allotment. It is situated on the Lake Luzerne USGS Quadrangle. Beaver dam Brook, which flows into the Hudson River, is the primary watershed. Maximum elevation is 960 feet, dropping to 780 feet in the southwesterly corner or 180 feet” (Saratoga Warren UMP, 2007).

Siamese Pond Wilderness

The Siamese Ponds Wilderness (SPW) is located in the south-central portion of the Adirondack Park in the Towns of Johnsburg and Thurman in Warren County and Wells, Lake Pleasant and Indian Lake in Hamilton County. “The Siamese Ponds Wilderness (SPW) is one of the larger Wilderness designated areas in the Adirondack Park. It extends some 24 miles north and south and 18 miles east and west and contains approximately 46,138.43 hectares (114,010.1 acres) of Forest Preserve lands. Popular points of interest include the Siamese Ponds that gave the area its name, Puffer Pond, Puffer Mountain, Chimney Mountain, Auger Falls, and Thirteenth Lake. Currently there are no designated horse trails in the Siamese Ponds Wilderness, but the area does receive use from horses on non-designated trails. The use of horses is an excellent means by which persons with mobility impairments can access recreational programs in a wilderness setting. The use of horses in the SPW is a historical use that occurred long before the land came under public ownership. Thirteenth Lake provides a unique experience in that a wilderness-like lake is easily accessed from a public road. This is an excellent location to develop opportunities for mobility impaired individuals. The north end of Thirteenth Lake would be an excellent location to develop accessible camping sites, due to the flat terrain and stable soils of the area, as well as ease of water access. There are only a few opportunities for short (less than 5 miles) day trips within this area. Most of the more popular destinations are accessed by the same trail out and back. Much of the southeastern portion of the SPW is not easily accessible due to the lack of crossings over the Sacandaga River” (Siamese Ponds Wilderness UMP 2005).

Wilcox Lake Wild Forest

“The Wilcox Lake Wild Forest consists of one large contiguous block of land (111,000 acres) as well as many disjunct parcels ranging in size from very small (a 13-acre parcel near Big Brewer Vly in the Town of Corinth) to reasonably large (a 2400-acre parcel surrounding Crane Mountain in the Towns of Johnsburg and Thurman). Some of these disjunct parcels are isolated and reasonably inaccessible to the public because of surrounding private lands, especially those in the southern part of the unit. However, many of the unit’s most popular destinations, such as Crane Mountain, Snake Rock, and the two boat launches on Great Sacandaga Lake, the Saratoga County boat launch and Broadalbin boat launch, are

contained within these smaller pieces of Forest Preserve land. Wilcox Lake, Garnet Lake, the East Branch of the Sacandaga River, and East Stony Creek are all notable water features of the unit that receive significant use. Additionally, the numerous small ponds and headwaters streams in the unit are popular with anglers, especially during the spring months when brook trout fishing is at its best. Despite limited contact with Forest Preserve parcels, Great Sacandaga Lake and the Hudson River are undoubtedly other significant water components of the WLWF area. From a recreational perspective, the most endearing features of the WLWF are its extensive trail network and ample access from surrounding roads. Despite these attributes, recreational use in the region is moderate to light with a few exceptions, notably Hadley and Crane Mountains. The WLWF has the most miles of designated snowmobile trail of any unit in the eastern portion of the Adirondack Park. As a result, snowmobilers probably constitute the most significant user group on many trails within the WLWF. As a result of its location at the southern periphery of the Adirondack Park and its proximity to the Northway, the WLWF is second only to the Lake George Wild Forest among Adirondack Forest Preserve units in providing easily accessible recreational opportunities to the greatest number of people “(Wilcox Lake Wild Forest Draft UMP, 2006).

Stewardship of the Recreational Resources

The New York State Department of Environmental Conservation Unit Management Plans (UMPs) for each of the state-owned forest preserve areas in the Corridor are detailed in the Related Programs, Projects, Plans, and Studies section of this document. These UMPs are created to assess the natural and physical resources of each unit of state forest preserve, identify opportunities for recreational use, and evaluate the capacity of the resources and ecosystems within each unit to withstand public use. These plans are created with significant input from the public, and are created to fully comply with the New York State Land Master Plan.

Recreation: Goals and Recommended Actions

This section provides an overview of chapter-specific strategic priorities for the First Wilderness Scenic Corridor. They are also identified in the Implementation Plan in their entirety. The Implementation Plan identifies potential partners, time frame, and priority. These projects will be launched only as staff and funding allow.

While most of the recreational facilities and areas along the Corridor are not only extremely well-developed, but also well maintained, opportunities exist to improve the recreational experience. Suggestions are included in the Implementation Plan, Recreation section, which delineates the target goals and specific recommendations for action.

Recreation Goals and Recommended Actions

RECREATION

GOALS AND RECOMMENDED ACTIONS

Goal #1

Increase, improve, and promote desirable recreational opportunities that provide healthy, healing, and enjoyable experiences.

Goal #2

Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.

Recommended Actions

- Snowmobile Alternate Route - Secure an alternate route for the Warren County Snowmobile trail to connect corridor communities without using the rail bed.
- Walkways - Develop Historic/Nature/Riverfront Walk. To help preserve water quality and the riverbank, the trail should be set back from the river's edge and be paved with a stone dust rather than asphalt paving.

Goal #3

Protect natural and recreational resources, develop an integrated program using monitoring, management and educational activities to address the problem of invasive plants and the impacts of climate change along the Byway.

Recommended Actions

- Maintain communications with organizations and stakeholders such as the Adirondack Park Invasive Plant Program and the Nature Conservancy to address the threat of invasive species to natural and recreational resources, roadsides, local communities, tourism service providers, and the visitor experience.

Goal #4

Support implementation of current recreation plans by state agencies, local government and tourism professionals that will improve outdoor experiences.

The following priorities are listed in the Implementation Plan to support stewardship and conservation goals for the corridor's natural, historic, cultural, and recreational resources that contribute to the viability of Corridor communities:

- Support regional initiatives to improve the environment to preserve and maintain the quality of the Corridor experience.
- Preserve Adirondack scenery, environment and character in order to safeguard the intrinsic beauty of the landscape that makes the Corridor region a desirable travel destination.

- Develop strategies to promote wilderness ethics and support the “leave no trace” concept.
- Encourage the improvement of roadside aesthetics and community pride.
- Arrest the intrusion of both land and water invasive species. Develop an integrated program using monitoring, management, and education activities to address the problem of invasive plants along the roadway. This includes raising visitor awareness of how they unknowingly become transporters of invasive plants and insects as they travel from place to place exploring the Corridor.
- Promote and protect water quality by reducing, eliminating, and preventing water pollution.
- Restore and rehabilitate significant historic structures.
- Encourage early and repeated programs that cultivate future stewards from the local population of young people.
- Educate visitors about stewardship responsibilities along the trail, including stewardship of the “irreplaceable.”
- Encourage and support local projects that secure the future of the FWSB’s historic, cultural, natural, and recreational resources. the angle at which Old Corinth Road and Stony Creek Road intersect Rockwell Street. The Linkage Study provides two options for improving the intersection. The intersection of the Stony Creek Road could be shifted to the west, giving more land for potential commercial located at the corner. Old Corinth Road might be split just south of the intersection, allowing for the creation of a triangular village green, which would further enhance the identity of the Hadley Hamlet. Community design, including transportation planning, can help develop Hadley Hamlet and improve its identity.

First Wilderness Corridor Update



Town of Chester Elements

"This Plan was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."



This section provides an overview of chapter-specific strategic priorities for the First Wilderness Scenic Corridor. They are also identified in the Implementation Plan in their entirety. The Implementation Plan identifies potential partners, time frame, and priority. These projects will be launched only as staff and funding allow.

Economic and Community Development

Goals & Recommended Actions

Goal# 1, Strengthen the economy of the region through sustainable, place-based tourism development occurring within the context and scale of smaller settlements.

- Encourage volunteers at the community level to organize and host year-round activities and special events that appeal to special interests of byway travelers.

Goal # 2, Assist businesses to expand operations over multiple-seasons, diversify products, and stabilize their revenues.

- Avoid overdependence on single season and/or narrow-focus tourism initiatives. Encourage more visitors during what are normally considered “off seasons.
- ,Provide a greater range of goods and services to year-round residents, increasing their quality of life and making the communities more attractive places to settle.

Goal #3, Ensure that the built and green infrastructures are adequate for existing and future demand, well maintained and expanded, where appropriate.

- Improve existing services, and plan for capital investment to prevent a major financial crisis when long term improvements are necessary. Continue preventive maintenance of community infrastructure systems to lessen the impact of increased visitors on the surrounding natural environment.
- Assess existing built and green infrastructure systems, document the short and long term needs of these systems, and identify resources available to assist with the maintenance and development of these systems to handle increased capacity and closely monitor conditions to avoid any threats to holding capacity.

Goal #4, Focus growth and development in the hamlets and villages and revitalize Main Streets through planning and ongoing programs.

- Employ appropriate forms of business development that preserve the area’s resources. Concentrate development in the hamlets and preserve open space as per local planning regulations.

- Encourage government involvement in stewarding the public assets that visitors use or see when traveling in their community.

Goal #5, Support community economic initiatives that contribute to the First Wilderness branding, economic growth, sustainable levels of economic growth, and a better quality of life for residents.

- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.
- Build new leadership and regional civic human capital by recruiting and cultivating residents from across the age spectrum. Capable, enthusiastic, and committed people should be encouraged to get involved.
- Increase the availability of affordable and community housing to support year-round settlement of a labor and volunteer pool.
- Consider the land-tax base and recognize that the essential parts of local culture, history and the economy are Byway stakeholders who may also be long-time residents. Raise community awareness on market factors that remove properties from the year-round housing stock and impact affordable housing. New development could not replace the loss of this essential part of the local culture, community dynamics, and economic base.
- Secure funding sources to conduct community studies, update or prepare community regulatory documents or reports, prepare design and construction documents, and implement proposed projects.
- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.

Recreation Goals and Recommended Actions

While most of the recreational facilities and areas along the Corridor are not only extremely well-developed, but also well maintained, opportunities exist to improve the recreational experience. Suggestions are included in the Implementation Plan, Recreation section, which delineates the target goals and specific recommendations for action. The Town has recently

completed an assessment of recreational needs entitled “Chester Townwide Recreation Plan February 2015”. The recommendations of that plan are included here by reference.

Goal #1 Increase, improve, and promote desirable recreational opportunities that provide healthy, healing, and enjoyable experiences.

Recommended Actions

Snowmobile Trails

The snowmobile network primarily consists of a south to north trail that runs just west and parallel to Route 9 and north to Pottersville. Several short dead end side trails exist including a trail leading into Chestertown from Brant Lake area and ending at the southeastern bay of Loon Lake. The trail link between Pottersville and the Town of Schroon is unsigned and not maintained. Property owner issues must be resolved to strengthen this link. A new connection into the Town of Minerva needs to be established for snowmobilers to gain access into the heart of the Adirondacks.

Recommended improvements include:

- Designate and construct a snowmobile trail which will provide snowmobile access between the hamlets of Pottersville and Schroon Lake, using a combination of existing trails and new trail construction on public and private land as outlined in the Vanderwhacker Mountain Wild Forest Unit Management Plan.
- Reopen Vanderwhacker trail in Vanderwhacker Mountain Wild Forest to snowmobiles reclaiming the existing old road network.
- Formally extend the trail from where it ends at Loon Lake Beach west across the Riparius Bridge and north along the existing snowmobile trail in Johnsburg.
- Establish an official snowmobile crossing over the Hudson River at Riparius or North Creek.
- Establish a snowmobile connection north into Minerva.

Riverside area:

Passive Park(s)

- Secure agreement with NYSDOT regarding use of staging area on north side of the bridge for a parking lot and land on south side of bridge for a passive park.
- In addition to sidewalks, a small pocket park is recommended across from the Caboose. The park should be lined with greenery and have benches so that visitors have a place in which to relax prior to re-boarding the train. The park should be connected with a highly visible crosswalk.

- Create Park Along the Hudson River Waterfront. The NYS Department of Transportation owns a small parcel of land directly south of the Chestertown Bridge. This land might be used for a small passive park to allow informal fishing access to the river.
- Although privately owned, a similarly sized parcel north of the bridge might be utilized for the same purpose.
- To help offer additional public access to the Hudson River, the Town and County should explore opportunities to work with NYSDOT or the private owner to create a passive park with modest fishing access on this site.

Goal #2 Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.

Recommended Actions

Townwide Public Trail System

Develop an all-season public trail system that utilizes existing trails, paths, logging roads, low volume roads, snowmobile trails and other means. This trail system will seek to provide connections between mountain peaks, individual trail preserves, parks, waterways and state land areas. Conservation easements or other means will be sought for trails that are on private land or in areas that are not presently open to the public. Permission will be sought from National Grid for use the off-winter use of the power line corridors that presently have agreements with the Northern Warren Trailblazers snowmobile club. The trail system will also seek to provide the visitor various levels of difficulty and types of terrain. The Draft *Trails Concepts Map* illustrates how the trail resources would be linked as a continuous system of trails. The following narrative outlines the mountain peaks with the highest potential for trail development and the actions required to locate a trail system. There are five trails that have the potential to be up and operational by 2015. These include: Panther Mountain, Vetter's Mountain, Kip Mountain, Stewarts Mountain and Moxham Mountain.

Riverside area:

- Secure funding to complete design and construction documents for canoe access improvements that address slope/grading problems along the access point.
- Utilize river overlook area at Fire Department property on the west side of Riverside Road to create accessible viewing area

Goal #3 Protect natural and recreational resources, develop an integrated program using monitoring, management and educational activities to address the problem of invasive plants and the impacts of climate change along the Corridor.

Recommended Actions

1) Maintain communications with organizations and stakeholders such as the Adirondack Park Invasive Plant Program and the Nature Conservancy to address the threat of invasive species to natural and recreational resources, roadsides, local communities, tourism service providers, and the visitor experience.

Goal #4 Support implementation of current recreation plans by state agencies, local government and tourism professionals that will improve outdoor experiences.

Recommended Actions

Bicycle Pedestrian Improvements

There are currently no designated bikeways, walking paths or sidewalks along any of State Route 8 and most of State Route 9. Cycling and walking trends are causing there to be many more people walking, running and bicycling along these roads despite the lack of dedicated facilities to these recreational activities. Also, increased recreational opportunities at Dynamite Hill Recreational Area are drawing pedestrians to and from the North Warren School, Dynamite Hill Recreation Area, nearby residential neighborhoods and the general business district along the high speed traffic on Route 8.

Chestertown Bike-Hike-Blueway Trail

This project is to develop a feasibility study for a 10.7-mile bike-pedestrian path between the hamlet of Chestertown and Scaroon Manor Day Use Area. The bike – pedestrian path would utilize mostly public lands along existing informal paths, low use roads, road shoulders, utility right-of-ways, and snowmobile trails. The kayak-canoe trail would run parallel to the bike-pedestrian path and utilize Chester Creek, Schroon River and Trout Brook. The goal of the project is to develop a path for families that links the public and private campgrounds with recreational resources and access points along the Schroon River. The project seeks to build upon on the strategies in the First Wilderness Corridor Heritage Plan and expand tourism and economic development in the corridor by leveraging the variety and quality of recreation trails and other facilities.

Dynamite Hill Recreation Area Improvements

Improvements to Dynamite Hill are comprehensive with the intention to upgrade infrastructure and make the park more accessible and attractive year round for visitors and residents. Specific projects are as follows:

- Design and Construction of a dedicated Single Track Mountain Bike Trail has been designed for intermediate and expert single-track mountain bike riders. This new trail will add significant distance to the single and two track trails that currently exist as part of the system. The trail is laid

out by utilizing natural topographic features along with turns and grade fluctuations to maximize the aesthetic and recreational experience of the users. The difficulty ratings for the trails and the associated standards will be in accordance with International Mountain Bicycling Association blue square and black diamond

- Improve three trailheads with consistent welcoming and wayfinding signage. Add magnetic trail counter for tracking use of the trail system.
- Develop a long-term trail maintenance plan that would utilize a committed core of volunteers with specific tasks at regular intervals during the year.
- Establish a lighted cross-country trail loop that would begin from the trailhead at the warming hut providing increased opportunities for families near the center of the ski area.
- Purchase and install a new Mighty Might, or equivalent handle downhill ski tow.
- Develop and install a new playground designed for children under the age of 12. Locate the playground between the parking lot and the Little League field in an area that is visible from Route 8
- Install First Wilderness Heritage Corridor Kiosk near the North Warren Chamber of Commerce.

Signage and Interpretation Goals and Recommended Actions

Goal #1 Enhance residents and visitors' understanding, awareness and appreciation of Corridor resources and the Adirondack Park, through education and interpretation of Corridor assets, and intrinsic qualities. Develop regional interpretive programming that engages visitors and improves their understanding and enjoyment of local historical, cultural and natural resources. Offer the Corridor patron's a quality experience of the region's recreational resources through education and interpretation highlighting the unique character of the corridor.

Recommended Actions

RIPARIUS

Create Historic Interpretive Program

- Building on the way finding system, an historic interpretive program can be created that is centered on the railroad workers' daily life, Asher Durand, the Schroon Lake Region, and other First Wilderness themes. This can be integrated with the visitor orientation kiosk.
- Work with local committees and the train museum to develop program.

Goal #2 Attract and direct visitors through appropriate signage to Byway resources, including using the new route name (First Wilderness Scenic Byway) to unify the region and to promote the entire Byway as a destination, encouraging visitation, and exploration of all locales.

Recommended Actions

Chestertown Streetscape Enhancement (Behan Planning, 2011)

North Gateway Area:

- Welcome Sign and more robust treatments on south side into hamlet

Chester Four Corners:

- Look for an opportunity to provide informational signage in a kiosk in this area

Municipal Center/Town Green:

- Provide signage in keeping with other new signage in hamlet

South Gateway Area:

- Provide Welcome Sign and plant signature in suitable location

RIPARIUS

Create Visitor Orientation Kiosk.

- To help direct the pedestrian, directional signage should be placed on Main Street and at or near the train station platform. The intent is to provide a way finding system that clearly and easily directs the visitor around the Hamlet. Although there will be a visual linkage, appropriate directional signage will remove any “guesswork” and make the visitor’s experience more enjoyable.

Goal #3 Promote Corridor recreational assets through: the design and installation of appropriate signs or resource markers at all major historic, recreational and educational sites, including bike, cross-country, road and mountain biking trails and the use of interpretive brochures, the web, kiosks, and trail maps showing resource locations.

Recommended Actions

Transportation, Safety and Community Design Goals & Recommended Actions

Goal #1 Continue to improve transportation infrastructure by incorporating FWHC community design considerations into proposed projects. Work with NYSDOT and County DPW staff during early stages of agency project planning to implement CMP transportation goals. Map hidden scenic spots in need of clearing for pull-offs or panoramic outlooks.

Recommended Action(s)

1) Support and expand ongoing capital transportation planning for FWHC highways and bridges through the Saratoga and Warren County DPW, Adirondack/Glens Falls Transportation Council, the Capital District Transportation Committee and Region 1 DOT. As capital projects identified by these organizations for FWHC communities change from time to time, collaborate often and early in project development.

2) Develop and maintain productive relationships with government highway officials, including the appropriate Department of Transportation, County and local representatives so that the Corridor roads and its corridor are well cared for and facilitate choice of options for travelers, including bicycling, walking, and driving.

CHESTER Chestertown Streetscape Enhancement (Behan Planning, 2011)

North Gateway Area

- Bridge rail improvements over Chester Brook
- Crosswalk improvements at the Route 8 and Route 9 intersections
- New sidewalk/walkway to connect from the intersection to the hamlet

Chester Four Corners

- Increase/improve pedestrian space and comfort
- Improve crosswalk treatments
- Add landscape plants as appropriate for pedestrian comfort and aesthetic improvements
- Look for an opportunity to provide informational signage in a kiosk in this area

Municipal Center/Town Green

- Enhance landscape treatments in curbed area of grocery store parking lot along the Route 9 frontage
- Enhance crosswalk treatments between Town Hall and the grocery store

South Gateway Area

- Provide street trees strategically for buffering in accord with existing trees

Sidewalk/Lighting Enhancements throughout hamlet

- Replace asphalt with grass or alternate hardscape
- Improve/replace curb and drainage structures as needed
- Provide street trees strategically for buffering in accord with existing trees
- Provide pedestrian scale lighting to match the context of the hamlet

Northern Gateway/Bridge Improvements

- Guiderail improvements and upgrades to NYS Route 9 corridor (crosswalks, curbing, streetlights and banners, etc.)

Route 9 Southern Gateway

- Planning and improvements for road corridor (require extensive DOT coordination and infrastructure planning)

Town Corridor:

- Curbing and catch basin repairs/replacements
- Gateway landscape treatments
- Corridor Flower Baskets

Goal #2 Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Corridor. Improve and promote opportunities for “green” travel as a means for exploring the Corridor. Maximize use of the historic railroad and river systems.

Recommended Actions

Corridor Wide

- Expand the network of short line railroads and establish this model as a best practice that the other communities can emulate. Broaden multi-modal service to connect with public transit systems in Saratoga and Glens Falls.
- Use the roadway, bike, rail, and foot trail land routes, water routes, and air routes to facilitate the arrival and extended stay of visitors.

Goal #3 Provide for a safe and enjoyable Corridor touring experience for of all Corridor users (including bicyclists and pedestrians) by using a Complete Streets approach to planned improvements as funding permits.

Recommended Actions

Town wide

- Work with agencies to improve parking at identified sites for extended stay hikers, canoeists and other recreationalists.
- Comply with the Complete Streets policy of New York State.
- Install curbs, sidewalks, and crosswalks in all Corridor hamlets and villages.
- Ensure that the roads are well maintained and developed. Corridor businesses are dependent on these main arteries of transportation. Working to keep the roads in sound condition will not improve visitor access but will facilitate the delivery of goods and supplies to support business operations.
- Ensure that all crosswalks from proposed parking to train stations and platforms in each community are well marked and signed.

RIPARIUS

Work with Businesses to Develop Parking.

- Create parking near the south end of the node and possibly on the construction staging area used during the reconstruction of the bridge.
- All parking areas should be appropriately landscaped to offer shade in the summer months.
- A pedestrian walkway to direct the pedestrian to the train station and activities along Riverside Station Road is needed. Parking is necessary in this node, since it can provide

the opportunity for visitors to board the train at this location rather than traveling to North Creek.

- Secure agreement with NYSDOT regarding use of staging area on north side of the bridge for a parking lot and land on south side of bridge for a passive park.

Enhance Pedestrian Safety and Provide Amenities.

Currently, the primary road that parallels the train station does not have any sidewalks, crosswalks, or other pedestrian amenities.

- The project entails completing a streetscape improvement program including installing sidewalks, historic lights that match the light selection in North Creek, banners, street trees, benches, and flowers. The intent is to create an exciting pedestrian atmosphere that invites the pedestrian to walk up and down the street.

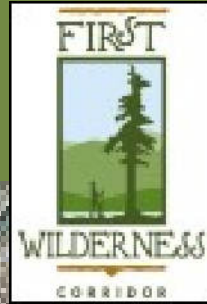
Complete Streetscape Improvement Program.

- To enhance pedestrian circulation, seek funding for historic streetlights, trees, benches, banners, flowers, and trash receptacles.
- These amenities should be installed along Riverside Station Road and a small section of NYS Route 8 just north of Riverside Station Road.
- Public investment in these amenities will help create a more inviting environment for the pedestrian and spur private investment along the primary roadways.

Future Stewardship

The following priorities are listed in the Implementation Plan to support stewardship and conservation goals for the corridor's natural, historic, cultural, and recreational resources that contribute to the viability of Corridor communities:

- Support regional initiatives to improve the environment to preserve and maintain the quality of the Corridor experience.
- Preserve Adirondack scenery, environment and character in order to safeguard the intrinsic beauty of the landscape that makes the Corridor region a desirable travel destination.
- Develop strategies to promote wilderness ethics and support the “leave no trace” concept.
- Encourage the improvement of roadside aesthetics and community pride.
- Arrest the intrusion of both land and water invasive species. Develop an integrated program using monitoring, management, and education activities to address the problem of invasive plants along the roadway. This includes raising visitor awareness of how they unknowingly become transporters of invasive plants and insects as they travel from place to place exploring the Corridor.
- Promote and protect water quality by reducing, eliminating, and preventing water pollution.
- Restore and rehabilitate significant historic structures.
- Encourage early and repeated programs that cultivate future stewards from the local population of young people.
- Educate visitors about stewardship responsibilities along the trail, including stewardship of the “irreplaceable.”
- Encourage and support local projects that secure the future of the FWHC's historic, cultural, natural, and recreational resources.



First Wilderness Heritage Corridor

Chestertown Hamlet Plan Update Project Areas

Legend

- Main Street Enhancement Area
- Water Line Extension
- Hiking/Nature trails
- Cross Country Ski Trails
- Chestertown Water District
- Dynamite Hill recreation Area

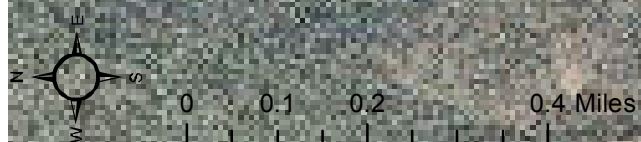
Dynamite Hill Recreation Area
Widen Ski Trails
Additional Lighting for Trails
Trail Map Signage
Connection to Hamlet Area
Connection to Schroon River Trails

Buildings at Church St and Main St
need rehabilitation work to revive
storefronts and provide upper
level residential uses

Four Corners Intersection Landscape Enhancements
Add Pedestrian Lighting
Geometry Realignment

Develop Hiking and Nature Trails
with connection to
Dynamite Hill Recreation Area

Main Street Enhancements
Pedestrian Level Lighting
Replace Sidewalks
Add Crosswalks and Stopbars
Renew Vegetation



This map was prepared for the
New York State Department of State
Office of Coastal, Local Government
and Community Sustainability with funds
provided under Title 11 of the
Environmental Protection Fund.

Map prepared by Warren County GIS,
March 2014
data sources: Warren County, NYS GIS

First Wilderness Corridor Update



Town of Corinth Elements

"This Plan was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."



First Wilderness Heritage Corridor

Town and Village of Corinth

Corinth was once known as Jessup's Landing and became one of the first places for lumbermen in this region, erecting sawmills. As the driving of single logs was yet unthought of, the logs were chained to rafts and floated down the Hudson Schroon, and Sacandaga Rivers. At a point about where the Corinth Library now stands, the rafts were landed, and the logs hauled by teams to a point on the Hudson below the Great Falls.

The coming of the railroad to Corinth was one of the big events in the history of the community. With it came the telegraph, and Corinth was brought hours nearer to the big world centers. The twenty-five miles to Hadley was completed by 1865, and the railroad began operating a train from Saratoga Springs through Corinth, and to Hadley. The building of the railroad has to be one of the more important historical events in the development and progress of the Town and Village of Corinth. The advent of the railroad and the paper mill signaled the growth and modest prosperity that has been enjoyed by Corinthians for the last hundred years.

Today, visitors and local residents enjoy the historical scenery the Town and Village has to offer including Pagenstecher Park overlooking the great Falls. Water enthusiasts, bikers and hikers enjoy the natural wonders of Corinth. In the winter months they enjoy snowshoeing, cross country skiing and snowmobiling.

Town and Village of Corinth - Corinth Destination Stop **Link to the "First Wilderness" Experience**

The Corinth Destination Stop is the southern terminus of the study area and builds on the First Wilderness experience by capitalizing on key historic events, flat-water recreation opportunities, and recently completed community projects.

With regard to history, Corinth, previously as Jessup's Landing, the site where logs were gathered from the Hudson, landed, and hauled over land in order to bypass Palmer Falls. South of the falls, the logs were sent to the site of the "Big Boom" and floated downriver. When the railroad opened, Corinth was a major sawmill site.

Unlike the Hadley/Lake Luzerne area, the waters of the Hudson are calm as they flow pass Corinth providing opportunities for canoeing, kayaking, and power boating. The flat water extends north from Corinth to Hadley/Lake Luzerne offering potential opportunities to link the two stops via water rather than relying on road transportation. Access to the flat-water is provided at the Corinth Village beach that is also the beginning of Jessup's Landing Pathway, a local trail system that was recently developed. This trail, the

majority of which is paved, connects the Village beach with Pagenstecher Park to the south. Pagenstecher Park provide day use picnicking and recreational opportunities with spectacular views of the Hudson River and the Great Falls.

In addition, a boat launch for commercial river tours should be implemented. This launch will allow for a boat tour connection to Lake Luzerne.

Although not located in the more developed downtown area, Alpine Lake provides a lakeside camping resort facility that is a direct descendant of the tourism experience encouraged by Durant's railroad in the 19th Century. This camping area can broaden the experience by providing different opportunities rather than concentrating recreational/tourism activities in the downtown area.

Specific Recommendations

The Village and Town of Corinth have two separate areas that, when combined, offer a complete package to build on the experience and develop a destination stop at both the existing train station and the village's 'main street' area.

Existing Railroad Station

The Station site is located off of Hamilton Avenue slightly less than one mile from the Village center. The Station property was purchased by the Town of Corinth from Canadian Pacific in 2006. The Town also owns the railroad and right-of-way extending from the Town's boundary with Hadley south to the Saratoga Springs train station.

The Station, constructed in 1910 was in a state of disrepair and has since been removed.. The Town owns property on both sides of the railroad with access to the eastern section via Railroad Place. Access to the western side is provided by Freight House Road. The 1910 Station was located on the eastern side which is now a gravel parking lot that can accomodate approximately 50 vehicles.

Construct a Station Platform.

To assist passengers in disembarking from the train, a station platform should be constructed. In the interest of cost savings, the platform can be somewhat modest, offering stairs and a handicap access rather than a large platform running the length of the station.

Clarify On-Site Parking.

The surface of the parking area has deteriorated and the parking spots are not delineated. As the platform is constructed and the stop is further developed, it is recommended that the parking area be regarded and leveled as necessary to eliminate holes and uneven areas. A suitable number of paved handicapped-accessible spaces should be constructed near the pavilion and platform. It is recommended to leave the remainder of the parking lot as gravel to eliminate the need to handle stormwater which may be challenging due to the constrained nature of the property. As funds become available, the Town may consider permeable paving options.

Create Visitor Orientation Kiosk - Train Station Location.

To help direct the visitor, an information kiosk should be placed at the train station. The intent is to provide the wayfinding system that clearly and easily directs the visitor around the Village and Town and to the multitude of activities. Appropriate directional signage can remove any “guesswork” and make the visitor’s experience more enjoyable. The style and information contained on the kiosk should be the same as the proposed kiosk in the Village.

Establish Trolley Connection.

It is important to remember that the existing train station is almost one mile from the center of downtown Corinth. This is not a walkable distance for most people. Therefore, when this train stop is developed, the Town/Village or private operation may consider offering a linkage between the train station and downtown. This linkage could take on many forms such as a motorized trolley such as can be found in downtown Saratoga Springs, a small bus, a horse-drawn carriage, or some other form of transportation. The intent is to link visitors to the activity center of this node, which is the downtown area of Corinth.

In addition to a vehicle connection, the idea of a multi-purpose trail between the Station and downtown is being considered. The Town and Village was recently awarded an Environmental Protection Fund Grant to conduct a feasibility study for the construction of a multi-purpose trail connecting Reservoir Park (a 475 acre Village-owned property off County Route 10), the Station property and Downtown Corinth. The intent of this trail would be to allow hiking and mountain biking during the summer months and snowshoeing and cross-country skiing during the winter.

Create Visitor Orientation Kiosk - Downtown Location.

To help direct the visitor, an information kiosk should be placed at the trolley stop/multi-purpose trailhead. The intent is to match the kiosk located at the train station and provide a wayfinding system that clearly and easily directs the visitor to the assortment of attractions including restaurants, recreational amenities, local shops, etc. Appropriate directional signage can remove any “guesswork” and make the visitor’s experience more enjoyable.

Another kiosk is recommended at the Village boat launch just south of the beach. The Village is currently evaluating opportunities to expand public dock space and encourage more boaters to stop in Corinth and visit local attractions and businesses.

Create Historic Interpretive Program.

From the trolley stop/trailhead, visitors can walk a loop that begins at the Village Beach, continues along Jessup’s Landing Pathway to Pagenstecher Park, down Palmer Avenue, and back to Main Street. This loop can build on the history of Corinth, the railroad, the Adirondacks, and the Hudson River and provide historic and cultural learning opportunities to the visitor. This concept builds upon recent research that indicated that “tomorrow’s tourist” wants to undertake adventure, be in charge, and understand the local culture and history. This is opposed to “yesterday’s tourist,” who wanted a safe vacation that followed the masses without experiencing the local fare.

This loop can offer a variety of walking environments, including scenic views down the river gorge and attractions along Main Street. To promote this type of activity, the Village should create a signage system that serves two purposes. First, it should clearly delineate the walkway, and second, it should interpret the history of the area. In addition to signage, the Village should complete streetscape improvements (i.e., street trees, benches, pedestrian lights, banners, flowers) along Main Street to create a safe and enjoyable pedestrian environment.

The trail from the Village beach to Pagenstecher Park is paved, except the last approximately 500 ft. from River Street to the Park entrance. This final section crosses property currently owned by International Paper. It is important to complete the paved trail all the way to the entrance of the Park. Coordination with the property owners will be necessary to obtain an easement to complete the connection.

Infill Retail.

To further encourage pedestrian circulation along Main Street and to help extend the visitor's length of stay, existing retail space must be occupied and vacant property appropriately infilled. In 2008, a catastrophic fire destroyed 4 buildings and the properties remain vacant as of the date of this update. The Village is currently evaluating opportunities to facilitate redevelopment of these properties.

Recommendations will be forthcoming in the Village's Comprehensive Plan. The Plan is expected to be adopted in the spring of 2015.

The intent is to create activities to help move pedestrians back and forth through the community. Any infill development should be in keeping with the current architectural style and scale of the Hamlet (see Section V Design Guidelines from the *Inter- Municipal Redevelopment Strategy for the Northern Hudson River*).

Reservoir Park

The Village of Corinth reservoir site is located in the Town of Corinth and is almost 500 acres in size. The property serves as host to a former water supply system consisting of the "upper reservoir" and the "lower reservoir". The upper reservoir consists of an impounded water body containing approximately 3.2 million gallons of water and the lower reservoir or distributing is about a quarter of mile to the east of the upper reservoir and contains approximately 750,000 gallons of water. The watershed tributary to these two water bodies consists of wooded, sloping land in largely a natural and undisturbed state. Recently, the spillway for the upper reservoir was rehabilitated and the construction access bridge over the spillway was left intact and provides a means for continuance access around the water body.

The setting of the watershed area that encompasses the site provides a breathtaking view of the upper watershed and the site has great potential for a host of passive recreational activities. The activities envisioned for the site include an interconnected trail system around the upper reservoir and up through the surrounding sloping land. The trails could be used for:

- Hiking;

- Mountain Biking
- Cross Country skiing
- Jogging
- Snowshoeing

Complementary uses that may be appropriate include day-camping and picnicking. The natural, undisturbed condition of the entire site is its most attractive attribute and therefore, careful consideration should be given to any built structures or buildings on the site.

The property is also host to a NYS Snowmobile Trail that provides access to a large network of snowmobile trails. The Village plans to continue allowing snowmobiles on this trail. However, there are no plans to expand snowmobile trails to other areas of Reservoir Park.

Actionable goals Include:

- Prepare a boundary survey with basic topography;
- Prepare a master plan as a means to determine appropriate uses;
- Prepare an inclusive public outreach program to be integrated into the master plan;
- Develop a phased and logical sequence for master plan implementation;
- Develop a complementary master plan budget that tracks with the phasing of the master plan; and,
- Implement phase one as determined by the aforementioned master plan

Action items

Recreation:

1) Trail Linkages

- Complete paved trail linkage between the Village Beach and Pagenstecher Park.
- Conduct the trail connection feasibility study to link the Station property with Reservoir Park and Downtown Corinth.

2) Park Enhancements

- See waterfront improvements below for improvements to the beach. Reservoir Park is addressed below.

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3) Reservoir Park Property Improvements

- Complete a recreational master plan for the property and begin implementing key recommendations as funds are available.

4) Waterfront Improvements

- Additional public docking space is recommended at the Village’s boat launch on the Hudson River. To make room for the additional dock space, the existing fishing pier should be moved to the north side of the beach swimming area.
- An informational kiosk is recommended near the expanded public docking space to provide boaters with information on nearby restaurants other businesses and attractions and recreational resources.
- A band shell or similar covered performance stage is recommended to be constructed on the north side of the beach area using the natural topography to create an amphitheater style seating area.
- Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.

Signage

1) Create Historic Interpretive Program and Walkways.

From the trolley stop/multi-purpose trailhead, visitors can walk a loop that begins at the Village Beach, continues along Jessup’s Landing Pathway to Pagenstecher Park, down Palmer Avenue, and back to Main Street. This loop will build on the history of Corinth, the railroad, the Adirondacks, and the Hudson River. This loop can offer a variety of walking environments, including scenic views down the river gorge and attractions along Main Street.

- To promote this type of activity, the Village should create a signage system that serves two purposes: first, it should clearly delineate the walkway and second, it should interpret the history of the area. A key aspect of this project includes making the final paved trail connection to the entrance of Pagenstecher Park.
- In addition to signage, the Village should complete streetscape improvements (i.e., street trees, benches, pedestrian lights, banners, flowers) along Main Street to create a safe and enjoyable pedestrian environment.

2) Create Visitor Orientation Kiosks in Multiple Locations

- Train Station Location. To help direct the visitor, an information kiosk should be placed at the train station. The intent is to provide the way finding system that clearly and easily directs the visitor around the Village and Town and to the multitude of activities. The style and information contained on the kiosk should be the same as the proposed kiosk in the Village.

- Downtown Location. To help direct the visitor, an information kiosk should be placed at the trolley stop/multi-purpose trailhead and at the Village boat launch. The intent is to match the kiosk located at the train station and provide a way finding system that clearly and easily directs the visitor to the assortment of attractions including restaurants, recreational amenities, local shops, etc. Appropriate directional signage can remove any “guesswork” and make the visitor’s experience more enjoyable.
- Attract and direct visitors through appropriate signage to Corridor resources, including using the new route name (First Wilderness Scenic Corridor) to unify the region and to promote the entire Corridor as a destination, encouraging visitation, and exploration of all locales

Transportation, Safety and Community Design Goals & Recommended Actions

1) Short Line Excursions and Improvements

- Secure use of International Paper railroad spur from the main railroad line into the Hamlet of Corinth near Pagenstecher Park and the school property.
- Replace train station in Corinth, whistle stop platform at Alpine Lake.[not sure what this means]

2) Establish Trolley Connection

NOTE: The existing train station is one mile from the center of downtown Corinth * Establish trolley connection between the train station and downtown Corinth. This linkage could take on many forms such as a motorized trolley as found in downtown Saratoga Springs, a small bus, a horse-drawn carriage, or some other form of transportation. The intent is to link visitors to the activity center of this node, which is the downtown area of Corinth.

- Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Corridor. Improve and promote opportunities for “green” travel as a means for exploring the Corridor. Maximize use of the historic railroad and river systems to access to the FWSB.

Recommended Actions

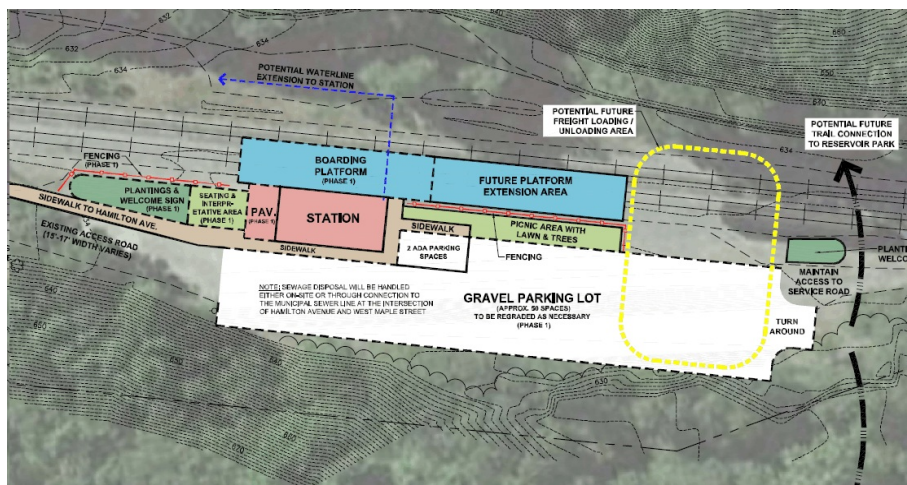
- Create a Trolley Stop Across From the Village Beach. Utilizing Village-owned land across from the Village Beach, create a trolley stop with visitor parking. The stop should provide enough room for the trolley, or other selected transportation system, to drop off passengers and turn around. If Village land is used across from Corinth Beach, no property acquisition is needed. However, a study should be completed to design a trolley stop with parking, landscaping, and a visitor interpretation kiosk with brochures. The kiosk should match the kiosk located at the train station.

- Consider Linking Trolley to Alpine Lake Campground and Other Regional Attractions. In addition to establishing a link between the train station and the trolley stop, the Town and Village may consider utilizing the trolley to link to other area attractions. The intent is to provide an option to extend the visitor's stay by using the many assets the region has to offer.
- Other links to consider may be the Village of Lake George, Glens Falls, and Saratoga Springs.

3) Existing Railroad Station Improvements.

The station property is located off of Hamilton Avenue approximately one mile from the Village center and is currently owned by the Town. The original 1910 Station was removed due to severe deterioration. The property is vacant with room to park approximately 50 vehicles on a gravel surface. The construction of a new station can become a significant feature along the rail line, as the architectural style of the building is indicative of the old train stations that existed at the turn of the century.

Acquire property from Canadian Pacific. Upon recommendation from the Northern Hudson River Inter-Municipal Redevelopment Strategy Report, the train station property has been acquired from Canadian Pacific.



- The Town should continue to work with Saratoga County to acquire the rail spur from the historic station into the downtown area to enhance economic development opportunities within the downtown.
- The rail spur is currently owned by International Paper. A first step could be the preparation of a feasibility study in cooperation with Iowa Pacific to determine what improvements to the rail spur would be necessary to bring it back into service.
- Construct a Station Platform. To assist passengers in disembarking from the train, a station platform should be constructed. In the interest of cost savings, the platform can be somewhat modest, offering stairs and a handicap access rather than a large platform running the length of the station.
- Clarify On-Site Parking. Currently there is a parking area surrounding the train station but the

surface condition is deteriorated and the parking spots are not delineated. As the station is restored and the stop is further developed a suitable number of paved handicapped-accessible spaces should be constructed near the pavilion and platform. , The remainder of parking area will need to be regarded and leveled as necessary to eliminate holes and uneven areas. The remainder of the parking lot should remain gravel to eliminate the need to handle stormwater which may be challenging due to the constrained nature of the property. As funds become available, the Town may consider permeable paving options.



- In addition to a vehicle connection, the idea of a multi-purpose trail between the Station and downtown is being considered. The Town and Village was recently awarded an Environmental Protection Fund Grant to conduct a feasibility study for the construction of a multi-purpose trail connecting Reservoir Park (a 475 acre Village-owned property off County Route 10), the Station property and Downtown Corinth. The intent of this trail would be to allow hiking and mountain biking during the summer months and snowshoeing and cross-country skiing during the winter.
 - Additional trail connections to destinations and recreational resources outside Corinth and close to the Corridor are also strongly recommended. The Town and Village should improve and promote opportunities for “green” travel as a means for exploring the Corridor, maximizing use of the historic railroad and river systems to access to the First Wilderness Corridor.
- 4) Parking and Village Orientation Stop.
- Conduct and implement a Village and Town parking study to identify additional (new) parking lots, parking areas requiring improvement, off-street residential parking, parking at Reservoir, event parking needs, and visitor/public parking signage system.
 - As a complement to the train station, a Village orientation stop is proposed across from the Village beach on Town-owned land. The intent is to provide a small parking area with services to orient the visitor to the activities in the area.

Future Stewardship

The following priorities are listed in the Implementation Plan to support stewardship and conservation goals for the corridor’s natural, historic, cultural, and recreational resources that contribute to the viability

of Corridor communities:

- Support regional initiatives to improve the environment to preserve and maintain the quality of the Corridor experience.
- Preserve Adirondack scenery, environment and character in order to safeguard the intrinsic beauty of the landscape that makes the Corridor region a desirable travel destination.
- Develop strategies to promote wilderness ethics and support the “leave no trace” concept.
- Encourage the improvement of roadside aesthetics and community pride.
- Arrest the intrusion of both land and water invasive species. Develop an integrated program using monitoring, management, and education activities to address the problem of invasive plants along the roadway. This includes raising visitor awareness of how they unknowingly become transporters of invasive plants and insects as they travel from place to place exploring the Corridor.
- Promote and protect water quality by reducing, eliminating, and preventing water pollution.
- Restore and rehabilitate significant historic structures.
- Encourage early and repeated programs that cultivate future stewards from the local population of young people.
- Educate visitors about stewardship responsibilities along the trail, including stewardship of the “irreplaceable.”
- Encourage and support local projects that secure the future of the Corridor’s historic, cultural, natural, and recreational resources.



First Wilderness Heritage Corridor

Corinth Hamlet Plan Update Project Areas

Legend

—+— Railroad

▭ Town Boundaries



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, U



This map was prepared for the
New York State Department of State
Office of Coastal, Local Government
and Community Sustainability with funds
provided under Title 11 of the
Environmental Protection Fund.

Map prepared by Warren County GIS,
March 2014
data sources: Warren County, NYS GIS

First Wilderness Corridor Update



Town of Hadley Elements

"This Plan was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."



Goals and Recommended Actions

Economic and Community Development

Goals & Recommended Actions

Goal# 1, Strengthen the economy of the region through sustainable, place-based tourism development occurring within the context and scale of smaller settlements.

- Encourage volunteers at the community level to organize and host year-round activities and special events that appeal to special interests of byway travelers.

Goal # 2, Assist businesses to expand operations over multiple-seasons, diversify products, and stabilize their revenues.

- Avoid overdependence on single season and/or narrow-focus tourism initiatives. Encourage more visitors during what are normally considered “off seasons.
- ,Provide a greater range of goods and services to year-round residents, increasing their quality of life and making the communities more attractive places to settle.

Goal #3, Ensure that the built and green infrastructures are adequate for existing and future demand, well maintained and expanded, where appropriate.

- Improve existing services, and plan for capital investment to prevent a major financial crisis when long term improvements are necessary. Continue preventive maintenance of community infrastructure systems to lessen the impact of increased visitors on the surrounding natural environment.
- Assess existing built and green infrastructure systems, document the short and long term needs of these systems, and identify resources available to assist with the maintenance and development of these systems to handle increased capacity and closely monitor conditions to avoid any threats to holding capacity.

Goal #4, Focus growth and development in the hamlets and villages and revitalize Main Streets through planning and ongoing programs.

- Employ appropriate forms of business development that preserve the area’s resources. Concentrate development in the hamlets and preserve open space as per local planning regulations.
- Encourage government involvement in stewarding the public assets that visitors use or see when traveling in their community.

Goal #5, Support community economic initiatives that contribute to the First Wilderness branding, economic growth, sustainable levels of economic growth, and a better quality of life for residents.

- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.
- ,Build new leadership and regional civic human capital by recruiting and cultivating residents from across the age spectrum. Capable, enthusiastic, and committed people should be encouraged to get involved.
- Increase the availability of affordable and community housing to support year-round settlement of a labor and volunteer pool.
- Consider the land-tax base and recognize that the essential parts of local culture, history and the economy are Byway stakeholders who may also be long-time residents. Raise community awareness on market factors that remove properties from the year-round housing stock and impact affordable housing. New development could not replace the loss of this essential part of the local culture, community dynamics, and economic base.
- Secure funding sources to conduct community studies, update or prepare community regulatory documents or reports, prepare design and construction documents, and implement proposed projects.
- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.

Recreation Goals and Recommended Actions

Goal #1 Increase, improve, and promote desirable recreational opportunities that provide healthy, healing, and enjoyable experiences.

Recommended Actions

CORRIDOR WIDE

Develop a continuous hiking/biking/equestrian trail from Corinth to Tahawus similar to the Northville/Placid trail.

Whitewater Rodeo Hole

- Install the proposed (and approved) whitewater rodeo hole. The engineered rapids located at the doorstep of Hadley Hamlet, at the Bow Bridge, will provide whitewater enthusiasts with a world-class system of rapids. Unlike the whitewater rafting tourists who pass-through Hadley, the people who travel to Hadley to recreate in the engineered whitewater will spend entire days and even weekends in the community.

Goal #2 Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.

Recommended Actions

Greenway Trails

- Study the feasibility of developing a greenway trail system to link the park and public land, existing pedestrian trails, sidewalks, and other selected places in and around Hadley Hamlet. Dean Mountain Whitewater Park, the old Hadley beach area, Sam Smead Park, the canoe take out, Fowler Park and the historic mill sites, center of town, the future rail link, the Historic River's Trail Loop, the Sacandaga Outdoor Center are all points of interconnection for a greenway.
- Develop personal watercraft access to Hadley Beach.
- Develop a waterfront trail adjacent to Rockwell Falls. Identify sidewalk and trail connections.
- Identify water recreation access from Bow Bridge for canoe and kayak carry launch.

Mountain Bike Trail

- Implement a mountain bike trail, associated signage and connections around the southern end of the corridor from Lake Luzerne to Warrensburg, Thurman, Hadley, and back to Lake Luzerne.

- Expand the Warren County Inter-County bicycle loop system by creating a western Warren County bike loop.
- Utilize Rockwell Street and Stony Creek Road within Hadley Hamlet. A completed connection will provide access to Warrensburg, the Village of Lake George, Queensbury, and Glens Falls.
- Collaborate with Warren County to promote a starting point for cycling tours that will use the train to bring people and their bikes from points south to the region.

Scenic Boat Excursion

- Consider Seeking Funding to Create a Tour-Boat Between Corinth and Hadley/Lake Luzerne. Although this may require private investment, talking with area tour operators may inspire the establishment of a tour-boat operator between Corinth and Hadley/Lake Luzerne. The flat-water between the two communities can be ideal for such a venture.
- Develop a boat launch for commercial tours along East River Drive.
- Pursue a scenic boat excursion operator on Hudson River to Corinth.
- Provide a docking area for the potential Tour Boat from Corinth to Lake Luzerne.

Goal #3 Protect natural and recreational resources, develop an integrated program using monitoring, management and educational activities to address the problem of invasive plants and the impacts of climate change along the Corridor.

Recommended Actions

Corridor WIDE

Maintain communications with organizations and stakeholders such as the Adirondack Park Invasive Plant Program and the Nature Conservancy to address the threat of invasive species to natural and recreational resources, roadsides, local communities, tourism service providers, and the visitor experience.

Goal #4 Support implementation of current recreation plans by state agencies, local government and tourism professionals that will improve outdoor experiences.

Signage and Interpretation Goals and Recommended Actions

Goal #1 Enhance residents and visitors' understanding, awareness and appreciation of Corridor resources and the Adirondack Park, through education and interpretation of Corridor assets, and intrinsic qualities. Develop regional interpretive programming that engages visitors and improves their understanding and enjoyment of local historical, cultural and natural resources. Offer the Corridor patron's a quality experience of the region's recreational resources through education and interpretation highlighting the unique character of the corridor.

Recommended Actions

Corridor-WIDE

Unifying elements, such as signage and interpretive kiosks, should be implemented throughout the Corridor to create visual continuity, support way finding, and provide easily recognizable destinations for visitors.

- Develop corridor-wide community signage design standards.
- In addition to providing interpretive signage at the new station, the location of the original train station (on the east side of the tracks north of County Route 4) should be signed with historic markers and interpretive signage.
- Install Historic Bow Bridge Kiosk and Information Directional Signage.
- Building on the way finding system, an historic interpretive program can be created that is centered on logging, the railroad, hiking, water-based recreation, mills, and other First Wilderness themes.

Goal #2 Attract and direct visitors through appropriate signage to Byway resources, including using the new route name (First Wilderness Scenic Byway) to unify the region and to promote the entire Byway as a destination, encouraging visitation, and exploration of all locales.

Recommended Actions

Corridor-WIDE

Coordination with Warren and Saratoga Chambers of Commerce and County Tourism Bureaus and other stakeholders can capitalize on collaboration to fully expand the identification of the corridor in the region.

Implementation of corridor orientation visitors' kiosks that provide corridor location, community destinations, and community history should be coordinated with all interested stakeholders.

The kiosk design should serve as a recognizable focal point for each community's train stop.

•

Make placement of route identification signs a priority in order to direct visitors along the new route's many segments located in Warren and Saratoga counties.

Create Visitor Orientation Kiosk.

- To help direct the visitor, an information kiosk should be placed at the train station. The intent is to provide a way finding system that clearly and easily directs the visitor around both communities and to the multitude of activities.
- An identical sign to the one in Hadley should be created and located in the Town of Lake Luzerne. This will provide a visual link between the communities and better direct the visitor to the train station regardless of the point of entry.
- Appropriate directional signage will remove any 'guesswork' and make the visitor's experience more enjoyable.

Goal #3 Promote Corridor recreational assets through: the design and installation of appropriate signs or resource markers at all major historic, recreational and educational sites, including bike, cross-country, road and mountain biking trails and the use of interpretive brochures, the web, kiosks, and trail maps showing resource locations.

Recommended Actions

Link to Significant Water Resources.

- In addition to linking the two communities, signage should be installed that links the pedestrian to the walkways along the Sacandaga and Hudson Rivers. The route could be located down Old Corinth Road to connect to a waterside trail and kayak pullout at the confluence of the Sacandaga and Hudson Rivers.

Transportation, Safety and Community Design Goals & Recommended Actions

Goal #1 Continue to improve transportation infrastructure by incorporating FWHC community design considerations into proposed projects. Work with NYSDOT and County DPW staff during early stages of agency project planning to implement CMP transportation goals. Map hidden scenic spots in need of clearing for pull-offs or panoramic outlooks.

Recommended Action(s)

Corridor-WIDE

Support and expand ongoing capital transportation planning for FWHC highways and bridges through the Saratoga and Warren County DPW, Adirondack/Glens Falls Transportation Council, the Capital District Transportation Committee and Region 1 DOT. As capital projects identified by these organizations for FWHC communities change from time to time, collaborate often and early in project development.

Develop and maintain productive relationships with government highway officials, including the appropriate Department of Transportation, County and local representatives so that the Corridor roads and its corridor are well cared for and facilitate choice of options for travelers, including bicycling, walking, and driving.

Rockwell Street Streetscape Improvements (Appendix C, Hadley Center & Rockwell St. Improvement Plan)

- Improving the pedestrian facilities along Rockwell Street from the train tracks to the Rockwell Falls Bridge is a continuation of the streetscape improvements that were recommended at the Rockwell Falls Gateway. These improvements include curbs and sidewalks along Rockwell Street, street trees, pedestrian lighting, and decorative features that identify the community and would help create a sense of community.
- Hadley should also consider working with the local utility company to place power lines underground for the stretch of Rockwell Street that extends from Fowler Park to the train tracks. On-street parking spaces should be included within this area to allow easy customer access for existing commercial enterprises along Rockwell.
- A highlight of any improvements to the Rockwell Street streetscape will be enhancing the pedestrian environment at all of the intersections. Ultimately, this may require realigning the intersections of Rockwell Street and Stony Creek Road and Rockwell and Old Corinth Road.

Old Corinth Sidewalk Extension (to the Bow Bridge) (Appendix C, Hadley Center & Rockwell St. Improvement Plan)

- Hadley has started to construct a sidewalk along the east side of Old Corinth Road extending from the intersection of Rockwell Street and Old Corinth Road to an area opposite the post office. This sidewalk should be completed along both sides of Old Corinth Road to the Bow Bridge.
- Additionally, the expanse of “un-delineated” asphalt in front of the Post Office and businesses along Old Corinth Road should be striped or redesigned to create a distinction between the street, parking areas, and pedestrian zones.
- Connecting the “4-corners” to the Bow Bridge will encourage whitewater enthusiasts to stroll into Hadley Hamlet, and will also provide a safe route for visitors to reach the Sacandaga River.
- By improving the pedestrian connection along Woodard Avenue, Hadley will provide a safe and easy link from Rockwell Street to the canoe take-out, Sam Smead Park, and the proposed Community Center.
- The Town of Hadley is expecting to complete improvements to the water utilities as well as repave the roadway in the near future.

Goal #2 Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Corridor. Improve and promote opportunities for “green” travel as a means for exploring the Corridor. Maximize use of the historic railroad and river systems.

Recommended Actions

Corridor WIDE

Expand the network of short line railroads and establish this model as a best practice that the other communities can emulate. Broaden multi-modal service to connect with public transit systems in Saratoga and Glens Falls.

- Use the roadway, bike, rail, and foot trail land routes, water routes, and air routes to facilitate the arrival and extended stay of visitors.
- Make transportation available for train riders to other points of interest, such as the Historic Hadley Fire Tower.

- Consider a trolley to link to Lake Luzerne.
- Use the Hadley Pedestrian Linkage Study and Main Street Plan (2006) as a conceptual framework to design community improvements that will promote stopover along the train route, build strong community character, and provide linkages to public lands, outlying residential neighborhoods and the downtown.
- The Hadley Linkage Study (2006) identifies the need for community multi-modal transportation connections to regional assets including the proposed Warren County rail link, the whitewater and river corridors, the official Warren County Bike Trail, and the Bow Bridge.
- Explore the feasibility of acquiring a train turntable from White River Junction, Vermont, to be located at either Thurman or Hadley for historic and practical components of train operations.

Create Pedestrian and Biking Links. Pedestrian and biking links are proposed in community nodes and/or at proposed train stations to expand connectivity and commerce. Many multi-modal and single use trails exist in the corridor could be connected to the areas where community development and tourism improvements are proposed.

Locations:

- Hadley: Historic Rivers Trail Improvements. A system of pedestrian paths should be developed within the historic mill ruins at the confluence of the Hudson and Sacandaga Rivers. This is a notably picturesque place with historic interest. An interesting design amenity for the area could be a set of river overlooks that are built into and integrated with the remaining historic mill ruins. This portion of the Hudson River located near the confluence with the Sacandaga River is designated as a Recreational River.
- Hadley: Multi-Use trail at Sam Smead Park (Appendix C, Hadley Hamlet Linkage Plan) Sam Smead Memorial Park could be further enhanced with a trail system, linking Stony Creek Road (and the future train station) to the Historic Rivers Trail at the Hadley Canoe Take Out. Additionally the park offers an opportunity to further link the community with a trail system that connects to the currently vacant land to the northwest and possibly to any future residential development in this area of the community.

- Hadley: Path system at Dean Mountain Whitewater Park and Hadley Beach (Appendix C, Hadley Hamlet Linkage Plan) Connecting the pedestrian trail system and the Historic Rivers Trail south across the Sacandaga River will add significant value to the community's efforts. Three potential park and park-like recreational amenities are located south of the Bow Bridge. First, at the base of the bridge, an overlook/gathering space should be developed for sightseers and kayakers to view and gear-up for the whitewater play park. This location could offer visitors an opportunity to interact with kayakers, some of whom are likely to be current or future Olympians. The already established Dean Mountain Whitewater Park could be enhanced with mountain bike trails, improved picnic facilities and possibly a future town owned campground or privately operated campground on leased public land. Lastly, the Hadley Beach and the surrounding property, if acquired by Hadley, could provide additional opportunities to extend the path system and provide destinations for visitors.

Goal #2. Consider a trolley to link to Warrensburg and Lake George Village

Goal #3 Provide for a safe and enjoyable Corridor touring experience for of all Corridor users (including bicyclists and pedestrians) by using a Complete Streets approach to planned improvements as funding permits.

Recommended Actions

Corridor-WIDE

Work with agencies to improve parking at identified sites for extended stay hikers, canoeists and other recreationalists.

- Install curbs, sidewalks, and crosswalks in all Corridor hamlets and villages.
- Corridor businesses are dependent on these main arteries of transportation. Working to keep the roads in sound condition will not improve visitor access but will facilitate the delivery of goods and supplies to support business operations.

Ensure that all crosswalks from proposed parking to train stations and platforms in each community are well marked and signed.

Intersection Realignment

- Address safety concerns at the primary intersection in Hadley Hamlet at the Stony Creek Road and Rockwell Street, known as the "4 corners." This is a dangerous intersection for

pedestrians and bicyclists. The intersection encourages high-speed turns and lacks pedestrian crossings.

- The Hadley “4-Corners Re-Alignment Project” recommends redesigning the intersection to improve the angle at which Old Corinth Road and Stony Creek Road intersect Rockwell Street.
- The Linkage Study provides two options for improving the intersection. The intersection of the Stony Creek Road could be shifted to the west, giving more land for potential commercial development located at the corner. Old Corinth Road might be split just south of the intersection, allowing for the creation of a triangular village green, which would further enhance the identity of the Hadley Hamlet.
- Community design, including transportation planning, can help develop Hadley Hamlet and improve its identity.

2) Provide tour bus parking at the Town Hall site.

3) Enhance Pedestrian Safety and Provide Amenities

- Complete a streetscape improvement program including installing sidewalks near the proposed station, and highly visible crosswalks connecting to the west side of County Route 4.
- Construct sidewalks between Hadley and Lake Luzerne and highly visible crosswalks at key intersections. The circulation system should link the station to the shops in Lake Luzerne and the shoreline areas of the Hudson and Sacandaga Rivers.
- Historic pedestrian-scaled lighting, banners, benches, flowers, sidewalks, crosswalks, and bike paths, and directional signage can help enhance the pedestrian environment and help increase circulation. The intent is to create an exciting pedestrian atmosphere that invites the pedestrian to walk around the area and have the ability to cross the road safely.
- Implement pedestrian improvements to connect to Lake Luzerne, kayak pullout, and other areas of interest in the community.
- Investigate measures secure the safety of visitors by blocking pedestrian access to Sacandaga Railroad Bridge.

Future Stewardship

The following priorities are listed in the Implementation Plan to support stewardship and conservation goals for the corridor's natural, historic, cultural, and recreational resources that contribute to the viability of Corridor communities:

- Support regional initiatives to improve the environment to preserve and maintain the quality of the Corridor experience.
- Preserve Adirondack scenery, environment and character in order to safeguard the intrinsic beauty of the landscape that makes the Corridor region a desirable travel destination.
- Develop strategies to promote wilderness ethics and support the “leave no trace” concept.
- Encourage the improvement of roadside aesthetics and community pride.
- Arrest the intrusion of both land and water invasive species. Develop an integrated program using monitoring, management, and education activities to address the problem of invasive plants along the roadway. This includes raising visitor awareness of how they unknowingly become transporters of invasive plants and insects as they travel from place to place exploring the Corridor.
- Promote and protect water quality by reducing, eliminating, and preventing water pollution.
- Restore and rehabilitate significant historic structures.
- Encourage early and repeated programs that cultivate future stewards from the local population of young people.
- Educate visitors about stewardship responsibilities along the trail, including stewardship of the “irreplaceable.”
- Encourage and support local projects that secure the future of the FWHC's historic, cultural, natural, and recreational resources.

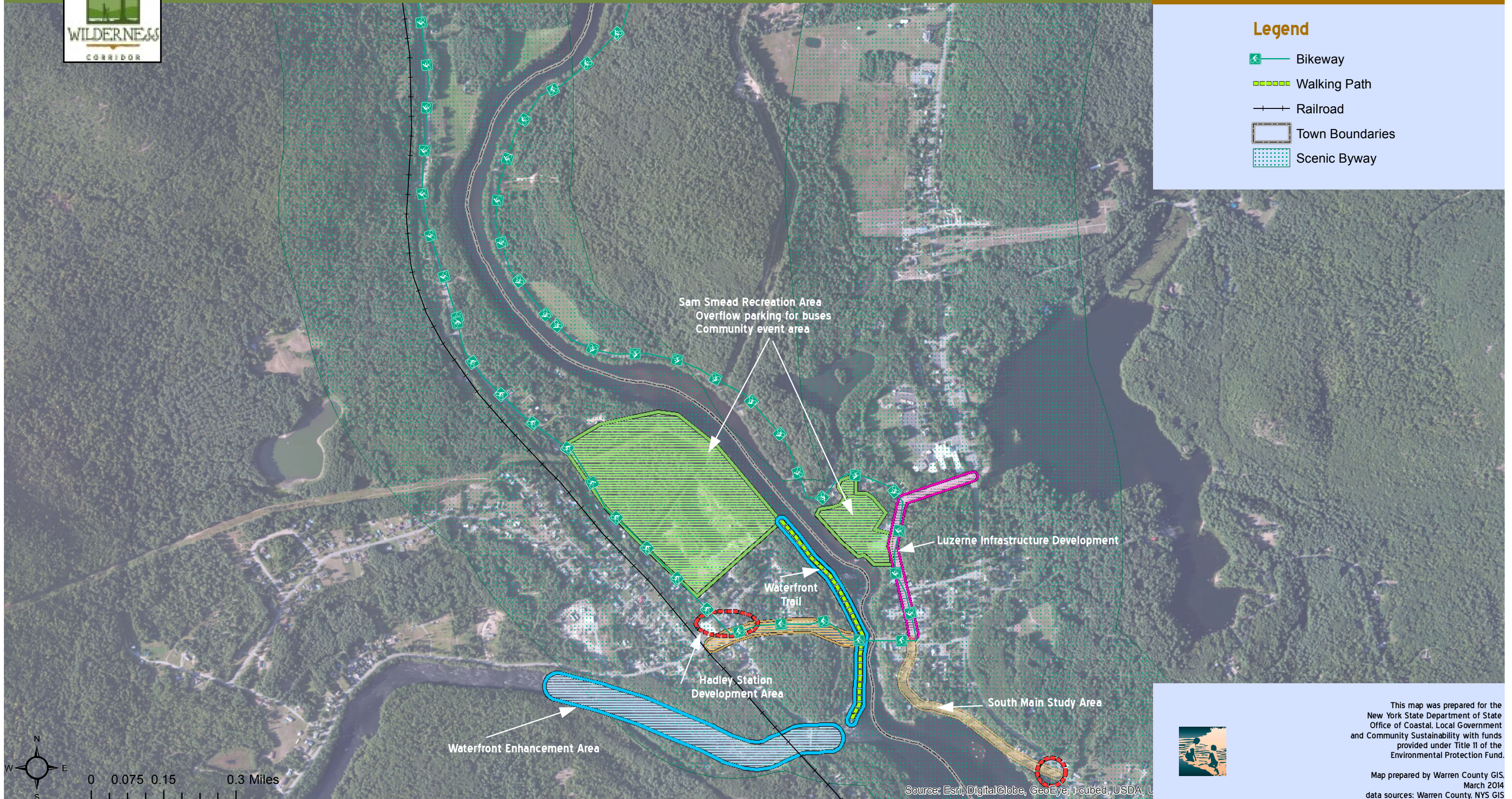


First Wilderness Heritage Corridor

Hadley/Lake Luzerne Hamlet Plan Update Project Areas

Legend

- Bikeway
- Walking Path
- Railroad
- Town Boundaries
- Scenic Byway



This map was prepared for the New York State Department of State Office of Coastal, Local Government and Community Sustainability with funds provided under Title 11 of the Environmental Protection Fund.

Map prepared by Warren County GIS, March 2014
data sources: Warren County, NYS GIS

First Wilderness Corridor Update



Town of Johnsburg Elements

"This (document, report, map, etc.) was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."



Johnsburg, Wevertown, Bakers Mills, Riparius, North River and North Creek are hamlets in the Town of Johnsburg and North Creek is the largest.

The First Wilderness experience is enhanced by the existence of whitewater rafting, tubing, and canoeing and up-close observation and access to the Hudson River. -Water sports are available from North River to The Glen, recapturing the outdoor adventure that made the First Wilderness so appealing to tourists. In addition to whitewater rafting, a rare plant community, known as the Ice Meadows, can be viewed along the shores of the Hudson. This significant ecological feature inhabits the Hudson's shore from Riparius to Thurman. The contrast between the Lower Hudson, where industrial landscapes and working waterfronts prevail, and the pristine wilderness supporting the Upper Hudson River enable to visitor to appreciate beauty and history of this great river.

Hamlet of North Creek

North Creek is a full service hamlet at the northern terminus of the Corridor. It is best known for the North Creek Railroad train station where Theodore Roosevelt was informed that President McKinley had not survived the assassination attempt, thus making Roosevelt president of the country. Roosevelt boarded a special train waiting for him in North Creek for transport to Buffalo where he was subsequently sworn in. The North Creek Railroad is now listed on the State and National Registers of Historic Places. The station complex is located in the hamlet of North Creek and is the current location of the Saratoga North Creek Railway, the North Creek Depot Museum and North Creek Railway Depot Preservation Association, and the Town of Johnsburg Riverfront Park. Visitors can tour the North Creek Railroad Depot Museum, complete with a train diorama of North Creek and the Depot Station as the town was during the late 1800s, and learn all about its unique place in New York's history.

North Creek is also famous for being home to the first commercial downhill ski center in New York State. "Snow Trains," brought skiers to the hamlet as early as the 1930s. The first snow train arrived at the historic North Creek Railway Depot on March 4, 1934. It brought 400 members of the Schenectady Ski Club. Later snow trains carried as many as 800 skiers from the New York Metropolitan area. North Creek is home to New York State's Gore Mountain Ski Center, managed by The Olympic Development Authority, where visitors can find world class alpine skiing, snowboarding, telemarking and tubing. In the warmer months, mountain bikers can ride the gondola up and enjoy the network of trails from the peak to the base. Several state forest preserves (Siamese Ponds, Wilcox Lake, and Vanderwhacker Mountain) provide extensive hiking experiences. Visitors can climb the summit of Gore Mountains to see the historic fire tower and to the summits of Crane, Peaked and Balm of Gilead mountains.

A new trail system comprised of historic ski trails and travel routes connected by new trail has been developed over the last 10 years. Providing the public with the opportunity to ride up and slide down like their ancestors did in the 1930's. This trail system also connects the community of North Creek with the Garnet Hill Lodge/13th Lake area, Kings Flow and the Siamese Ponds Wilderness Area.

The vision

Johnsburg is a mountain community that identifies with its incredible wild surroundings and promotes modern improvements that enhance the lives and economic opportunities of its residents, while protecting the environment that makes this a singular place. Many historic activities are still viable economic engines. The addition of modern technology and active and passive type recreation, attractions and tourism will allow the development of economies that will sustain the community into the future. This community provides the ideal place for independent outdoor oriented people to live, raise families, work and spend their retirement years in.

Three main development goals have been identified: Opportunity for Prosperity, Preservation, and Quality of Life. The goals are supported by a set of objectives and specific examples that cover a broad range of economic and community development issues.

Purpose

The purpose of formulating a vision statement is to project the desired image of the community as expressed by the community. The statement defines what the community would like to become - or change - as it sets about planning for the future. The statement is used by the study team as a list of concerns to be addressed within the Action Plan.-

Origin

The vision statement was developed by community leaders in response to the challenge of managing the community's future growth. The statement evolved from several meetings of the Hamlet of North Creek Action Committee and included participation by representatives of both the County and the Town governments.

Vision Statement

The community vision for the Town of Johnsburg is to become "The Adirondack's most improved community in which to live and work." Achieving the vision will require an inspired plan, dedicated support from residents and businesses, and strong support from Town, County, and State governments.

While doing this, it is also imperative to preserve the essential character of the community. In the long term, the community envisions a tree-lined Main Street, attractively lit, with sitting areas and busy shops. The architectural style shall be maintained in all new and remodeled structures.

All of these improvements, though necessary, are not necessarily sufficient to achieve our vision: The Adirondack's most improved community in which to live and work." Attaining this vision requires a dramatic increase in the Main Street retail customer base and the attraction of compatible businesses to provide employment opportunities for residents while broadening the economic base.

To broaden this economic base, the community proposes to vigorously market the town as a four-season recreation and retirement area. Success can be achieved by expanding the retail opportunities and services available, targeting the market within a five-hour driving time, offering recreation for each season, and establishing an advertising distribution system that

effectively, publicizes the area. This marketing activity should be supported by businesses that offer appropriate retail, a fitness center, movie house, indoor tennis, indoor swimming, etc. In addition, aggressive expansion of the outdoor recreation businesses such as downhill skiing at Gore Mountain, bike touring, mountain biking, rafting, outdoor tennis, cross-country skiing, back country skiing, etc., is required.

Finally, ... attaining the vision requires attraction of compatible businesses to provide employment opportunities and broaden the residential and economic base. The community feels a major effort is required to both fill vacant Main Street buildings and attract new businesses. These businesses may be attracted by the small town lifestyle, available labor force, recreational offerings, and the natural resources of the area. Potential businesses range from wood products and mining, to craft brewing, to other light industries providing products and services such as computer software, insurance, retail mail order, etc.

The purpose of the Goals and Objectives is to clarify and bring focus to the aim of the project based on the Vision Statement. There are three basic goals for the action plan: Opportunity for Prosperity, Preservation, and Quality of Life.

Opportunity for prosperity represents efforts to improve the business climate in North Creek and throughout the town. Preservation concentrates on areas in both the natural and built environments and represents efforts to identify and maintain the assets of the town.

Quality of Life represents efforts to bolster the existing parks and facilities by enhancing them to their full potential. Opportunity for Prosperity - The aim is to create jobs through the recreation industry and other forms of business. It is possible to expand existing business through vertical integration (e.g., wood . products), while also considering new business ventures such as a locally based craft beer brewery.

Preservation - The intention is to protect both the historical and the natural settings; they are an important part of why people come to the Adirondacks. It is important for us to recognize those physical features that define this place called North Creek and to protect the historically significant parts of the community. The history helps to define North Creek and make it special, different from all other communities along Route 28. Preservation is a good business development policy.

Quality of Life - The goal is to expand available activities, such as active recreation (swimming, boating, fishing, skiing, hiking and mountain biking), and passive recreation (theater, museum fitness center with indoor swimming and other forms of entertainment). Improvements 'in quality will boost morale, improving both the "look" and the "feel" of the community.

Among many of the success stories that came from the North Creek Action Plan of 1992 was the formation of a “core committee” representing all elements and organizations within the community of the Town of Johnsbury. This group met for over 10 years and shared information as a core which then went back to each organization with the community with the information shared.

One of the committees created during the year 1994 was the Johnsborg Community Development (JCDC) Corporation. Their mission was to encourage the development of new, year round jobs within the town. The effort focused on both existing businesses as well as attracting new “clean” businesses. The committee felt this was necessary to augment the seasonal tourism businesses and rebuild the area’s economy making it practical for your families to live and work in the town.

At that time the group identified 3 primary efforts:

- Support the town and county to obtain grant money to build infrastructure improvements.
- Obtain town funding to support JCDC operations
- Define public and private property with proper zoning that can be marketed by JCDC, Warren County and local realtors to attract new businesses.

On September 30 1994 New York’s Department of State approved the Certificate of Incorporation for the TOJ Development Corp. After a number of years on hiatus, the organization is reconstituting itself to focus on many of the same goals of the initial group but also to bring the objectives into 2015 and today’s needs for the community and the region. This group has support from business people, elected officials, and Warren County Economic Development Committee. This group will need funding and resources allocated to it to be successful. We recommend that the Town/County support the efforts of the Town of Johnsborg Community Development Corporation.

The following goals were identified during the development of the overall Corridor Plan. Action items related to these goals are provided in the following pages.

Goals

Economic and Community Development Goals

- Strengthen the economy of the region through sustainable, destination tourism development and manufacturing based developing within the context and scale of smaller settlements.
- Assist businesses to expand operations over multiple-seasons, diversify products, increase employment and stabilize their revenues
- Provide meaningful employment opportunities to retain youth and allow for new year round residents.
- Ensure that the built and green infrastructures are adequate for existing and future demand, well maintained and expanded, where appropriate.
- Focus growth and development in the hamlets and villages and revitalize Main Streets through planning and ongoing programs.
- Support community economic initiatives that contribute to the First Wilderness branding,

economic growth, sustainable levels of economic growth, and a better quality of life for residents.

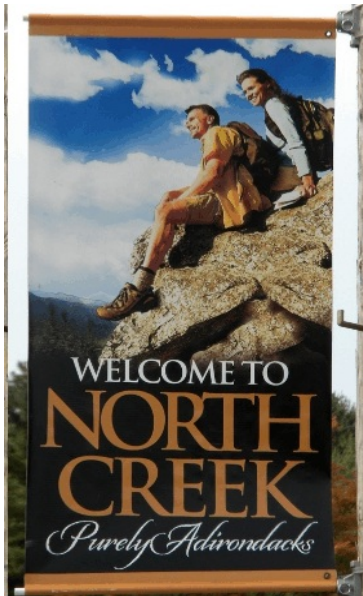
- Develop the concept of branding North Creek and the Town as a “Base Camp” of the Adirondacks.
- Support any and all efforts for Town of Johnsbury and Department of Environmental Conservation to work together in the “Great South Woods” project.
- Share the importance of shopping locally, supporting the 10 top reasons to support locally owned businesses

Tourism Marketing & Promotion Goals

- Promote and encourage tourism commerce and communication between communities along the Corridor in order to better connect with tourists and visitors. Establish monthly meetings of each corridor community to act as a “core committee”, sharing goals, events, and plans. Create a communication network so each community in the corridor knows what all others are doing and the representatives from each community return to their respective business groups ie chamber or business associations, to share the activities with all. Utilize both written and electronic media for communication along with monthly meetings.
- Improve the availability of goods, services, food, and lodging that appeal to visitors.
- Foster interest in new, repeat, and extended visitation, including new audiences in Corridor communities.
- Improve visitors’ experiences to meet or exceed expectations by improving the Corridor experience.
- Create a corridor concierge whose responsibility is to meet riders at the Saratoga Amtrak station and utilize boards with itineraries of activities along the corridor each day. This person will encourage riders to sign up and fax or email each depot the information relevant to their stop as soon as the train leaves the station, including the number of people arriving at each stop, what they signed up to do and making sure that there is transportation in place for that rider. The concierge will also communicate with every appropriate business along the corridor to know who is open and how to get to their business. In return, that concierge will share all information with communities, town boards, and county authorities on a daily basis. Apply for Bed Tax money if necessary to support this activity.
- Continue to build and improve the region’s tourist products and programs in order to provide the visitor with a high quality experience and appeal to a variety of markets.
- Steward and improve accessibility to Corridor resources.

Recreation Goals

- Increase, improve, and promote desirable recreational opportunities that provide holistic healthy, healing, and enjoyable experiences.
- Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.
- Protect natural and recreational resources; develop an integrated program using monitoring, management and educational activities to address the problem of invasive plants and the impacts of climate change along the Corridor.
- Support implementation of current recreation plans by state agencies, local government and tourism professionals that will improve outdoor experiences.
- Review Open Space Institute (OSI) land holdings and existing management agreements for potential additional recreation resources.



The Town of Johnsbury has the unique opportunity to maximize the development of outdoor recreation opportunities on state lands adjacent to the communities of North Creek and North River. These state lands abut a town owned park that has a viable and active hiking, mtn. biking and cross country/ backcountry ski and snowshoeing trail system that extends to Main Street in North Creek. A backcountry ski and hiking trail system (Raymond Brook/Rabbit Pond/Roaring Brook/Schaefer) has been established on the state lands in the Vanderwhacker Wild Forest adjacent to the town park. It would be advantageous for the Town of Johnsbury to develop a more expansive trail system on these state and town lands and to this end the town should provide direction in how recreational trails should be developed to maximize the communities' benefit. A feasibility and framework study for creating a more extensive system of backcountry ski descent, backcountry ski tour, cross country ski, hiking, snowshoeing and mtn. biking trails on the Wild Forest and Wilderness

public lands adjacent to Ski Bowl Park should be completed and trail development oversight provided. The town would also benefit from partnering with organizations and businesses that would assist with this development. This effort would ensure that outdoor recreational development reflects the nature, history and economic interests of the Town of Johnsbury.

Signage and Interpretation Goals

- Enhance residents and visitors' understanding, awareness and appreciation of Corridor resources

and the Adirondack Park, through education and interpretation of Corridor assets, and intrinsic qualities. Develop regional interpretive programming that engages visitors and improves their understanding and enjoyment of local historical, cultural and natural resources. Offer the Corridor patrons a quality experience of the region's recreational resources through education and interpretation highlighting the unique character of the corridor.

- Work with volunteers to create a virtual diorama that educates the visitor from one end of the Corridor to the other. Example CBS documentary offer along with all the efforts of Pam Morin and Todd at Adirondack Museum. Each station would have a push button visual as would each active depot station and the documentary would be optional on the train for those who wanted to listen. Head sets that pick up sound would be offered to passengers and collected upon departure.
- Attract and direct visitors through appropriate signage to Corridor resources, including using the new route name (First Wilderness Scenic Corridor) to unify the region and to promote the entire Corridor as a destination, encouraging visitation, and exploration of all locales.
- Promote Corridor recreational assets through: the design and installation of appropriate signs or resource markers at all major historic, recreational and educational sites, including bike, cross-country, road and mountain biking trails and the use of interpretive brochures, the web, kiosks, and trail maps showing resource locations.

Transportation, Safety and Community Design Goals

- Continue to improve transportation infrastructure by incorporating First Wilderness Scenic Byway (FWSB) community design considerations into proposed projects. Work with NYSDOT and County DPW staff during early stages of agency project planning to implement CMP transportation goals. Map hidden scenic spots in need of clearing for pull-offs or panoramic outlooks.



- Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Corridor. Improve and promote opportunities for “green” travel as a means for exploring the Corridor. Maximize use of the historic railroad and river systems to access to the FWSB.

- Provide for a safe and enjoyable Corridor touring experience for all Corridor users (including bicyclists and pedestrians) by using a Complete Streets approach to planned improvements as funding permits.

Stewardship Goals

- Support regional initiatives to improve the environment to preserve and maintain the quality of the Corridor experience.
- Preserve Adirondack scenery, environment, and character in order to safeguard the intrinsic beauty of the landscape that makes the Corridor region a desirable travel destination.
- Develop strategies to promote wilderness ethics and support the “leave no trace” concept.
- Encourage the improvement of roadside aesthetics and community pride.
- Arrest the intrusion of both land and water invasive species. Develop an integrated program using monitoring, management, and education activities to address the problem of invasive plants along the roadway. This includes raising visitor awareness of how they unknowingly become transporters of invasive plants and insects as they travel from place to place exploring the Corridor.
- Promote and protect water quality by reducing, eliminating, and preventing water pollution.
- Restore and rehabilitate significant historic structures.
- Encourage early and repeated programs that cultivate future stewards from the local population of young people.
- Educate visitors about stewardship responsibilities along the trail, including stewardship of the “irreplaceable.”
- Encourage and support local projects that secure the future of the FWSB’s historic, cultural, natural, and recreational resources.

Implementation Strategy for the Town of Johnsbury:

The First Wilderness Heritage Corridor needs destination attractions to draw travelers throughout the corridor. The goal, for travelers to create lengthy itineraries to experience all that the corridor has to offer, leads the community of Johnsbury to focus on potential assets that would attract individuals from not only the US but European travelers alike.

To that aim, the community has indicated that it would support a NYS Ski Museum on Town of Johnsbury Property. Likewise many citizens and State Representatives have pledged support for such an endeavor. The economic impact of this project would be dramatic for the entire region and the State. To achieve this goal this fledgling committee needs support and funding to create a feasibility study and further to initiate their goals.

To Date, the University of the State of New York Education Department has voted that a provisional charter valid for a term of five years is granted incorporating the New York Museum of Skiing and the ski Hall of Fame located in North Creek, county of Warren and the state of New York.

The purposes for the incorporation are:

To develop the museum campus in the hamlet of North Creek, NY where commercial alpine skiing began the state and continues to thrive today.

To create exhibit design, cinema, cyber technology, interactive experienced, the arts and archival collections will accurately represent the elements of ski area operations and management, the geographic distribution of alpine and Nordic skiing facilities in the state and the unique story of each ski area's founding and development past, present and future.

The Ski Hall of Fame will honor New York women and men who have contributed their talents and energy toward making New York skiing an important economic resource for local communities and promoting alpine and Nordic skiing as a healthy lifetime activity in the state and nation.

The museum will organize as a not for profit 501 © (3) corporation with the initial development (land, site development, and structure) by several years of statewide fund raising, management and operation funded by the skiing public the ski industry and philanthropy.

Economic and Community Development: Goals and Recommended Actions

Goal # 1

Strengthen the economy of the region through sustainable, destination tourism development occurring within the context and scale of smaller settlements.

Recommended Actions

- Guide visitors to the less-frequented communities that are home to the under-discovered, but still valuable resources that contribute to the Corridor experience.
- Encourage volunteers at the community level to organize and host year-round activities and special events that appeal to special interests of Corridor travelers.
- Work to support housing development both for temporary visitors and also affordable housing for

the community that will service those tourists.

- Support the development of a Ski Hall Museum in Ski Bowl Park.

Goal # 2

Assist businesses to expand operations over multiple-seasons, diversify products, increase employment and increase their revenues.

Recommended Actions

- Avoid over dependence on single season and/or narrow-focus tourism initiatives. Encourage more visitors during what are normally considered “off seasons.”
- Work with the Johnsbury Central School to utilize their facilities for a distance learning lab.
- Work with Paul Smiths in aiding citizens to earn long distance learning credits particularly in hospitality and tourism and find a way to credit the businesses who send their employees to these classes
- Coordinate with SUNY Adirondack’s Adventure Sports programs to develop recreation infrastructure and programs to develop recreation based businesses.
- Encourage and search for funding initiatives for entrepreneurs who want to open brewing or spirits crafting.
- Provide a greater range of goods and services to year-round residents, increasing their quality of life and making the communities more attractive places to settle.
- Embrace the local foods movement and promote locally grown and produced items for purchase and consumption. Capitalize upon the growing “farm to table” market for consumption, cooking classes, food/wine/beverage tastings.
- Look for opportunities for white space development within the entire community

Goal #3

Ensure that the built and green infrastructures are adequate for existing and future demand, well maintained and expanded, where appropriate.

Recommended Actions

- Improve existing services, and plan for capital investment to prevent a major financial crisis when long term improvements are necessary. Continue preventive maintenance of community infrastructure systems to lessen the impact of increased visitors on the surrounding natural

environment.

- Assess existing built and green infrastructure systems, document the short and long term needs of these systems, and identify resources available to assist with the maintenance and development of these systems to handle increased capacity and closely monitor conditions to avoid any threats to holding capacity.
- Implement the recommendations of the Parking Plan prepared by The Saratoga Associates.
- Capitalize on the water based recreational opportunities and resources.

Goal #4

Focus growth and development in the hamlets and villages and revitalize Main Streets through planning and ongoing programs.

Recommended Actions

- Employ appropriate forms of business development that preserve the area's resources. Concentrate development in the hamlets and preserve open space as per local planning regulations.
- Identify agencies and organizations to identify funding sources and opportunities to assist the community. Support the efforts of grant writing within the community to apply for funds beyond the town line
- Collaborate with local governments to raise awareness of how community character is perceived by visitors. Encourage government involvement in stewarding the public assets that visitors use or see when traveling in their community.
- Work with local governments to foster their commitment to sound growth practices. Use oversight authority to develop and enforce appropriate zoning and building regulations that will insure their future desirability as a Corridor destination.
- Work to see that off street parking, efficient traffic flow, good sidewalks, waterfront access, and pleasing design are included in Main Street and other area revitalization efforts in each Corridor community.
- Incorporate Smart Growth principals where appropriate.
- Develop affordable work force housing within each hamlet area.

Goal #5



Support community economic initiatives that contribute to the First Wilderness branding, economic growth, sustainable levels of economic growth, and a better quality of life for residents.

Recommended Actions

- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.
- Build new leadership and regional civic human capital by recruiting and cultivating residents from across the age spectrum. Capable, enthusiastic, and committed people should be encouraged to get involved.
- Increase the availability of affordable and community housing to support year-round settlement of a labor and volunteer pool.
- Draw visitors to the region using the uniqueness of Corridor, its villages, scenery, natural environment, quality of life, and available recreational experiences.
- Consider the land-tax base and recognize that the essential parts of local culture, history and the economy are Corridor stakeholders who may also be long-time residents. Raise community awareness on market factors that remove properties from the year-round housing stock and impact affordable housing. New development could not replace the loss of this essential part of the local culture, community dynamics, and economic base.
- Provide greater levels of collaboration, communication, technical assistance and grant writing resources that can help Corridor communities' access public programs.
- Secure funding sources to conduct community studies, update or prepare community regulatory documents or reports, prepare design and construction documents, and implement proposed projects.
- Promote the effective use of Scenic Corridors funding to support local economies.
- Engage in ongoing educational outreach to inform community leaders of the benefits of the Scenic

Corridor Program and its ability to contribute to sound economic and community development.

- Circulate well-documented facts supporting the program's positive economic impact in generating tourism dollars and creating eligibility for State Corridor and Federal Enhancement funding on an ongoing basis.
- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.

GOAL #6 Economic Development Action Project

- Infill Retail - To help create a strong Main Street(s) destination and extend length of stay, more small retail shops are proposed in vacant and underutilized areas with emphasis on maintaining views of, and access to water and other scenery. The intent is to provide an interesting, pedestrian-friendly Main Street that provides strong visual and physical connections to key areas of interest and to create an interesting and inviting space.

Where applicable, infill should also be encouraged and developed behind the existing buildings to capitalize upon water and scenic amenities and generate more commerce, activity, and street life. Infill projects could be developed as multi-use structures and potentially include public restroom facilities and Main Street commercial opportunities. Infill development should be in keeping with the current architectural style and scale of the Hamlet (see Design Guidelines in the Northern Hudson River Inter-Municipal Redevelopment Strategy Report).

- Complete Streetscape Improvement Program. -To enhance pedestrian circulation, seek funding to construct pedestrian walkways, sidewalks and crosswalks (where applicable) historic streetlights (pedestrian scaled), trees, benches, banners, flowers, and trash receptacles. Public investment in these amenities will help create a more inviting environment for the pedestrian and spur private investment in and near the site. Consider thematic and consistent streetscape improvements in linked Corridor communities.
- Adirondack Base Camp -Define the spatial boundaries created by the community through the establishment of landmarked gateways. Note the beginning (and end) of the community by using landforms, natural features, bridges, or additions to the built environment, such as stone-walls and piers, thematic lighting, or decorative fencing.
- Establish Design Guidelines - To ensure infill activity meets with existing character, utilize the model design guidelines in the North Creek Action Plan and the Northern Hudson River Inter-Municipal Redevelopment Strategy Report (LWRP). The intent is to encourage architectural style that is similar to the Hamlet and the Adirondack region, rather than a suburban form.

- Integrate North Creek Action Plan - Because of the progress over the past few years, it is important to continue to build upon the recommendations in the North Creek Action Plan. The existing committee should be made aware of the recommendations in this report and integrate them into their current activities. In addition, North Creek should consider updating the Main Street Enhancement Plan.

Tourism Marketing and Promotion: Goals and Recommended Actions

This section also provides an overview and general guidance of strategic tourism priorities for the First Wilderness Scenic Corridor that are identified in the Implementation Plan. These projects will be launched only as staff and funding allow.

Tourism, Marketing & Promotion Goals and Recommended Actions.

Goal #1

Promote and encourage tourism commerce and communication between communities along the Corridor in order to better connect with tourists and visitors.

Recommended Actions

- The proposed re-routing and renaming of the Dude Ranch Trail to the First Wilderness Scenic Corridor will help to develop the Corridor's theme and encourage increased participation among Corridor communities. This more authentic (and accurate) theme will facilitate promotional efforts that are consistent with the product label (Corridor name) and the actual Corridor experience. State legislation to officially modify and rename the current Corridor route is a step to effectively brand and market this Scenic Corridor and accurately tell the story of current Corridor offerings.
- Coordinate activities with other tourism promotion groups to engage in cost effective promotion.
- Engage in joint marketing and promotional efforts to external audiences to gain visibility for community assets and resources.
- Undertake cooperative hospitality training and information exchange among Corridor-based venues.
- Inventory and contact local tourism attractions to explore cross promotional potential in order to pool limited financial resources.
- Cross-promote tourist based venues. Use the communities that serve as rail stops for the Scenic Railroad Excursion as thematic waypoints for visitor activity. For example, develop various levels of services and venues at each stopping point.

Goal #2

Improve the availability of goods, services, food and lodging that appeal to visitors.

Recommended Actions

- Develop tourism infrastructure (platforms, stations, signage, kiosks, etc.) to improve tourist experiences.

- Promote entrepreneurship among local tourism operators in order to expand goods and services. Include any business opportunities revealed in the Sites/Attractions and Service Typology.
- Develop additional “rainy day” activities to serve as alternatives in the event of inclement weather or abnormal weather conditions that pose a problem to the Corridor small business owner.
- Assist the Railways on Parade. Understanding the need for attractions and locate it within the town to entertain customers consider offering a diorama in each of his depot stations and on the train for a historical experience with dialogue.
- Use the communities that serve as rail stops for the Scenic Railroad Excursion as thematic way-points for visitor activity. For example, develop various levels of services and venues at each stopping point.
- Evaluate and coordinate festivals and special events along the trail to encourage diversification of venues and themes.
- Create a funding stream for activities coordinator position.

Goal #3



Foster interest in new, repeat, and extended visitation, including new audiences in Corridor communities.

- Coordinate events’ timing to provide a seamless visitor experience. Develop and coordinate a four-season events calendar of key events.
- Organize festivals and events of historic and cultural interest to highlight historic events and cultural qualities that make the FWHC a unique destination. Events should be programmed to meet the needs of the target market and residents.
- Improve joint advertising of events and aid the planning of additional new events. Build market awareness of these corridor activities.
- Improve the availability of basic tourist information, including trip planning and reservation booking via the Internet and other marketing outlets.
- Provide Internet access to information on the First Wilderness Scenic Corridor-- including available lodging and other visitor services.

- Develop a centralized website for all Corridor communities by engaging the Chambers of Commerce, tourism agencies, and other partners to develop website capacity.
- Provide information on Corridor resources, attractions, services, and events that is comprehensive and cohesive along the entire length of the Corridor. At a minimum, lodging establishments should participate in an online “lodging availability” system. Ideally, lodging establishments would offer online reservations.
- Arrange for technical assistance and training to accommodations to establish on-line lodging availability systems.
- Develop strategies to improve tourist activity during “shoulder” seasons.
- Create activities that focus on education, culture, recreation, and culinary interests.
- Secure funding, develop a Corridor Marketing and Interpretation Plan, and work directly with communities on promotions and branding.

Goal #4

Improve visitors’ experiences to meet or exceed expectations by improving the Corridor experience.

Recommended Actions

- Create new comfort facilities and improve existing restrooms to enhance the visitor experience throughout the Corridor. Encourage retail venues to offer public restrooms in order to increase sales.
- Work with communities and Corridor resource managers to develop tourist thematic interpretive materials for special sites along First Wilderness Corridor to help travelers understand and appreciate their contribution and significance.
- Use the roadway, bike, rail, and foot trail land routes, water routes, and air routes to facilitate the arrival and extended stay of visitors.
- Work with local leaders, consider the effectiveness of current tourism products, programs, and practices, and use the analysis to effect improvements in tourist offerings.

Goal #5

Continue to build and improve the region’s tourist products and programs in order to provide the visitor with a high quality experience and appeal to a variety of markets.

Recommended Actions

- Work collaboratively with tourism leaders to raise awareness of appropriate application use of the logo to welcome visitors and identify contributing Corridor communities.
- Continue to build and improve the region’s tourist products and programs in order to provide the visitor with a high quality experience and appeal to a variety of markets.
- Develop internet and print-based themed itineraries, packages, promotions and tourism guides to enhance the Corridor experience, link visitors to attractions and create itineraries to encourage extended visitor stays. Develop quality controls of the visitor experience to be certain that the actual experience meets travelers’ expectations.
- Direct visitors to wildlife viewing, fishing, and hiking points.
- Highlight festivals and events.
- Direct visitors to venues where watercraft can be rented or chartered.
- Improve recognition and utilization of natural, cultural, and historical resource assets of the Corridor.

Goal #6

Steward and improve accessibility to Corridor resources.

Recommended Actions

- Promote undiscovered site such as:

Unmarked paths	Access or Trailhead
Little Joe Pond	Rt. 8 by Hamilton Co. Line
Eagle Pond	Rt. 8 between Kibby Pond and Cod Pond
Square Falls	Rt. 8 base of 11 th Mtn. by East Branch
Mud Ponds/Shanty Br. Falls	Rt. 8 by Cod Pond TH
Bog Meadow	end of Edwards Hill Road
Marked Trails w/Trailheads	
Cod Pond	Rt. 8 by Hamilton Co. line
Kibby Pond	Rt. 8 near top of 11 th Mtn.
Siamese Ponds	Rt. 8 top of 11 th Mtn.
Sacandaga Lean-to	Rt. 8 top of 11 th Mtn.
Second Pond	near end of Chatamac Club Road
Fish Ponds	end of Bartman Rd. off of Rt. 8

Garnet Lake	Garnet Lake spur off of Garnet Lake Rd.
Crane Mtn.	Sky Hi Road off of Garnet Lake Rd.
Mud & Round Ponds	Mud Pond Rd. off of Garnet Lake Rd.
Schaefer/Gore Mtn.	Ski Bowl Park
Raymond Brook	near end of Barton Mines Road
The Vly	near end of Barton Mines Road
Botheration Pond	near end of Barton Mines Road
Balm of Gilead Mtn.	end of Old Farm Rd. off of 13 th Lake Rd.
Botheration Crossing	“ “ “ “
Siamese Ponds & Lean-to	“ “ “ “
Puffer Pond	“ “ “ “
Hour Pond	“ “ “ “
Peaked Mtn. Pond	end of Beach Rd. off of 13 th Lake Rd.
13 th Lake	“ “ “ “
Hour Pond	“ “ “ “

Recreation: Goals and Recommended Actions

While most of the recreational facilities and areas along the Corridor are not only extremely well-developed, but also well maintained, opportunities exist to improve the recreational experience. Suggestions are included in the Implementation Plan, Recreation section, which delineates the target goals and specific recommendations for action.

Goal #1

Increase, improve, and promote desirable recreational opportunities that provide healthy, healing, and enjoyable experiences.

Holistic Tourism is a new direction taken up by Saranac Lake. There are more opportunities for people besides hiking, biking, and outdoor adventure; there also exists the whole state of being in the presence of nature in its most basic form. The idea is to allow people the choice to either embrace an active lifestyle or to slow down and enjoy the “now” in an undemanding, low-stress visit to the mountains. Through this philosophy, we can cater to not only recreational tourism, but also to a nurturing experience that leaves people refreshed and renewed mentally, physically, and spiritually. In other cultures, there are concepts that we don't have in the US. For example, Friluftsliv, a Norwegian term meaning “free air life”, a concept that being outside is good for human beings, mind and spirit. It is a way of life spent exploring and appreciating nature. In Japan, Shinrin-yoku is a term that means “forest bathing”, the idea being that spending time in the forest and natural areas is not only good, preventative medicine, but a scientifically proven therapy.

Recommended Actions

- 1) Ice Skating Enhancements

- Institute public ice-skating in the park to include a ice hockey rink.
- 2) Design of Riverfront Park Adjacent to the Railroad Turntable
- South to the Kellogg Property structures including the following: Town Green/Park and Amphitheater/outdoor venue along the waterfront.
 - Secure public funding to create parking along the west side of the railroad tracks.
 - Secure easements or deeded access ROW along North Creek to the confluence with the Hudson River.
 - Include the design of a transparent fence that is in keeping with Adirondack architectural style, sidewalks, and landscaping.
- 3) Promote the development of public and private camping facilities at recommended sites.
- 4) Snowmobile Trails
- Encourage appropriate snowmobile use throughout the Town of Johnsbury. Consider Trail access along river and rail corridor.

NORTH CREEK

1) Create a “Village Green”

- A small portion of the parcel parallel to Main Street should be retained as a “Village Green.” The space should be decorated with benches, historic/pedestrian-scaled lights, trash receptacles, greenery, and flowers.
-
- The Village Green should provide visual and physical links to the Owens House. The intent is to create a pocket park where residents and visitors can sit, relax, and maintain open views to the Hudson River.
-
- Improve entrance to North Creek at Rte 28N.
-
- Work with NYS DOT to beautify the entrance to TOJ determine who is responsible for blistering street lights and have them painted. Create identifiable walking / bike areas and encourage DOT to paint signs on asphalt.

RIPARIUS

- Support the development of an “Artisan Center” and work with historic Hudson River School of Art to bring talented artists for summer internships.
-
- Provide an interpretive panel of the history of the bridge using historic information and photos.

Goal #2

Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.

Recommended Actions

JOHNSBURG/NORTH CREEK

- Secure an alternate route for the Warren County Snowmobile trail to connect corridor communities without using the rail bed.
- Develop Historic/Nature/Riverfront Walk. To help preserve water quality and the riverbank, the trail should be set back from the river's edge and be paved with a stone dust rather than asphalt paving.
- Develop a trail linking Tahawus and Corinth similar to the Northville Placid Trail.
- Enhance existing kiosks along Rte28 that were provided by ANCA
- Work with concerned citizens who believe that the community needs a swimming area for its children and its residents.

NORTH CREEK



- Gore Mountain manages a portion of the North Creek Ski Bowl and reports that establishment of a summer operation, including the appurtenant infrastructure is needed.
 - o A canopy zip-line or boardwalk would provide a seasonal anchor for the ski bowl.
 - o Landscape furniture at the new lodge.
 - o A playground, including climbing walls and opportunities for mountain biking will support expansion into the spring, summer and fall seasons (M. Pratt, General Manager, Gore Mt., 2012).

- Work with private or public developers to create a public/private partnership to develop a new ski lodge
- Support the goals of the Gore Mountain UMP. By reference, those goals are included as part of this plan.
- Continue efforts to create a Ski Museum at the Ski Bowl. The museum should be a multi use and occupancy structure of approximately 10,000 square feet.
- Relocate Town Highway garage to a less visible area.
- Near the Riverfront Park Property a canoe/kayak and whitewater raft launch should be implemented to provide a connection to the riverfront trail.
- Develop canoe access and white water rafting access site location and development.
- Develop a pedestrian connection between the North Creek Ski Bowl and Main Street to facilitate movement by lift, bike, or access under Route 28.

RIPARIUS

- Secure funding to complete design and construction documents for canoe access improvements that address slope/grading problems along the access point.
- Utilize river overlook area at Fire Department property on the west side of Riverside Road to create accessible viewing area



Goal #3

Protect natural and recreational resources, develop an integrated program using monitoring, management and educational activities to address the problem of invasive plants and the impacts of climate change along the Corridor.

RecommendedActions

- Maintain communications with organizations and stakeholders such as the Adirondack Park Invasive Plant Program and the Nature Conservancy to address the threat of invasive species to natural and recreational resources, roadsides, local communities, tourism service providers, and the visitor experience.

- Partner with Barton’s Mine and SUNY Adirondack to develop an environmental teaching center as part of the Riverfront Park project. Consider the establishment of an “Environment of the Adirondacks Center”, possibly located at Riverfront Park. Include recycling, wind farming, creating potable water, composting, etc
- Develop the connection with Garnet as the State Stone and utilize garnet in public spaces where possible

Goal #4

Support implementation of current recreation plans by state agencies, local government and tourism professionals that will improve outdoor experiences.

Recommended Actions

- Re-evaluate the recommendations presented in the Hamlet of North Creek Parking and Recreation Study (1997) prepared by The Saratoga Associates in 1997 as a follow up to the “North Creek Action Plan.”
- Work with DEC on the UMP for Gore Mt.
- Revisit Management plans with OSI for the Black Hole and other properties.

Signage and Interpretation Goals and Recommended Actions

Goal #1

Enhance residents and visitors’ understanding, awareness and appreciation of Corridor resources and the Adirondack Park, through education and interpretation of Corridor assets, and intrinsic qualities. Develop regional interpretive programming that engages visitors and improves their understanding and enjoyment of local historical, cultural and natural resources. Offer the Corridor patron’s a quality experience of the region’s recreational resources through education and interpretation highlighting the unique character of the corridor.

Recommended Actions

Corridor-WIDE

- Unifying elements, such as signage and interpretive kiosks, should be implemented throughout the Corridor to create visual continuity, support way finding, and provide easily recognizable destinations for visitors.
- Develop corridor-wide community signage design standards.

JOHNSBURG/NORTH CREEK

- Create Historic Interpretive program
-
- Building on the way finding system, an historic and ecological interpretive program can be created that is centered on Teddy Roosevelt, mining, railroad, skiing, and other First Wilderness themes.
- Utilize funds from Barton Mines to provide photosensitive historic signage/ interpretation (signs to continue along the river walkway).

RIPARIUS

- Create Historic Interpretive Program
- Building on the way finding system, an historic interpretive program can be created that is centered on the railroad workers' daily life, Asher Durand, the Schroon Lake Region, and other First Wilderness themes. This can be integrated with the visitor orientation kiosk.
- Work with local committees and the train museum to develop program.

Corridor-WIDE

- Coordination with Warren and Saratoga Chambers of Commerce and County Tourism Bureaus and other stakeholders can capitalize on collaboration to fully expand the identification of the corridor in the region.
- Implementation of corridor orientation visitors' kiosks that provide corridor location, community destinations, and community history should be coordinated with all interested

RIPARIUS

Create Visitor Orientation Kiosk.

- To help direct the pedestrian, directional signage should be placed on the Street and at or near the train station platform. The intent is to provide a way finding system that clearly and easily directs the visitor around the Hamlet. Although there will be a visual linkage, appropriate directional signage will remove any "guesswork" and make the visitor's experience more enjoyable.

Goal #2

Promote Corridor recreational assets through: the design and installation of appropriate signs or resource markers at all major historic, recreational and educational sites, including bike, cross-country, road and mountain biking trails and the use of interpretive brochures, the web, kiosks, and trail maps showing resource locations.

Recommended Actions

JOHNSBURG/NORTH CREEK

Investigate opportunities for directional and informational signage that leads to the old growth birches near Wilcox Lake.

Transportation, Safety and Community Design Goals & Recommended Actions

Goal #1

Continue to improve transportation infrastructure by incorporating community design considerations into proposed projects. Work with NYSDOT and County DPW staff during early stages of agency project planning to implement transportation goals. Map hidden scenic spots in need of clearing for pull-offs or panoramic outlooks. Support the actions of the North Creek shuttles currently being operated by the North Creek Business Alliance.

Recommended Action(s)

Corridor-WIDE

- Support and expand ongoing capital transportation planning for highways and bridges through the Saratoga and Warren County DPW, Adirondack/Glens Falls Transportation Council, the Capital District Transportation Committee and Region 1 DOT. As capital projects identified by these organizations for communities change from time to time, collaborate often and early in project development.
- Develop and maintain productive relationships with government highway officials, including the appropriate Department of Transportation, County and local representatives so that the Corridor roads and its corridor are well cared for and facilitate choice of options for travelers, including bicycling, walking, and driving.

JOHNSBURG/NORTH CREEK

Streetscape Improvements.

- Explore feasibility of stoplight at the intersection of Route 28 and Ski Bowl Park and/or the potential reconfiguration of the intersection with a new entrance to the ski area.
- Investigate the removal of sand banks and ditches along Route 28 with the appropriate agencies.
- Develop design and construction documents for Rail Road Place improvements including sidewalks, signage, and historic lighting.
- Continue the road in the park along the Hudson.
- Implement the 2014 Streetscape plans prepared by the LA Group and continue development/restoration of the river front trail along Railroad Place.

Goal #3

Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to transportation hubs that are closest to the Corridor. Improve and promote opportunities for “green” travel as a means for exploring the Corridor. Maximize use of the historic railroad and river systems to access to the Corridor.

Recommended Actions

Corridor WIDE

1. Expand the network of short line railroads and establish this model as a best practice that the other communities can emulate. Broaden multi-modal service to connect with public transit systems in Saratoga and Glens Falls.
2. Use the roadway, bike, rail, and foot trail land routes, water routes, and air routes to facilitate the arrival and extended stay of visitors.

NORTH CREEK

Pursue Gondola Connection from Ski Bowl to North Creek.

- New York State’s Authority Gore Mountain operated by the Olympic Regional Development is one of the largest destinations within in the corridor and efforts should be focused on utilizing the established market to strengthen the entire corridor. One way to establish a major connection from this destination to the corridor is to provide a gondola connection from Gore, through Ski Bowl Park, North Creek and provide direct access to the station in North Creek.
- Pursue pedestrian connections between North Creek Ski Bowl and Main Street.

Railroad Station Improvements

- Enhance landscape around existing station (immediate area, up to Kellogg property, and east to the bridge).
- Provide access to existing platform from proposed parking area.
- Organize and sign parking area along the tracks.
- Explore Pedestrian Rail Crossing at or near Riverfront Park providing access to the waterfront.
- Implement the recommendations in the North Creek Enhancement Plan prepared by the LA Group.
- Provide a sufficient restroom stalls at or near the train station for peak operations of the train.

RIPARIUS

This site needs attention and plans should take into consideration the design and use of neighboring

stations and the particular needs of this locale.

NORTH CREEK, JOHNSBURG

Create Pedestrian and Biking Links. Pedestrian and biking links are proposed in community nodes and/or at proposed train stations to expand connectivity and commerce. Many multi-modal and single use trails exist in the corridor could be connected to the areas where community development and tourism improvements are proposed.

Locations:

- North Creek: As recommended in the North Creek Action Plan, a mile-long pedestrian trail is proposed to extend along the Hudson River and North Creek, and will highlight cultural, historic, and natural resources along its length. A route for this trail, as well as connections to it, is detailed in the Hamlet of North Creek Parking and Recreation Study (1997). In the railroad track area a physical barrier between the tracks and the trail is needed for safety reasons, and a designated pedestrian track crossing is necessary.
- Johnsburg/North Creek: Link to the Train Station, Waterfront Trail, and the Proposed Adirondack Environmental Center. A walkway paved with decorative paving surface and aligned with pedestrian-scaled lighting should be constructed through the Mundy property connecting Main Street to the train station and Hudson River and vice versa. To help direct the pedestrian, directional signage should be placed on Main Street and at or near the train station platform. The intent is to provide the way finding system that clearly and easily directs the visitor around the Hamlet. Although there will be a visual linkage, appropriate directional signage can remove any “guesswork” and make the visitor’s experience more enjoyable. The proposed walkway through the Mundy property should cross the railroad tracks and connect to the Hudson River waterfront. This in turn would link Main Street, the train station, the train turntable, the proposed Adirondack Cultural and Retail Center, and eventually the trail along North Creek that leads to the Town Park.

Goal #4

Provide for a safe and enjoyable Corridor touring experience for of all Corridor users (including bicyclists and pedestrians) by using a Complete Streets approach to planned improvements as funding permits.

Recommended Actions

Corridor-WIDE

Work with agencies to improve parking at identified sites for extended stay hikers, canoeists and other recreationalists.

Comply with the Complete Streets policy of New York State.

- Install curbs, sidewalks, and crosswalks in all Corridor hamlets and villages.

Ensure that the roads are well maintained and developed.

- Corridor businesses are dependent on these main arteries of transportation. Working to keep the roads in sound condition will not improve visitor access but will facilitate the delivery of goods and supplies to support business operations.

Ensure that all crosswalks from proposed parking to train stations and platforms in each community are well marked and signed.

JOHNSBURG/NORTH CREEK

Parking

- Update and implement recommendations from the Community Parking Study (May 1997). A portion of this project involves creating parking between the railroad tracks and the riverside of the properties along Main Street. This area should be used for parking if a low, decorative, transparent fence is constructed between one row of automobiles and the railroad tracks and that designated pedestrian crossings over the railroad tracks to the waterfront are created. The intent is to provide badly needed parking spaces without creating a visual and/or physical barrier between the Hamlet and the Hudson River.
- Provide for up to 150-250 cars throughout the community and in close proximity to the train station.
- Provide for bus parking. The parking area should be appropriately landscaped and have a pedestrian walkway along the west side near the Main Street properties to prevent the pedestrian from walking in the aisle designated for automobile use.

NORTH CREEK

Develop Off-street Parking (approximately 170 spaces).

- Use the North Creek Parking Survey (2005) as a basis for determining locations. In the survey, a number of alternative locations were evaluated, and it was recommended that three new municipal lots be created near the downtown core area.

RIPARIUS

Work with Businesses to Develop Parking.

- Create parking near the south end of the node and possibly on the construction staging area used during the reconstruction of the bridge.
- All parking areas should be appropriately landscaped to offer shade in the summer months.
- A pedestrian walkway to direct the pedestrian to the train station and activities along Riverside Station Road is needed. Parking is necessary in this node, since it can provide the opportunity for visitors to board the train at this location rather than traveling to North Creek.

- Secure agreement with NYSDOT regarding use of staging area on north side of the bridge for a parking lot and land on south side of bridge for a passive park.

Enhance Pedestrian Safety and Provide Amenities.

Currently, the primary road that parallels the train station does not have any sidewalks, crosswalks, or other pedestrian amenities.

- The project entails completing a streetscape improvement program including installing sidewalks, historic lights that match the light selection in North Creek, banners, street trees, benches, and flowers. The intent is to create an exciting pedestrian atmosphere that invites the pedestrian to walk up and down the street.

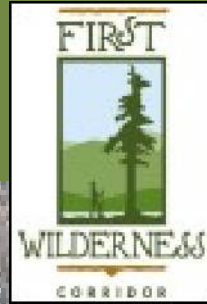
Complete Streetscape Improvement Program.

- To enhance pedestrian circulation, seek funding for historic streetlights, trees, benches, banners, flowers, and trash receptacles.
- These amenities should be installed along Riverside Station Road and a small section of NYS Route 8 just north of Riverside Station Road.
- Public investment in these amenities will help create a more inviting environment for the pedestrian and spur private investment along the primary roadways.

Future Stewardship

The following priorities are listed in the Implementation Plan to support stewardship and conservation goals for the corridor's natural, historic, cultural, and recreational resources that contribute to the viability of Corridor communities:

- Support regional initiatives to improve the environment to preserve and maintain the quality of the Corridor experience.
- Preserve Adirondack scenery, environment and character in order to safeguard the intrinsic beauty of the landscape that makes the Corridor region a desirable travel destination.
- Develop strategies to promote wilderness ethics and support the “leave no trace” concept.
- Encourage the improvement of roadside aesthetics and community pride.
- Arrest the intrusion of both land and water invasive species. Develop an integrated program using monitoring, management, and education activities to address the problem of invasive plants along the roadway. This includes raising visitor awareness of how they unknowingly become transporters of invasive plants and insects as they travel from place to place exploring the Corridor.
- Promote and protect water quality by reducing, eliminating, and preventing water pollution.
- Restore and rehabilitate significant historic structures.
- Encourage early and repeated programs that cultivate future stewards from the local population of young people.
- Educate visitors about stewardship responsibilities along the trail, including stewardship of the “irreplaceable.”
- Encourage and support local projects that secure the future of the Corridor's historic, cultural, natural, and recreational resources.



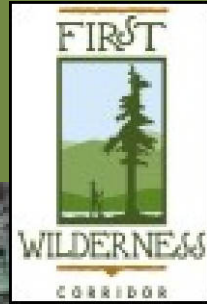
First Wilderness Heritage Corridor

North Creek Hamlet Plan Update Project Areas



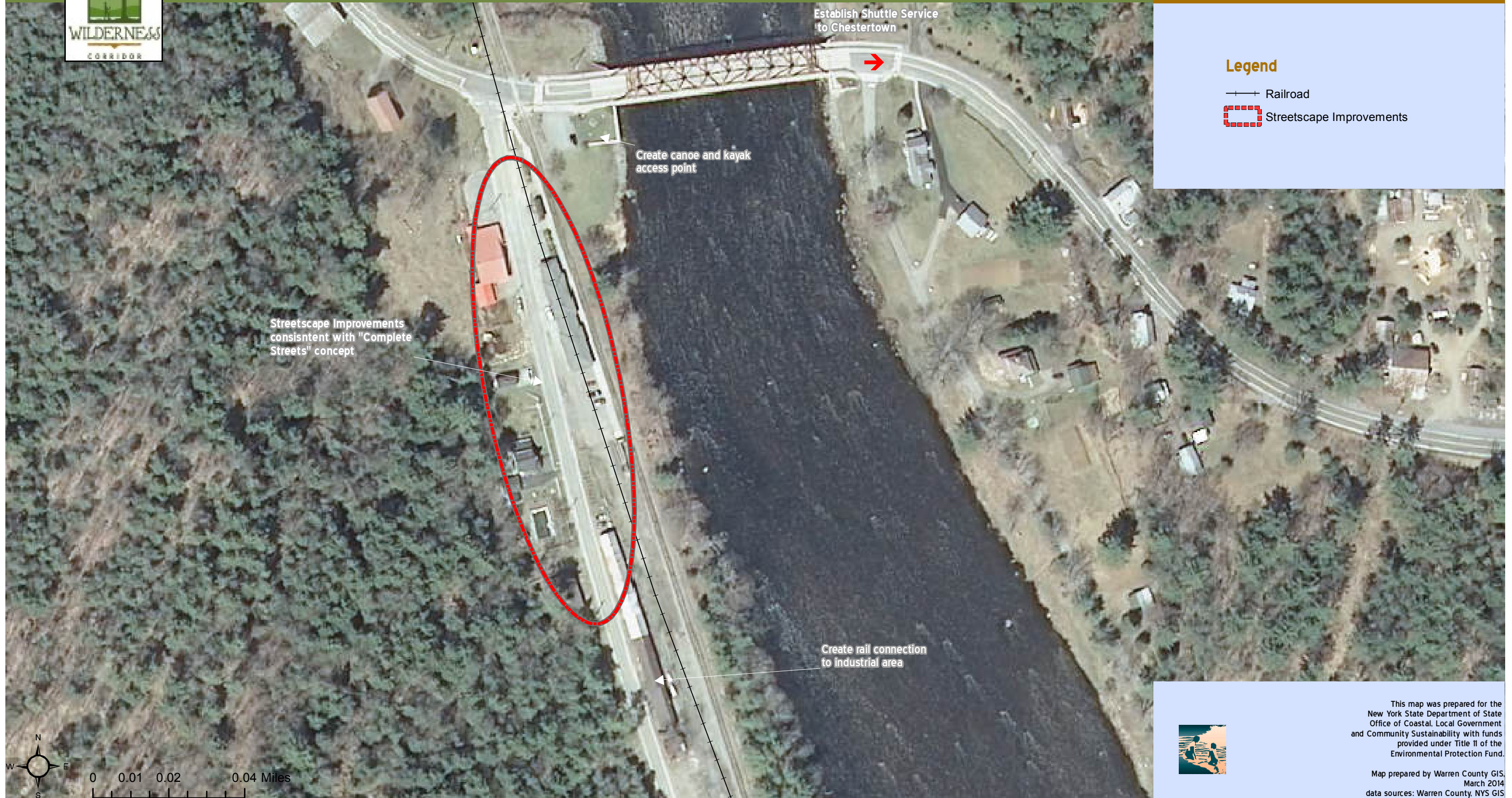
This map was prepared for the New York State Department of State Office of Coastal, Local Government and Community Sustainability with funds provided under Title 11 of the Environmental Protection Fund.

Map prepared by Warren County GIS, March 2014
data sources: Warren County, NYS GIS



First Wilderness Heritage Corridor

Riparius Hamlet Plan Update Project Areas



Legend

- Railroad
- Streetscape Improvements

This map was prepared for the New York State Department of State Office of Coastal, Local Government and Community Sustainability with funds provided under Title 11 of the Environmental Protection Fund.

Map prepared by Warren County GIS, March 2014
data sources: Warren County, NYS GIS

First Wilderness Corridor Update



Town of Lake Luzerne Elements

"This Plan was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."



Economic and Community Development

Goals & Recommended Actions

Goal# 1, Strengthen the economy of the region through sustainable, place-based tourism development occurring within the context and scale of smaller settlements.

- Encourage volunteers at the community level to organize and host year-round activities and special events that appeal to special interests of byway travelers.

Goal # 2, Assist businesses to expand operations over multiple-seasons, diversify products, and stabilize their revenues.

- Avoid overdependence on single season and/or narrow-focus tourism initiatives. Encourage more visitors during what are normally considered “off seasons.
- ,Provide a greater range of goods and services to year-round residents, increasing their quality of life and making the communities more attractive places to settle.

Goal #3, Ensure that the built and green infrastructures are adequate for existing and future demand, well maintained and expanded, where appropriate.

- Improve existing services, and plan for capital investment to prevent a major financial crisis when long term improvements are necessary. Continue preventive maintenance of community infrastructure systems to lessen the impact of increased visitors on the surrounding natural environment.
- Assess existing built and green infrastructure systems, document the short and long term needs of these systems, and identify resources available to assist with the maintenance and development of these systems to handle increased capacity and closely monitor conditions to avoid any threats to holding capacity.

Goal #4, Focus growth and development in the hamlets and villages and revitalize Main Streets through planning and ongoing programs.

- Employ appropriate forms of business development that preserve the area’s resources. Concentrate development in the hamlets and preserve open space as per local planning regulations.
- Encourage government involvement in stewarding the public assets that visitors use or see when traveling in their community.

Goal #5, Support community economic initiatives that contribute to the First Wilderness branding, economic growth, sustainable levels of economic growth, and a better quality of life for residents.

- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.
- ,Build new leadership and regional civic human capital by recruiting and cultivating residents from across the age spectrum. Capable, enthusiastic, and committed people should be encouraged to get involved.
- Increase the availability of affordable and community housing to support year-round settlement of a labor and volunteer pool.
- Consider the land-tax base and recognize that the essential parts of local culture, history and the economy are Byway stakeholders who may also be long-time residents. Raise community awareness on market factors that remove properties from the year-round housing stock and impact affordable housing. New development could not replace the loss of this essential part of the local culture, community dynamics, and economic base.
- Secure funding sources to conduct community studies, update or prepare community regulatory documents or reports, prepare design and construction documents, and implement proposed projects.
- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.

Recreation: Goals and Recommended Actions

This section provides an overview of chapter-specific strategic priorities for the First Wilderness Scenic Corridor. They are also identified in the Implementation Plan in their entirety. The Implementation Plan identifies potential partners, time frame, and priority. These projects will be launched only as staff and funding allow.

While most of the recreational facilities and areas along the Corridor are not only extremely well-developed, but also well maintained, opportunities exist to improve the recreational experience. Suggestions are included in the Implementation Plan, Recreation section, which

delineates the target goals and specific recommendations for action. The strategic recommendations outlined in Table 21 relate to recreational resources along the Corridor:

Recreation Goals and Recommended Actions

Goal #1 Increase, improve, and promote desirable recreational opportunities that provide healthy, healing, and enjoyable experiences.

Recommended Actions

Develop a continuous hiking/biking/equestrian trail from Corinth to Tahawus similar to the Northville/Placid trail.

Goal #2 Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.

Recommended Actions

- Develop a waterfront trail adjacent to Rockwell Falls. Identify sidewalk and trail connections.
- Identify water recreation access from Bow Bridge for canoe and kayak carry launch.
- Implement a mountain bike trail, associated signage and connections around the southern end of the corridor from Lake Luzerne to Warrensburg, Thurman, Hadley, and back to Lake Luzerne.
- Consider Seeking Funding to Create a Tour-Boat Between Corinth and Hadley/Lake Luzerne. Although this may require private investment, talking with area tour operators may inspire the establishment of a tour-boat operator between Corinth and Hadley/Lake Luzerne. The flat-water between the two communities can be ideal for such a venture.
- Develop a boat launch for commercial tours along East River Drive.
- Pursue a scenic boat excursion operator on Hudson River to Corinth.
- Provide a docking area for the potential Tour Boat from Corinth to Lake Luzerne.

Goal #3 Protect natural and recreational resources, develop an integrated program using monitoring, management and educational activities to address the problem of invasive plants and the impacts of climate change along the Corridor.

Recommended Actions

Maintain communications with organizations and stakeholders such as the Adirondack Park Invasive Plant Program and the Nature Conservancy to address the threat of invasive species to natural and recreational resources, roadsides, local communities, tourism service providers, and the visitor experience.

Goal #4 Support implementation of current recreation plans by state agencies, local government and tourism professionals that will improve outdoor experiences.

Signage and Interpretation Goals and Recommended Actions

Goal #1 Enhance residents and visitors' understanding, awareness and appreciation of Corridor resources and the Adirondack Park, through education and interpretation of Corridor assets, and intrinsic qualities. Develop regional interpretive programming that engages visitors and improves their understanding and enjoyment of local historical, cultural and natural resources. Offer the Corridor patron's a quality experience of the region's recreational resources through education and interpretation highlighting the unique character of the corridor.

Recommended Actions

Unifying elements, such as signage and interpretive kiosks, should be implemented throughout the Corridor to create visual continuity, support way finding, and provide easily recognizable destinations for visitors.

- Develop corridor-wide community signage design standards.
- Building on the way finding system, an historic interpretive program can be created that is centered on logging, the railroad, hiking, water-based recreation, mills, and other First Wilderness themes.

Goal #2 Attract and direct visitors through appropriate signage to Byway resources, including using the new route name (First Wilderness Scenic Byway) to unify the region and to promote the entire Byway as a destination, encouraging visitation, and exploration of all locales.

Recommended Actions

Coordination with Warren and Saratoga Chambers of Commerce and County Tourism Bureaus and other stakeholders can capitalize on collaboration to fully expand the identification of the corridor in the region.

Implementation of corridor orientation visitors' kiosks that provide corridor location, community destinations, and community history should be coordinated with all interested stakeholders.

- The kiosk design should serve as a recognizable focal point for each community's train stop.
- Make placement of route identification signs a priority in order to direct visitors along the new route's many segments located in Warren and Saratoga counties.
- To help direct the visitor, an information kiosk should be placed at the train station. The intent is to provide a way finding system that clearly and easily directs the visitor around both communities and to the multitude of activities.
- An identical sign to the one in Hadley should be created and located in the Town of Lake Luzerne. This will provide a visual link between the communities and better direct the visitor to the train station regardless of the point of entry.
- Appropriate directional signage will remove any 'guesswork' and make the visitor's experience more enjoyable.

Goal #3 Promote Corridor recreational assets through: the design and installation of appropriate signs or resource markers at all major historic, recreational and educational sites, including bike, cross-country, road and mountain biking trails and the use of interpretive brochures, the web, kiosks, and trail maps showing resource locations.

Recommended Actions

- In addition to linking the two communities, signage should be installed that links the pedestrian to the walkways along the Sacandaga and Hudson Rivers. The route could be located down Old Corinth Road to connect to a waterside trail and kayak pullout at the confluence of the Sacandaga and Hudson Rivers.

Transportation, Safety and Community Design Goals & Recommended Actions

Goal #1 Continue to improve transportation infrastructure by incorporating FWHC community design considerations into proposed projects. Work with NYSDOT and County DPW staff during early stages of agency project planning to implement CMP transportation goals. Map hidden scenic spots in need of clearing for pull-offs or panoramic outlooks.

Recommended Action(s)

Support and expand ongoing capital transportation planning for FWHC highways and bridges through the Saratoga and Warren County DPW, Adirondack/Glens Falls Transportation Council, the Capital District Transportation Committee and Region 1 DOT. As capital projects identified by these organizations for FWHC communities change from time to time, collaborate often and early in project development.

Develop and maintain productive relationships with government highway officials, including the appropriate Department of Transportation, County and local representatives so that the Corridor roads and its corridor are well cared for and facilitate choice of options for travelers, including bicycling, walking, and driving.

Goal #2 Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Corridor. Improve and promote opportunities for “green” travel as a means for exploring the Corridor. Maximize use of the historic railroad and river systems.

Recommended Actions

- Expand the network of short line railroads and establish this model as a best practice that the other communities can emulate. Broaden multi-modal service to connect with public transit systems in Saratoga and Glens Falls.
- Use the roadway, bike, rail, and foot trail land routes, water routes, and air routes to facilitate the arrival and extended stay of visitors.
- Expand and connect the eastern Warren County Bike System. Improved linkages for recreationalists are needed to better connect these three communities.

Goal #2. Consider a trolley to link to Warrensburg and Lake George Village

Goal #3 Provide for a safe and enjoyable Corridor touring experience for of all Corridor users (including bicyclists and pedestrians) by using a Complete Streets approach to planned improvements as funding permits.

Recommended Actions

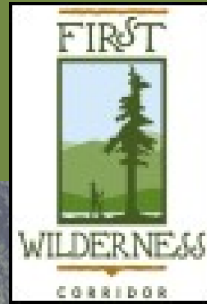
- Work with agencies to improve parking at identified sites for extended stay hikers, canoeists and other recreationalists.
- Comply with the Complete Streets policy of New York State.
- Install curbs, sidewalks, and crosswalks in all Corridor hamlets and villages.
- Corridor businesses are dependent on these main arteries of transportation. Working to keep the roads in sound condition will not improve visitor access but will facilitate the delivery of goods and supplies to support business operations.
- Ensure that all crosswalks from proposed parking to train stations and platforms in each community are well marked and signed.

Future Stewardship

The following priorities are listed in the Implementation Plan to support stewardship and conservation goals for the corridor’s natural, historic, cultural, and recreational resources that contribute to the viability of Corridor communities:

- Support regional initiatives to improve the environment to preserve and maintain the quality of the Corridor experience.
- Preserve Adirondack scenery, environment and character in order to safeguard the intrinsic beauty of the landscape that makes the Corridor region a desirable travel destination.
- Develop strategies to promote wilderness ethics and support the “leave no trace” concept.
- Encourage the improvement of roadside aesthetics and community pride.






- Arrest the intrusion of both land and water invasive species. Develop an integrated program using monitoring, management, and education activities to address the problem of invasive plants along the roadway. This includes raising visitor awareness of how they unknowingly become transporters of invasive plants and insects as they travel from place to place exploring the Corridor.
- Promote and protect water quality by reducing, eliminating, and preventing water pollution.
- Restore and rehabilitate significant historic structures.
- Encourage early and repeated programs that cultivate future stewards from the local population of young people.
- Educate visitors about stewardship responsibilities along the trail, including stewardship of the “irreplaceable.”
- Encourage and support local projects that secure the future of the FWHC’s historic, cultural, natural, and recreational resources.

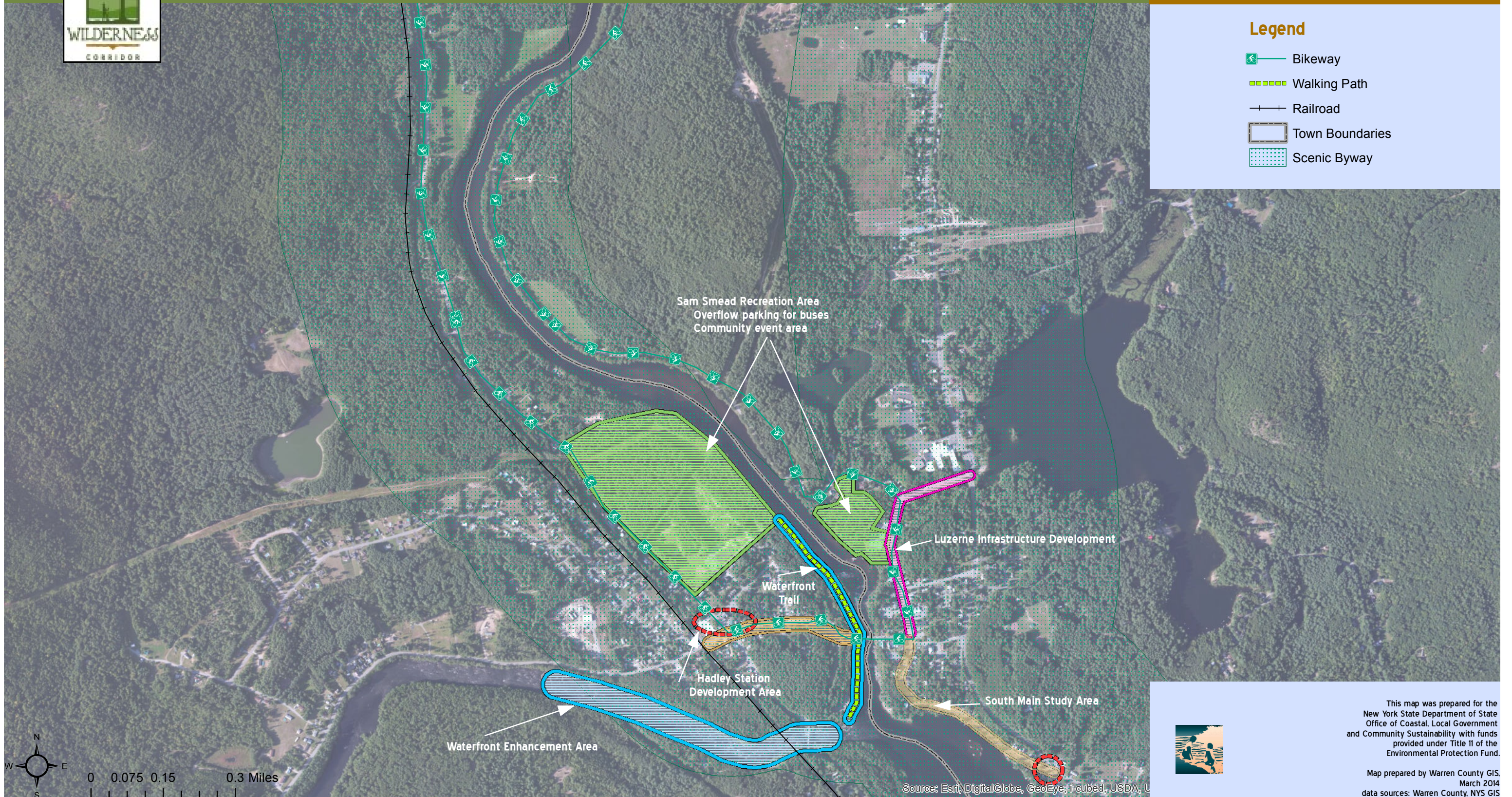


First Wilderness Heritage Corridor

Hadley/Lake Luzerne Hamlet Plan Update Project Areas

Legend

-  Bikeway
-  Walking Path
-  Railroad
-  Town Boundaries
-  Scenic Byway



This map was prepared for the New York State Department of State Office of Coastal, Local Government and Community Sustainability with funds provided under Title 11 of the Environmental Protection Fund.

Map prepared by Warren County GIS, March 2014
 data sources: Warren County, NYS GIS

First Wilderness Corridor Update



Town of Stony Creek Elements

"This Plan was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."



Town of Stony Creek

Stony Creek is a small, quiet community with one eatery that captures the Adirondack rustic style both inside and out. Stony Creek is an outpost on the verge of the Adirondack Forest. According to Mohawk legend, a young woman named Lenawee sacrificed her life at Stony Creek. Her goal was to placate the gods and thereby end a pestilence that had already claimed the lives of her betrothed along with many others in the tribe. Outdoor recreation is the key offering for this remote locale. Construction of new hiking trails along the Stony Creek at the Dean Farm Homestead began in the fall of 2011, with plans to expand the network in the near future. The Thousand Acres Ranch situated adjacent to the Hudson River provides horseback riding and rodeo options, while nearby sections of the Wilcox Lake Forest Preserve offers hiking opportunities.

Economic and Community Development

Goals & Recommended Actions

Goal# 1, Strengthen the economy of the region through sustainable, place-based tourism development occurring within the context and scale of smaller settlements.

- Encourage volunteers at the community level to organize and host year-round activities and special events that appeal to special interests of byway travelers.

Goal # 2, Assist businesses to expand operations over multiple-seasons, diversify products, and stabilize their revenues.

- Avoid overdependence on single season and/or narrow-focus tourism initiatives. Encourage more visitors during what are normally considered “off seasons.
- ,Provide a greater range of goods and services to year-round residents, increasing their quality of life and making the communities more attractive places to settle.

Goal #3, Ensure that the built and green infrastructures are adequate for existing and future demand, well maintained and expanded, where appropriate.

- Improve existing services, and plan for capital investment to prevent a major financial crisis when long term improvements are necessary. Continue preventive maintenance of community infrastructure systems to lessen the impact of increased visitors on the surrounding natural environment.
- Assess existing built and green infrastructure systems, document the short and long term needs of these systems, and identify resources available to assist with the maintenance and development of these systems to handle increased capacity and closely monitor conditions to avoid any threats to holding capacity.

Goal #4, Focus growth and development in the hamlets and villages and revitalize Main Streets through planning and ongoing programs.

- Employ appropriate forms of business development that preserve the area's resources. Concentrate development in the hamlets and preserve open space as per local planning regulations.
- Encourage government involvement in stewarding the public assets that visitors use or see when traveling in their community.

Goal #5, Support community economic initiatives that contribute to the First Wilderness branding, economic growth, sustainable levels of economic growth, and a better quality of life for residents.

- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.
- ,Build new leadership and regional civic human capital by recruiting and cultivating residents from across the age spectrum. Capable, enthusiastic, and committed people should be encouraged to get involved.
- Increase the availability of affordable and community housing to support year-round settlement of a labor and volunteer pool.
- Consider the land-tax base and recognize that the essential parts of local culture, history and the economy are Byway stakeholders who may also be long-time residents. Raise community awareness on market factors that remove properties from the year-round housing stock and impact affordable housing. New development could not replace the loss of this essential part of the local culture, community dynamics, and economic base.
- Secure funding sources to conduct community studies, update or prepare community regulatory documents or reports, prepare design and construction documents, and implement proposed projects.
- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.

Recreation: Goals and Recommended Actions

This section provides an overview of chapter-specific strategic priorities for the First Wilderness Scenic Corridor. They are also identified in the Implementation Plan in their entirety. The Implementation Plan identifies potential partners, time frame, and priority. These projects will be launched only as staff and funding allow.

While most of the recreational facilities and areas along the Corridor are not only extremely well-developed, but also well maintained, opportunities exist to improve the recreational experience. Suggestions are included in the Implementation Plan, Recreation section, which delineates the target goals and specific recommendations for action. The strategic recommendations outlined in Table 21 relate to recreational resources along the Corridor:

Recreation Goals and Recommended Actions

Goal #1 Increase, improve, and promote desirable recreational opportunities that provide healthy, healing, and enjoyable experiences.

Recommended Actions

- Develop a continuous hiking/biking/equestrian trail from Corinth to Tahawus similar to the Northville/Placid trail.
- Investigate potential public ice skating locations.

Goal #2 Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.

Recommended Actions

Goal #3 Protect natural and recreational resources, develop an integrated program using monitoring, management and educational activities to address the problem of invasive plants and the impacts of climate change along the Corridor.

Recommended Actions

- Maintain communications with organizations and stakeholders such as the Adirondack Park Invasive Plant Program and the Nature Conservancy to address the threat of invasive species to natural and recreational resources, roadsides, local communities, tourism service providers, and the visitor experience.

Goal #4 Support implementation of current recreation plans by state agencies, local government and tourism professionals that will improve outdoor experiences.

Recommended Actions

Signage and Interpretation Goals and Recommended Actions

Goal #1 Enhance residents and visitors' understanding, awareness and appreciation of Corridor resources and the Adirondack Park, through education and interpretation of Corridor assets, and intrinsic qualities. Develop regional interpretive programming that engages visitors and improves their understanding and enjoyment of local historical, cultural and natural resources. Offer the Corridor patron's a quality experience of the region's recreational resources through education and interpretation highlighting the unique character of the corridor.

Recommended Actions

- Unifying elements, such as signage and interpretive kiosks, should be implemented throughout the Corridor to create visual continuity, support way finding, and provide easily recognizable destinations for visitors.
- Develop corridor-wide community signage design standards.
- Develop historical signage and information markers at the historic station location and incorporate the WWII Historic component of train.
- Building on the way finding system, an historic interpretive program can be created that is centered on the invention of the “log drives,” and other First Wilderness themes.

Goal #2 Attract and direct visitors through appropriate signage to Byway resources, including using the new route name (First Wilderness Scenic Byway) to unify the region and to promote the entire Byway as a destination, encouraging visitation, and exploration of all locales.

Recommended Actions

- Coordination with Warren and Saratoga Chambers of Commerce and County Tourism Bureaus and other stakeholders can capitalize on collaboration to fully expand the identification of the corridor in the region.
- Implementation of corridor orientation visitors' kiosks that provide corridor location, community destinations, and community history should be coordinated with all interested stakeholders.
- The kiosk design should serve as a recognizable focal point for each community's train stop.
- Make placement of route identification signs a priority in order to direct visitors along the new route's many segments located in Warren and Saratoga counties.
- To help direct the pedestrian, directional signage should be placed near the train station platform. The intent is to provide the way finding system that clearly and easily directs the visitor around the Town and to the services available.

Goal #3 Promote Corridor recreational assets through: the design and installation of appropriate signs or resource markers at all major historic, recreational and educational sites, including bike, cross-country, road and mountain biking trails and the use of interpretive brochures, the web, kiosks, and trail maps showing resource locations.

Recommended Actions

- Upon leaving the train, directional signage would guide the passenger to the resort's reception area where the standard public amenities would be located (i.e., restrooms, gift shop, and visitor information). The idea is to build upon the existing services at The Thousand Acres Resort.
- Establish signage to direct visitors to the 1000 Acres resort reception area from the train platform and the roadway.
- Promote visitor brochures describing the history of the dude ranches and boarding houses in the area.
- Identify historical sites with signage.

Transportation, Safety and Community Design Goals & Recommended Actions

Goal #1 Continue to improve transportation infrastructure by incorporating FWHC community design considerations into proposed projects. Work with NYSDOT and County DPW staff during early stages of agency project planning to implement CMP transportation goals. Map hidden scenic spots in need of clearing for pull-offs or panoramic outlooks.

Recommended Action(s)

Support and expand ongoing capital transportation planning for FWHC highways and bridges through the Saratoga and Warren County DPW, Adirondack/Glens Falls Transportation Council, the Capital District Transportation Committee and Region 1 DOT. As capital projects identified by these organizations for FWHC communities change from time to time, collaborate often and early in project development.

Develop and maintain productive relationships with government highway officials, including the appropriate Department of Transportation, County and local representatives so that the Corridor roads and its corridor are well cared for and facilitate choice of options for travelers, including bicycling, walking, and driving.

Goal #2 Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Corridor. Improve and promote opportunities for “green” travel as a means for exploring the Corridor. Maximize use of the historic railroad and river systems.

Recommended Actions

Corridor WIDE

Expand the network of short line railroads and establish this model as a best practice that the other communities can emulate. Broaden multi-modal service to connect with public transit systems in Saratoga and Glens Falls.

Use the roadway, bike, rail, and foot trail land routes, water routes, and air routes to facilitate the arrival and extended stay of visitors.

- As the Hamlet of Stony Creek develops a trolley connection, the Town and resort may want to provide a trolley service to other tourism services outside of the resort grounds. This may include antique shops, bed and breakfasts, restaurants, and other “local fare.”
- Improved linkages for recreationalists are needed to better connect communities.
- Create Pedestrian and Biking Links. Pedestrian and biking links are proposed in community nodes and/or at proposed train stations to expand connectivity and commerce. Many multi-modal and single use trails exist in the corridor could be connected to the areas where community development and tourism improvements are proposed.

Goal #3 Provide for a safe and enjoyable Corridor touring experience for of all Corridor users (including bicyclists and pedestrians) by using a Complete Streets approach to planned improvements as funding permits.

Recommended Actions

Work with agencies to improve parking at identified sites for extended stay hikers, canoeists and other recreationalists.

Comply with the Complete Streets policy of New York State. Install curbs, sidewalks, and crosswalks in all Corridor hamlets and villages.

Ensure that the roads are well maintained and developed. Corridor businesses are dependent on these main arteries of transportation. Working to keep the roads in sound condition will not improve visitor access but will facilitate the delivery of goods and supplies to support business operations.

- Complete a streetscape improvement program including installing sidewalks near the four corners, and highly visible crosswalks at the four corners intersection
- Implement pedestrian improvements to connect to Dean Farm and other areas of interest in the community.

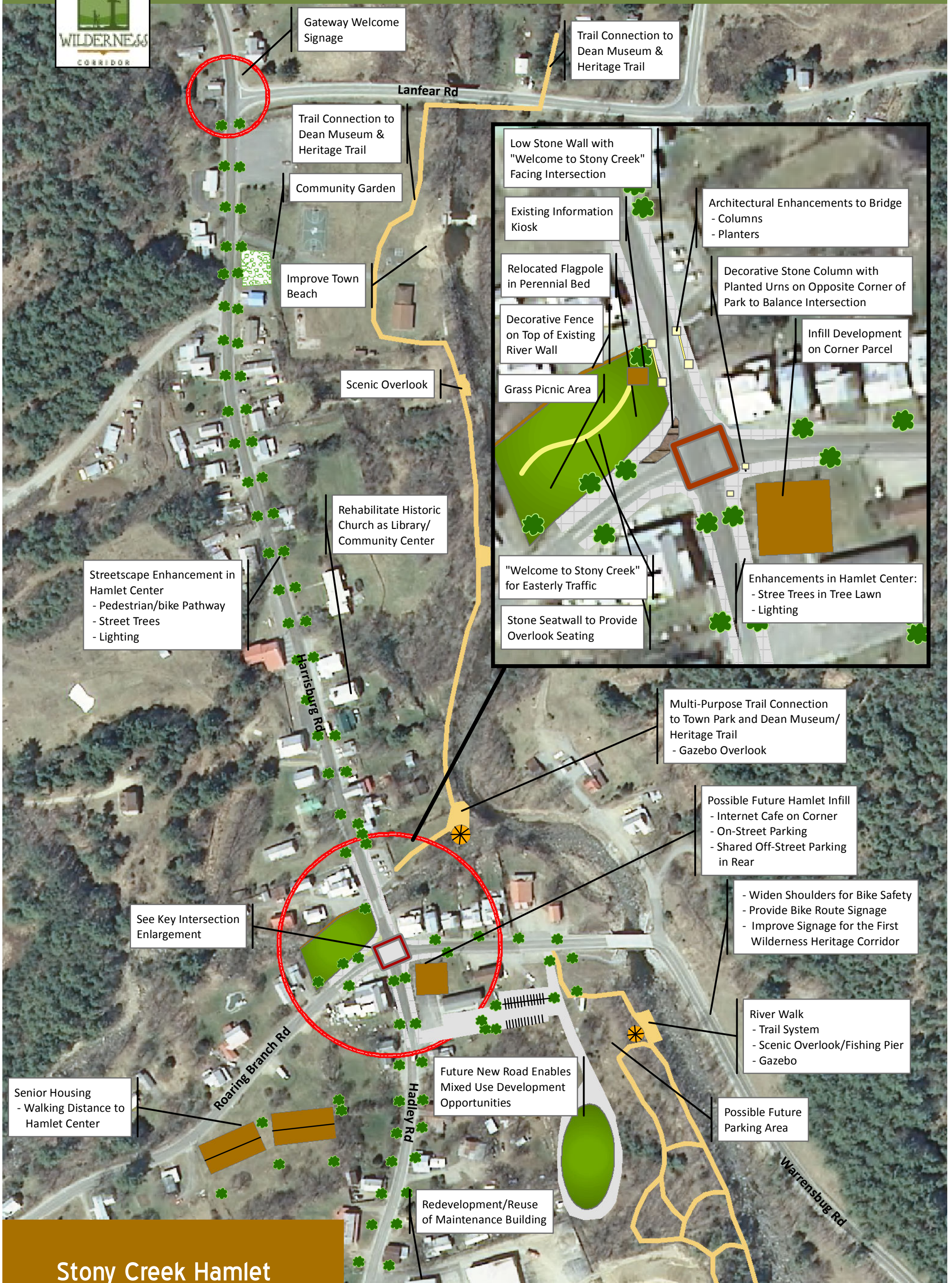
- Provide for bus parking at Dean Farm. The parking area should be appropriately landscaped and have a pedestrian walkway along the west side near the Main Street properties to prevent the pedestrian from walking in the aisle designated for automobile use.
- To enhance pedestrian circulation, seek funding for historic streetlights, trees, benches, banners, flowers, and trash receptacles.

Future Stewardship

The following priorities are listed in the Implementation Plan to support stewardship and conservation goals for the corridor's natural, historic, cultural, and recreational resources that contribute to the viability of Corridor communities:

1. Support regional initiatives to improve the environment to preserve and maintain the quality of the Corridor experience.
2. Preserve Adirondack scenery, environment and character in order to safeguard the intrinsic beauty of the landscape that makes the Corridor region a desirable travel destination.
3. Develop strategies to promote wilderness ethics and support the “leave no trace” concept.
4. Encourage the improvement of roadside aesthetics and community pride.
5. Arrest the intrusion of both land and water invasive species. Develop an integrated program using monitoring, management, and education activities to address the problem of invasive plants along the roadway. This includes raising visitor awareness of how they unknowingly become transporters of invasive plants and insects as they travel from place to place exploring the Corridor.
6. Promote and protect water quality by reducing, eliminating, and preventing water pollution.
7. Restore and rehabilitate significant historic structures.
8. Encourage early and repeated programs that cultivate future stewards from the local population of young people.
9. Educate visitors about stewardship responsibilities along the trail, including stewardship of the “irreplaceable.”
10. Encourage and support local projects that secure the future of the FWHC's historic, cultural, natural, and recreational resources.

First Wilderness Heritage Corridor



Gateway Welcome Signage

Trail Connection to Dean Museum & Heritage Trail

Trail Connection to Dean Museum & Heritage Trail

Community Garden

Improve Town Beach

Scenic Overlook

Rehabilitate Historic Church as Library/Community Center

Streetscape Enhancement in Hamlet Center
- Pedestrian/bike Pathway
- Street Trees
- Lighting

Low Stone Wall with "Welcome to Stony Creek" Facing Intersection

Existing Information Kiosk

Relocated Flagpole in Perennial Bed

Decorative Fence on Top of Existing River Wall

Grass Picnic Area

"Welcome to Stony Creek" for Easterly Traffic

Stone Seatwall to Provide Overlook Seating

Architectural Enhancements to Bridge
- Columns
- Planters

Decorative Stone Column with Planted Urns on Opposite Corner of Park to Balance Intersection

Infill Development on Corner Parcel

Enhancements in Hamlet Center:
- Street Trees in Tree Lawn
- Lighting

Multi-Purpose Trail Connection to Town Park and Dean Museum/Heritage Trail
- Gazebo Overlook

Possible Future Hamlet Infill
- Internet Cafe on Corner
- On-Street Parking
- Shared Off-Street Parking in Rear

- Widen Shoulders for Bike Safety
- Provide Bike Route Signage
- Improve Signage for the First Wilderness Heritage Corridor

River Walk
- Trail System
- Scenic Overlook/Fishing Pier
- Gazebo

Possible Future Parking Area

See Key Intersection Enlargement

Future New Road Enables Mixed Use Development Opportunities

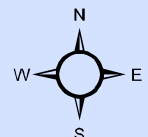
Senior Housing
- Walking Distance to Hamlet Center

Redevelopment/Reuse of Maintenance Building

Stony Creek Hamlet Plan Update Project Areas



This map was prepared for the New York State Department of State Office of Coastal, Local Government and Community Sustainability with funds provided under Title 11 of the Environmental Protection Fund.



0 90 180 360 Feet

Map prepared by Warren County GIS, July 2014
data sources: Warren County, NYS GIS, Laberge Group

First Wilderness Corridor Update



Town of Thurman Elements

"This Plan was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."



Thurman is situated on the Hudson River, just four miles from the center of Warrensburg. Thurman is much more rural and, although there are few tourism services, it offers a different, remote form of tourist experience. Thurman sits at the confluence of the Schroon and Hudson rivers, providing beautiful water and mountainous views as well as boating, rafting, and fishing opportunities for the outdoor enthusiast.

This quiet community is also known for its many small agricultural businesses offering local products such as goat milk and maple sugar delicacies with seasonal farm tours sponsored by the Town. In addition, the community is part of an extensive network of snowmobile trails with connections to neighboring counties. Athol is the center of government activity in Thurman, even though at present, there are few commercial services.

Economic and Community Development

Goals & Recommended Actions

Strengthen the economy of the region through sustainable, place-based tourism development occurring within the context and scale of smaller settlements.

- Encourage volunteers at the community level to organize and host year-round activities and special events that appeal to special interests of byway travelers.

Assist businesses to expand operations over multiple-seasons, diversify products, and stabilize their revenues.

- Avoid overdependence on single season and/or narrow-focus tourism initiatives. Encourage more visitors during what are normally considered “off seasons.”
- Provide a greater range of goods and services to year-round residents, increasing their quality of life and making the communities more attractive places to settle.

Ensure that the built and green infrastructures are adequate for existing and future demand, well maintained and expanded, where appropriate.

- Improve existing services and plan for capital investment to prevent a major financial crisis when long term improvements are necessary. Continue preventive maintenance of community infrastructure systems to lessen the impact of increased visitors on the surrounding natural environment.
- Assess existing built and green infrastructure systems, document the short and long term needs of these systems and identify resources available to assist with the maintenance and development of these systems to handle increased capacity and closely monitor conditions to avoid any threats to holding capacity.

Focus growth and development in the hamlets and villages and revitalize Main Streets through planning and ongoing programs.

- Employ appropriate forms of business development that preserve the area’s resources. Concentrate development in the hamlets and preserve open space as per local planning regulations.
- Encourage government involvement in stewarding the public assets that visitors use or see when traveling in their community.

Support community economic initiatives that contribute to the First Wilderness branding, economic growth, sustainable levels of economic growth, and a better quality of life for residents.

- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.
- Build new leadership and regional civic human capital by recruiting and cultivating residents from across the age spectrum. Capable, enthusiastic, and committed people should be encouraged to get involved.
- Increase the availability of affordable and community housing to support year-round settlement of a labor and volunteer pool.
- Consider the land-tax base and recognize that the essential parts of local culture, history and the economy are Byway stakeholders who may also be long-time residents. Raise community awareness on market factors that remove properties from the year-round housing stock and impact affordable housing. New development could not replace the loss of this essential part of the local culture, community dynamics, and economic base.
- Secure funding sources to conduct community studies, update or prepare community regulatory documents or reports, prepare design and construction documents, and implement proposed projects.
- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.

Recreation: Goals and Recommended Actions

Increase, improve, and promote desirable recreational opportunities that provide healthy, healing, and enjoyable experiences.

Recommended Actions

- Develop a continuous hiking/biking/equestrian trail from Corinth to Tahawus similar to the Northville/Placid trail. Build upon the report completed by Wilderness Property Management, Inc.
- Update services and facilities at Veterans Memorial Field

Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.

Recommended Actions

Mountain Bike Trail

- Implement a mountain bike trail, associated signage and connections around the southern end of the corridor from Lake Luzerne to Warrensburg, Thurman, Stony Creek, Hadley, and back to Lake Luzerne.

Expand Bike System

- Expand the Warren County Inter-County bicycle loop system by creating a western Warren County bike loop.
- Expand opportunities for multi-modal access to the Thurman Node, work with Warren County officials to connect to the proposed Warren County bike path.
- Acquire old railroad bridge and right-of-way for proposed bike trail to cross the Hudson River and provide a connection to Warrensburg.
- Utilize Rockwell Street and Stony Creek Road within Hadley Hamlet. A completed connection will provide access to Warrensburg, the Village of Lake George, Queensbury and Glens Falls.
- Collaborate with Warren County to promote a starting point for cycling tours that will use the train to bring people and their bikes from points south to the region.

Protect natural and recreational resources, develop an integrated program using monitoring, management and educational activities to address the problem of invasive plants and the impacts of climate change along the Corridor.

Recommended Actions

- Maintain communications with organizations and stakeholders such as the Adirondack Park Invasive Plant Program and the Nature Conservancy to address the threat of invasive species to

natural and recreational resources, roadsides, local communities, tourism service providers, and the visitor experience.

Support implementation of current recreation plans by state agencies, local government and tourism professionals that will improve outdoor experiences.

Recommended Actions

- The Town needs to review State land management plans and suggest changes to allow for Equestrian and mountain bike trails

Signage and Interpretation Goals and Recommended Actions

Enhance residents and visitors' understanding, awareness and appreciation of Corridor resources and the Adirondack Park, through education and interpretation of Corridor assets, and intrinsic qualities. Develop regional interpretive programming that engages visitors and improves their understanding and enjoyment of local historical, cultural and natural resources. Offer the Corridor patron's a quality experience of the region's recreational resources through highlighting the unique character of the corridor.

Recommended Actions

- Unifying elements, such as signage and interpretive kiosks, should be implemented throughout the Corridor to create visual continuity, support way finding, and provide easily recognizable destinations for visitors.
- Develop corridor-wide community signage design standards.
- Create Historic Interpretive Program.
- Building on the way finding system, an historic interpretive program can be created that is centered on the invention of the "log drives," civil war history and other First Wilderness themes.

Attract and direct visitors through appropriate signage to Byway resources, including using the new route name (First Wilderness Scenic Byway) to unify the region and to promote the entire Byway as a destination, encouraging visitation, and exploration of all locales.

Recommended Actions

- Coordination with Warren and Saratoga Chambers of Commerce and County Promotion Agencies and other stakeholders can capitalize on collaboration to fully expand the identification of the corridor in the region.



- Implementation of corridor orientation visitors' kiosks that provide corridor location, community destinations, and community history should be coordinated with all interested stakeholders.
 - The kiosk design should serve as a recognizable focal point for each community's train stop.
- Make placement of route identification signs a priority in order to direct visitors along the new route's many segments located in Warren and Saratoga counties.
 - Create Visitor Orientation Kiosk. To help direct the pedestrian, directional signage should be placed near the train station platform. The intent is to provide the way finding system that clearly and easily directs the visitor around the Town and to the services available in Warrensburg.
 - In addition to a listing of shops, restaurants, attractions, accommodations, and other tourism services, the kiosk could display a schedule for the trolley connecting Warrensburg and Thurman.
 - It is important to note that appropriate directional signage will remove any "guesswork" and make the visitor's experience more enjoyable.

Promote Corridor recreational assets through: the design and installation of appropriate signs or resource markers at all major historic, recreational and educational sites, including bike, cross-country, road and mountain biking trails and the use of interpretive brochures, the web, kiosks, and trail maps showing resource locations.

Recommended Actions

- Promote visitor brochures describing the history of the dude ranches and boarding houses in the area.
- Identify historical sites with signage.

Transportation, Safety and Community Design Goals & Recommended Actions

Continue to improve transportation infrastructure by incorporating FWHC community design considerations into proposed projects. Work with NYSDOT and County DPW staff during early stages of agency project planning to implement transportation goals. Map hidden scenic spots in need of clearing for pull-offs or panoramic outlooks.

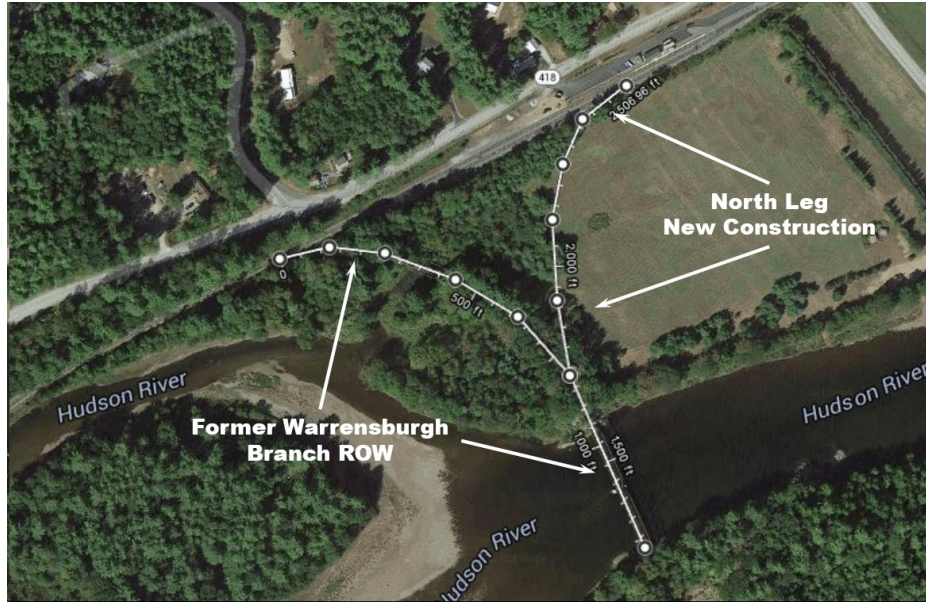
Recommended Action(s)

- Support and expand ongoing capital transportation planning for FWHC highways and bridges through the Saratoga and Warren County DPW, Adirondack/Glens Falls Transportation Council, the Capital District Transportation Committee and Region 1 DOT. As capital projects identified by these organizations for FWHC communities change from time to time, collaborate often and early in project development.
- Develop and maintain productive relationships with government highway officials, including the appropriate Department of Transportation, County and local representatives so that the Corridor roads and its corridor are well cared for and facilitate choice of options for travelers, including bicycling, walking, and driving.
- Station Vicinity Pedestrian Safety and Provide Amenities. This project entails completing a streetscape improvement program including installing sidewalks near the station, highly visible crosswalks connecting to the tourism amenities on the west side of Stony Creek Road, benches, flowers, and a connection to the bikeway. The intent is to create an exciting pedestrian atmosphere that invites the pedestrian to walk around the area and have the ability to cross the road safely.

Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Corridor. Improve and promote opportunities for “green” travel as a means for exploring the Corridor. Maximize use of the historic railroad and river systems.

Recommended Actions

- Expand the network of short line railroads and establish this model as a best practice that the other communities can emulate. Broaden multi-modal service to connect with public transit systems in Saratoga and Glens Falls.
- Use the roadway, bike, rail, and foot trail land routes, water routes, and air routes to facilitate the arrival and extended stay of visitors.
- Secure a Train Turntable or Wye. Explore the feasibility of acquiring a train turntable from White River Junction, Vermont, to be located at either Thurman or Hadley for historic and practical components of train operations.



- Expand and connect the eastern Warren County Bike System.
Improved linkages for recreationalists are needed to better connect these three communities.

Goal #2. Consider a trolley to link to Warrensburg and Lake George Village

Recommended Actions

- Due to the close proximity of Warrensburg to the Thurman Node a trolley is proposed to link the two communities together. The trolley can be coordinated with the train times so that visitors have the opportunity to access services that may not be available in Thurman.
- To expand on this concept further, the trolley may also connect to the Village of Lake George or Bolton Landing

Provide for a safe and enjoyable Corridor touring experience for of all Corridor users (including bicyclists and pedestrians) by using a Complete Streets approach to planned improvements as funding permits.

Recommended Actions

- Work with agencies to improve parking at identified sites for extended stay hikers, canoeists and other recreationalists.
- Comply with the Complete Streets policy of New York State. Install curbs, sidewalks, and crosswalks in all Corridor hamlets and villages.

- Ensure that the roads are well maintained and developed. Corridor businesses are dependent on these main arteries of transportation. Working to keep the roads in sound condition will not improve visitor access but will facilitate the delivery of goods and supplies to support business operations.
- Ensure that all crosswalks from proposed parking to train stations and platforms in each community are well marked and signed.
- Safety Enhancements.
 - To enhance pedestrian circulation, seek funding to construct highly visible crosswalks across Stony Creek Road. The circulation system should link the station platform to the parcel on the west side of Stony Creek Road as it develops with modest tourism services.
 - A small number of sidewalks should also be added so pedestrians will not have to walk in the road's right-of-way.
 - Connect to additional activities (i.e., camping facilities north and south of the node) along the waterfront with a stone dust pathway.

Future Stewardship

The following priorities are listed in the Implementation Plan to support stewardship and conservation goals for the corridor's natural, historic, cultural, and recreational resources that contribute to the viability of Corridor communities:

- Support regional initiatives to improve the environment to preserve and maintain the quality of the Corridor experience.
- Preserve Adirondack scenery, environment and character in order to safeguard the intrinsic beauty of the landscape that makes the Corridor region a desirable travel destination.
- Develop strategies to promote wilderness ethics and support the "leave no trace" concept.
- Encourage the improvement of roadside aesthetics and community pride.
- Arrest the intrusion of both land and water invasive species. Develop an integrated program using monitoring, management, and education activities to address the problem of invasive plants along the roadway. This includes raising visitor awareness of how they unknowingly become transporters of invasive plants and insects as they travel from place to place exploring the Corridor.

- Promote and protect water quality by reducing, eliminating, and preventing water pollution.
- Restore and rehabilitate significant historic structures.
- Encourage early and repeated programs that cultivate future stewards from the local population of young people.
- Educate visitors about stewardship responsibilities along the trail, including stewardship of the “irreplaceable.”
- Encourage and support local projects that secure the future of the FWHC’s historic, cultural, natural, and recreational resources.

First Wilderness Heritage Corridor



Thurman (Athol) Hamlet Plan Update Project Areas



Legend

- +— Railroad
- ▭ Town Boundaries



This map was prepared for the
New York State Department of State
Office of Coastal, Local Government
and Community Sustainability with funds
provided under Title 11 of the
Environmental Protection Fund.

Map prepared by Warren County GIS,
March 2014
data sources: Warren County, NYS GIS

First Wilderness Corridor Update



Town of Warrensburg Elements

"This Plan was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund."



This section provides an overview of chapter-specific strategic priorities for the First Wilderness Scenic Corridor. They are also identified in the Implementation Plan in their entirety. The Implementation Plan identifies potential partners, time frame, and priority. These projects will be launched only as staff and funding allow.

Warrensburg provides a multitude of tourism activities and a full array of visitor services. The Town is located along the beautiful and historic Schroon River and is an important gateway community to the Adirondacks. The Town of Warrensburg was first settled near Warrensburg village around 1790 and was established in 1813 by a division of the original Town of Thurman. Tree lined, narrow streets host historic post-Colonial and Victorian homes. Warrensburg is the home of many small specialty and antique shops, second-hand stores, grocery stores, restaurants and numerous Bed and Breakfast accommodations. The Warren County Fairgrounds are located just a few miles off the Corridor. Events such the annual Youth Fair take place at the fairgrounds.

Surrounded by many acres of state-owned forested land, Warrensburg is ideal for those interested in hiking, backpacking, trailer and tent camping, biking, cross-country skiing, downhill skiing, horseback riding, snowmobiling, and rafting. Special outdoor attractions include Hackensack Mountain with a breathtaking vista of the Hamlet and river confluences, and Ben Wood Mountain with expansive views of SUNY ESF Pack Demonstration Forest. An accessible, mile-long nature trail is available just a short distance from the Corridor. The many NYS trails and primitive camping site within the Lake George Wild Forest provide access to the Hudson River and other water bodies.

Warrensburg has public tennis courts, ball fields, and a sandy, secluded beach. Golf courses and dude ranches are nearby. In addition, a farmer's market is held from the spring through fall adjacent to the Schroon River along NYS 418. James Fennimore Cooper penned the novel, "The Last of the Mohicans" in a second story storefront apartment along what is now Main Street (Route 9). Warrensburg annually sponsors what has come to be known as the "World's Largest Garage Sale," occurs on the first weekend of October. Thousands of bargain seekers from all over the USA and Canada attend. In early June, the Town hosts the Warrensburg Bike Week. Thousands of bikers arrive in conjunction with the Americade Motorcycle Touring event (Source Warrensburg Chamber of Commerce).

Economic and Community Development

Goals & Recommended Actions

Goal# 1, Strengthen the economy of the region through sustainable, place-based tourism development occurring within the context and scale of smaller settlements.

- Encourage volunteers at the community level to organize and host year-round activities and special events that appeal to special interests of byway travelers.

Goal # 2, Assist businesses to expand operations over multiple-seasons, diversify products, and stabilize their revenues.

- Avoid overdependence on single season and/or narrow-focus tourism initiatives. Encourage more visitors during what are normally considered “off seasons.
- Provide a greater range of goods and services to year-round residents, increasing their quality of life and making the communities more attractive places to settle.

Goal #3, Ensure that the built and green infrastructures are adequate for existing and future demand, well maintained and expanded, where appropriate.

- Improve existing services, and plan for capital investment to prevent a major financial crisis when long term improvements are necessary. Continue preventive maintenance of community infrastructure systems to lessen the impact of increased visitors on the surrounding natural environment.
- Assess existing built and green infrastructure systems, document the short and long term needs of these systems, and identify resources available to assist with the maintenance and development of these systems to handle increased capacity and closely monitor conditions to avoid any threats to holding capacity.

Goal #4, Focus growth and development in the hamlets and villages and revitalize Main Streets through planning and ongoing programs.

- Employ appropriate forms of business development that preserve the area’s resources. Concentrate development in the hamlets and preserve open space as per local planning regulations.
- Encourage government involvement in stewarding the public assets that visitors use or see when traveling in their community.

Goal #5, Support community economic initiatives that contribute to the First Wilderness branding, economic growth, sustainable levels of economic growth, and a better quality of life for residents.

- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.
- Build new leadership and regional civic human capital by recruiting and cultivating residents from across the age spectrum. Capable, enthusiastic, and committed people should be encouraged to get involved.
- Increase the availability of affordable and community housing to support year-round settlement of a labor and volunteer pool.
- Consider the land-tax base and recognize that the essential parts of local culture, history and the economy are Byway stakeholders who may also be long-time residents. Raise community

awareness on market factors that remove properties from the year-round housing stock and impact affordable housing. New development could not replace the loss of this essential part of the local culture, community dynamics, and economic base.

- Secure funding sources to conduct community studies, update or prepare community regulatory documents or reports, prepare design and construction documents, and implement proposed projects.
- Invest in community improvements that support the residents, organizations, and businesses as a whole. Engage in sound economic development that improves the business climate, appeals to tourists, and maintains the natural, historic, and rural character of the area.

Recreation: Goals and Recommended Actions

This section provides an overview of chapter-specific strategic priorities for the First Wilderness Scenic Corridor. They are also identified in the Implementation Plan in their entirety. The Implementation Plan identifies potential partners, time frame, and priority. These projects will be launched only as staff and funding allow.

While most of the recreational facilities and areas along the Corridor are not only extremely well-developed, but also well maintained, opportunities exist to improve the recreational experience. Suggestions are included in the Implementation Plan, Recreation section, which delineates the target goals and specific recommendations for action. The strategic recommendations outlined in Table 21 relate to recreational resources along the Corridor:

Recreation Goals and Recommended Actions

Goal #1 Increase, improve, and promote desirable recreational opportunities that provide healthy, healing, and enjoyable experiences.

Recommended Actions

Goal #2 Increase accessibility and linkages between recreational resources (land and water), promote less-utilized natural/recreation sites, and actively direct traffic away from overused sites towards underused sites.

Recommended Actions

- Clearly Identify Trail Head to Hackensack Mountain.

- Create Linkage programs with Pack Forrest.
- Develop Canoe and Kayak access points along Schroon River.
- Work with Hickory Hill to develop year round destination recreational opportunities.

Goal #3 Protect natural and recreational resources, develop an integrated program using monitoring, management and educational activities to address the problem of invasive plants and the impacts of climate change along the Corridor.

Recommended Actions

- Maintain communications with organizations and stakeholders such as the Adirondack Park Invasive Plant Program and the Nature Conservancy to address the threat of invasive species to natural and recreational resources, roadsides, local communities, tourism service providers, and the visitor experience.

Goal #4 Support implementation of current recreation plans by state agencies, local government and tourism professionals that will improve outdoor experiences.

Signage and Interpretation Goals and Recommended Actions

Goal #1 Enhance residents and visitors' understanding, awareness and appreciation of Corridor resources and the Adirondack Park, through education and interpretation of Corridor assets, and intrinsic qualities. Develop regional interpretive programming that engages visitors and improves their understanding and enjoyment of local historical, cultural and natural resources. Offer the Corridor patron's a quality experience of the region's recreational resources through education and interpretation highlighting the unique character of the corridor.

Recommended Actions

- Unifying elements, such as signage and interpretive kiosks, should be implemented throughout the Corridor to create visual continuity, support way finding, and provide easily recognizable destinations for visitors.

Goal #2 Attract and direct visitors through appropriate signage to Byway resources, including using the new route name (First Wilderness Scenic Byway) to unify the region and to promote the entire Byway as a destination, encouraging visitation, and exploration of all locales.

Recommended Actions

- Coordination with Warren Chambers of Commerce and County Tourism Bureaus and other stakeholders can capitalize on collaboration to fully expand the identification of the corridor in the region.
- Implementation of corridor orientation visitors' kiosks that provide corridor location, community destinations, and community history should be coordinated with all interested stakeholders.
- The kiosk design should serve as a recognizable focal point for each community's train stop.
- Make placement of route identification signs a priority in order to direct visitors along the new route's many segments located in Warren and Saratoga counties.

Goal #3 Promote Corridor recreational assets through: the design and installation of appropriate signs or resource markers at all major historic, recreational and educational sites, including bike, cross-country, road and mountain biking trails and the use of interpretive brochures, the web, kiosks, and trail maps showing resource locations.

Recommended Actions

- Enhance gateway into community through cooperative effort with the Town of Lake George.
- Work with property owners to inform traveling public about Warrensburg.
- Install Way finding Signage.

Transportation, Safety and Community Design Goals & Recommended Actions

Goal #1 Continue to improve transportation infrastructure by incorporating FWHC community design considerations into proposed projects. Work with NYSDOT and County DPW staff during early stages of agency project planning to implement transportation goals. Map hidden scenic spots in need of clearing for pull-offs or panoramic outlooks.

Recommended Action(s)

Corridor-WIDE

- Support and expand ongoing capital transportation planning for FWHC highways and bridges through the Saratoga and Warren County DPW, Adirondack/Glens Falls Transportation Council, the Capital District Transportation Committee and Region 1 DOT. As capital projects identified by these organizations for FWHC communities change from time to time, collaborate often and early in project development.
- Develop and maintain productive relationships with government highway officials, including the appropriate Department of Transportation, County and local representatives so that the Corridor roads and its corridor are well cared for and facilitate choice of options for travelers, including bicycling, walking, and driving.

Goal #2 Promote and increase linkages for the use of, and access to, multi-modal forms of transportation and connect access points to the “outside” world’s transportation hubs that are closest to the Corridor. Improve and promote opportunities for “green” travel as a means for exploring the Corridor. Maximize use of the historic railroad and river systems.

Recommended Actions

- Expand the network of short line railroads and establish this model as a best practice that the other communities can emulate. Broaden multi-modal service to connect with public transit systems in Saratoga and Glens Falls.
- Use the roadway, bike, rail, and foot trail land routes, water routes, and air routes to facilitate the arrival and extended stay of visitors.
- Expand and connect the eastern Warren County Bike System.
- Improved linkages for recreationalists are needed to better connect Thurman, Warrensburg and Lake Luzerne.
- Shuttle Service - Coordinate with Thurman Station to provide Shuttle Service to Warrensburg.
- Explore possibility of using old rail bed as bike path through purchase or easement.

Goal #2. Consider a trolley to link to Warrensburg and Lake George Village

- Due to the close proximity of Warrensburg to the Thurman Node a trolley is proposed to link the two communities together. The trolley can be coordinated with the train times so that visitors have the opportunity to access services that may not be available in Thurman.
- To expand on this concept further, the trolley may also connect to the Village of Lake George or Bolton Landing.

Goal #3 Provide for a safe and enjoyable Corridor touring experience for of all Corridor users (including bicyclists and pedestrians) by using a Complete Streets approach to planned improvements as funding permits.

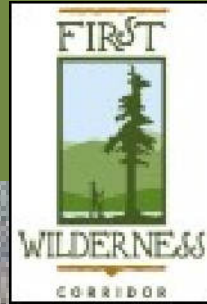
Recommended Actions

- Work with agencies to improve parking at identified sites for extended stay hikers, canoeists and other recreationalists.
- Comply with the Complete Streets policy of New York State.
- Install curbs, sidewalks, and crosswalks in all Corridor hamlets and villages.
- Ensure that the roads are well maintained and developed.
- Corridor businesses are dependent on these main arteries of transportation. Working to keep the roads in sound condition will not improve visitor access but will facilitate the delivery of goods and supplies to support business operations.
- Ensure that all crosswalks from proposed parking to train stations and platforms in each community are well marked and signed.
- Create vehicle pull offs and parking.
- Provide information kiosks at pull off/parking locations.

Future Stewardship

The following priorities are listed in the Implementation Plan to support stewardship and conservation goals for the corridor's natural, historic, cultural, and recreational resources that contribute to the viability of Corridor communities:

- Support regional initiatives to improve the environment to preserve and maintain the quality of the Corridor experience.
- Preserve Adirondack scenery, environment and character in order to safeguard the intrinsic beauty of the landscape that makes the Corridor region a desirable travel destination.
- Develop strategies to promote wilderness ethics and support the “leave no trace” concept.
- Encourage the improvement of roadside aesthetics and community pride.
- Arrest the intrusion of both land and water invasive species. Develop an integrated program using monitoring, management, and education activities to address the problem of invasive plants along the roadway. This includes raising visitor awareness of how they unknowingly become transporters of invasive plants and insects as they travel from place to place exploring the Corridor.
- Promote and protect water quality by reducing, eliminating, and preventing water pollution.
- Restore and rehabilitate significant historic structures.
- Encourage early and repeated programs that cultivate future stewards from the local population of young people.
- Educate visitors about stewardship responsibilities along the trail, including stewardship of the “irreplaceable.”
- Encourage and support local projects that secure the future of the FWHC’s historic, cultural, natural, and recreational resources.

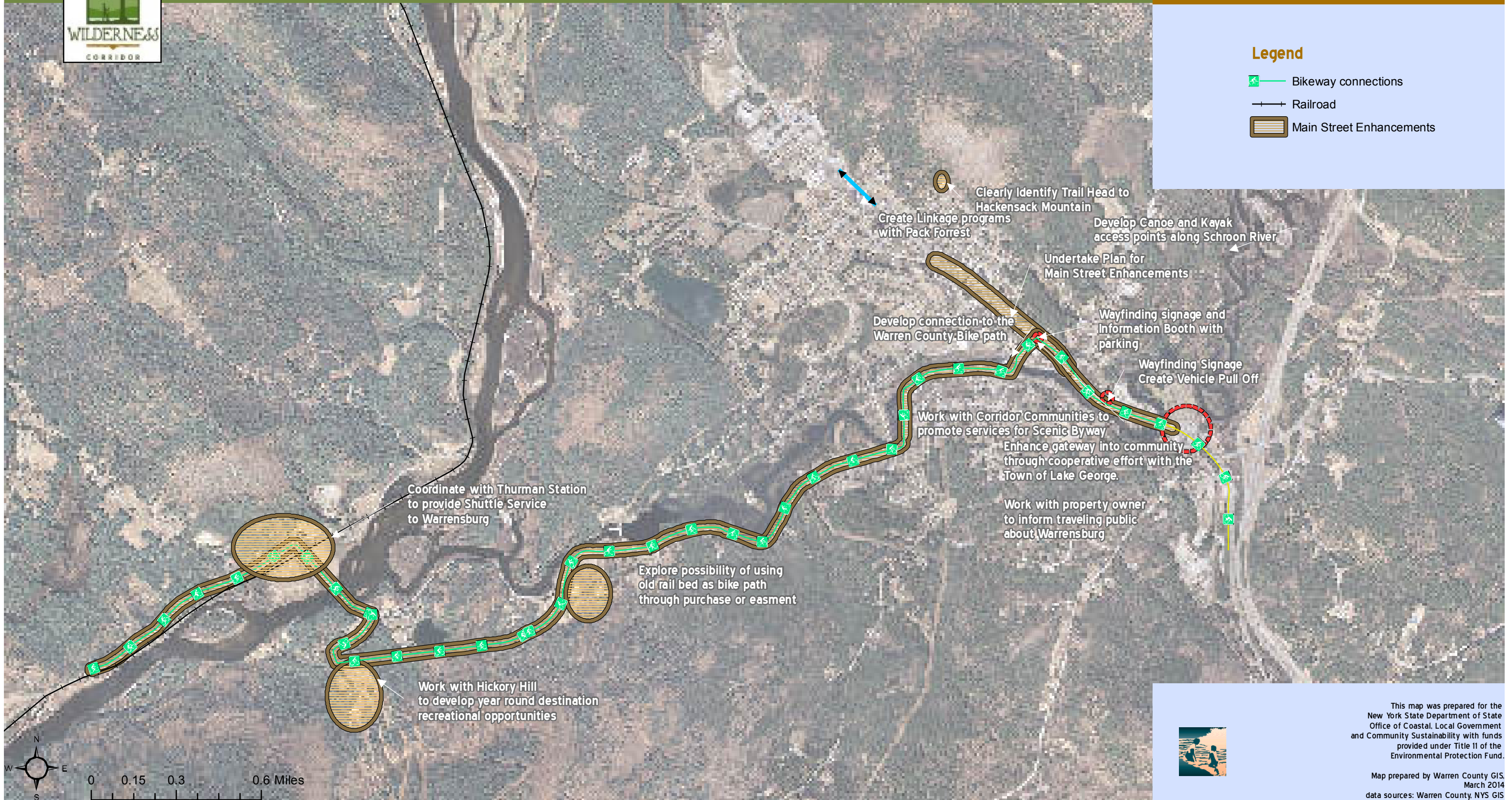


First Wilderness Heritage Corridor

Warrensburg Hamlet Plan Update Project Areas

Legend

- Bikeway connections
- Railroad
- Main Street Enhancements



This map was prepared for the New York State Department of State Office of Coastal, Local Government and Community Sustainability with funds provided under Title 11 of the Environmental Protection Fund.

Map prepared by Warren County GIS, March 2014
data sources: Warren County, NYS GIS

VI. IMPLEMENTATION....THE FIRST WILDERNESS EXPERIENCE

Achieving the Single Tourism Experience

A creative and flexible system of governance needs to be established to implement the First Wilderness Experience. In order to gain maximum, long term benefit from the development of this heritage corridor and the anticipated scenic byway designation, the single visitor experience must be given priority in the development of tourist attractions, events and recreational facilities. While strict uniformity is not desired, there is need for a unifying consistency that is carried out through the nine communities. This could encompass a wide range subjects that include signage, business advertising, community events, trail development and structural features that convey the theme of the First Wilderness Heritage Corridor within the Adirondack Park. The primary mission of the identified governance body is to insure that the unified theme is carried out Corridor-wide and sustained through tourism and economic development organizations at the county and local municipal level.

Management Form and Function

The development and selection of an organizational structure to implement the purpose and intent of the First Wilderness Experience must take into account the stakeholders - both public and private – that support an authentic, historically based visitor experience. A new public or quasi-public organization would be created to manage the First Wilderness Heritage Corridor. Logical options for an organization to conduct business in the Corridor communities may include a public authority or a local development corporation. The primary role of this organization will be to insure a consistency of effort that builds upon the existing inter-municipal agreements for the nine communities in two counties. The major tasks to be conducted by this organization will include;

- coordinating marketing programs,
- unifying promotional materials,
- assisting local organizations and chambers of commerce with event development,
- expanding the web-based presence of the First Wilderness Experience to include all social media,
- advocating for public investment for essential Corridor infra-structure improvements,
- creating and developing opportunities for organizational sustainability,
- utilizing technical and planning advisors to achieve FWHC goals and objectives,
- collaborating with tourism, planning, transportation and regional economic development organizations to advance FWHC goals and objectives and,
- measuring and evaluating the effectiveness of programs, projects and activities undertaken within the First Wilderness Heritage Corridor.

Administrative Organization...Options

There are two types of organizations that can function as the governing organizational entity to manage

the First Wilderness Heritage Corridor and maximize opportunities for the tourism economy concerning the railroad, Hudson River waterfront, central business district revitalization and visitor related services. The choice to pursue the creation of a public authority or a local development corporation is a matter of the political will to achieve certain priority goals. Both types of organizations can assemble staff and technical advisors to conduct overall management for Corridor-wide projects and programs, undertake operations management for the rail line and rolling stock - including administering revenue, paying for utilities and services. Both administrative structures can assist local chambers of commerce and non-profit organizations with developing events, marketing and promotion activities. These entities can develop long-term plans and short-term strategies to achieve a sustainable financial future to continue the goals of the First Wilderness Heritage Corridor. Regardless of the choice of administrative structures, this organization must be able to transform their role as a governing entity to also one of leadership in working with local elected officials and the business community. The administrative organization will be evaluated using measureable results as to their success in expanding the number of new tourism businesses, increasing sales tax revenue and creating real job growth for residents in the First Wilderness communities.

The choice of a public authority as a managing entity would appear as the best choice given the operations and tasks that may be required should the counties manage the rail line and railroad operations. The authority could have an expanded role as needed – particularly as it relates to marketing, events and promotions. The authority, with a separate administrative structure, can be given the power to issue bonds, assume debt and finance necessary projects within the Corridor. The creation of an authority, however, requires a special action of the NYS legislature. Its approval is subject to statewide political forces and delays in its creation could be problematic in advancing the project priorities for the First Wilderness Corridor.

The alternative choice of a Local Development Corporation (LDC) does not have the full range of powers when compared to a public authority. Its creation is the result of actions by local governments. The mission, purpose and bylaws of an LDC can be designed to sustain the operation and program goals of the First Wilderness Heritage Corridor for an extended period. LDC's have a proven ability to implement and positively impact economic development conditions in urban and rural communities throughout New York State.

The creation of an LDC can be formed by the participating municipalities within the two counties is a prescriptive process that includes the following elements;

- 1.) Certificate of Incorporation – purpose and list of initial directors
- 2.) LDC Bylaws – mission, goals, officers and their terms, directors, meeting schedule
- 3.) Filing Certificate with NYS Department of State (with nominal filing fee)
- 4.) Conduct organizational meeting and first annual meeting of the members
- 5.) Elect members to the Board
- 6.) File sales tax exemption with NYS

7.) Pursue tax-exempt status with Internal Revenue Service.

The new administrative entity would be the First Wilderness Development Corporation, charged with the mission to implement the goals of the Corridor as well as those identified in the Action Plan. This new Corporation, acting on behalf of the communities, would undertake activities as identified in the “Management – Form and Function” element of this Section. Staffing needs would be identified and secured as identified by the Board of Directors. It is presumed that the services of the County Planning Department would be provided as directed by the Board of Supervisors. Technical advisors would also be identified as required. During the initial year of the operation of the LDC would focus their attention on three initiatives;

The LDC will work with the County, local governments, and tourism-related enterprises to develop the Nodes included in the Action Plan. For the participating communities, the nodes will serve as focal points of the marketing and promotion efforts involved with the First Wilderness Experience.

Implementing the Action Plan will involve the following activities:

- Assisting in the development of tourist interpretive themes for sites along First Wilderness Corridor
- Inventorying and contacting local tourism attractions to explore cross-promotional potential
- Promote entrepreneurship among local tourism operators
- Coordinate activities with other tourism promotion groups
- Increase communications within the region
- Develop the tourism infrastructure associated with the nodes (platforms, stations, signage, kiosks, etc.)
- Develop the tourism infrastructure (train stops, signage, kiosks, etc.) to improve the ability of tourists to experience the Corridor.
-

Creating a Marketing and Promotional Campaign

The LDC would coordinate the effort to market and promote the First Wilderness Heritage Corridor. One of the first steps in this process would be to secure the services needed to design a logo for the corridor, and develop a brochure describing it. The brochure would serve to inform both tourists and participating tourist-related enterprises about the major themes that will be included in the First Wilderness Heritage Corridor. The logo would be used in signage and promotional materials to orient tourists to the various component attractions in the Corridor. It is recommended that, to the greatest extent possible, the tourism operators consult in the development of the logo so that, as opportunities arise, they will be willing to include the logo as part of their own promotional materials.

In addition to developing the logo and brochure, the LDC will work with existing tourism-related enterprises to promote the First Wilderness Experience. This effort will combine three promotional strategies:

- *Brochure exchange* mutual agreements to display each other's brochures at each attraction's admissions area or gift shop.
- *Cross promotion* mutual agreements to promote each other's attractions in specific promotional efforts. This can range from a simple reference to the other attraction in advertisements, brochures, etc., to providing admissions discounts to patrons of other attractions. The Corridor should seek to develop cross-promotional relationships with existing major attractions like the Adirondack Museum, Gore Mountain, and Great Escape.
- *Cooperative Marketing* pooling marketing resources to create ad campaigns that promote all participating attractions simultaneously. The use of the "First Wilderness" experience could become the theme for a series of cooperative marketing efforts.

The First Wilderness Development Corporation, through the application assistance requested by Warren County, with support from the Planning Department or its designated Technical Advisors, will request financial assistance as available from the NYS Department of State to complete the tasks defined in this Section in order to initiate a successful implementation effort for the plans, projects and programs of the First Wilderness Heritage Corridor.

Regional & County Economic Development Resources

Empire State Development (ESD)

The Empire State Development (ESD) is the lead economic development agency for the State. Warren County is served by the ESDC Capital Region offices in Troy which provide area businesses with a wide array of capital, infrastructure, and training programs. Empire State Development provides a variety of assistance aimed at helping businesses small and large. ESD offers loans, grants and tax credits, as well as other financing and technical assistance, to support businesses and encourage their growth within New York State.

Adirondack North Country Association (ANCA)

The Adirondack North Country Association (ANCA) is a not-for-profit corporation founded in 1955 to support sustainable economic development in New York State's Adirondack North Country. ANCA organizes its work around three key interrelated goals, each one supported by strategic objectives and a portfolio of programs and projects.⁸

Resilient local economies: provide the foundation for business development that will create family-sustaining jobs in rural communities, increase economic diversity, and build opportunities for the entire region to thrive as a more efficient, self-reliant and localized economy, linked to the global economy, and protective of the region's extraordinary natural environment.

Vibrant communities: foster connections between communities and people, enable visitors and residents to fully experience the region's abundant cultural and natural assets, empower and support the region's artisans, farmers, and other local producers, and to encourage investment in community infrastructure and assets

Distinct sense of place: recognize and highlight the exceptional assets that make this region unique including the inter-relationship between its urban and rural communities and its vast natural areas, create a strong regional brand, and build the case for investment in the region

ANCA's mission is to catalyze sustainable economic development across the Adirondack North Country and to enhance the quality of life of the people who live, work and visit the region by:

- Fostering the conditions for necessary for business development.
- Managing programs that increase regional self-reliance.
- Developing projects and partnerships that support regional businesses and bring investment to the region's rural places.
- Spotlighting the extraordinary natural, cultural and historic assets of the region.

- Advocating for the region at the State and national levels.

ANCA' programs include:

- Business and Community Development program: ANCA' key goal is to strengthen the foundation for business development with a focus on small businesses, creating more family-sustaining jobs in rural communities, increasing economic diversity, and building opportunities for a more efficient, self-reliant and localized economy. Programs support this goal by building capacity and markets for the region' thousands of entrepreneurs and by advancing investment in broadband and other essential infrastructure through direct action and partnerships with communities, businesses, State and local governments and universities.
- Energy: ANCA is a partner in NYSERDA' (New York State Energy Research and Development Authority) Energy Smart Communities (ESC) program across 10 counties in the North Country. The ESC program provides to residents, businesses, and communities with energy education, outreach services, and clean energy business development.
- Agriculture: ANCA aims to help build a sustainable local food economy and better food security and access to fresh food for all income groups across the region. Increasing the prosperity of local farmers is a central goal, achieved in part through building local food demand across the region.
- Forest Economy: With 8.8 million forested acres in the Adirondack North Country region, ANCA advocates for the expansion of wood-based enterprises including solid wood manufacturing, pulp and paper producers and the use of biofuels.
- Artisan Support: ANCA' annual gift-product trade show, Buyer Days, features handmade products and specialty foods from regional artisans and producers. During the two-day event, gift shop attendees order products from approximately 60 artisan exhibitors. Product lines typically are of a style or theme most suited for the mountain, lake and river based setting of Northern New York and New England.
- Scenic Byways: Through Byway planning, marketing, stewardship, and other projects, ANCA empowers communities to reap the benefits of these important tourism assets.

Adirondack Economic Development Corporation (AEDC)

The Adirondack Economic Development Corporation (AEDC) is a private not-for-profit 501-c-3 economic development corporation that was formed in 1976 as a cooperative effort of community leaders in towns of the northern Adirondacks. AEDC was created to reduce unemployment and expand employment opportunities for the region's residents through activities to strengthen and diversify the regional economy. AEDC's programs combine entrepreneurial training and small business development, community development services, and financing capacity to create multi-level economic opportunities appropriate for an environmentally protected region.

Warren County Department of Planning and Community Development

The Warren County Department of Planning and Community Development provides the following community development services:

- Proposal development and funding requests for federal and state programs relating to housing, community facilities, and economic development projects and programs.
- Administration and management of home improvement and new home ownership programs that benefit low and moderate income persons, including the HOME, Access to Home, Restore and SDBE Senior programs
- Administration and management of programs that improve or develop public facilities within local communities.
- Special project planning and development as identified by the Warren County Board of Supervisors (e.g. Tourist Rail Line Extension and Connection to Saratoga Springs, Outdoor Drama Theater Project).
- Development and management of a county-wide "Main Street Program" consistent with the program objectives initiated by the National Trust for Historic Preservation.

Warren County Economic Development Corporation (EDC)

The Warren County Economic Development Corporation (EDC) is the economic development engine for Warren County, attracting new businesses to the area, and helping existing ones expand. The EDC is dedicated to increasing the flow of capital for economic, workforce, and community development in Warren County. The EDC has access to a vast network of local, regional, and national resources, which assists them in their efforts to strengthen existing

businesses and attract new enterprises.

Warren County Local Development Corporation (LDC)

The purpose of the Warren County Local Development Corporation (LDC) is to further projects and programs that enhance the economic well-being of Warren County and its communities. In addition to serving as a fiduciary account for County Planning Department projects and repository for housing program funding awards, disbursements and repayments, the LDC administers the county's small business lending program.

Other Potential Funding Sources for Revitalization

NYSCA: The New York State Council on the Arts (NYSCA)

The New York State Council on the Arts (NYSCA) is the primary grant making agency charged with supporting the growth of arts and cultural venues throughout New York State. Grants are awarded in “4 discipline-based funding programs: Architecture, Planning and Design (which includes funding for Facilities); Arts Education; Dance; Electronic Media and Film; Folk Arts; Individual Artists; Literature; Museum; Music; Presenting; Special Arts Services; State and Local Partnerships; Theatre; and Visual Arts.”NYSCA’ Decentralization Program annually distributes funding to organizations each year through a network of Local Arts Councils around the State who, in turn, re-grant NYSCA funds.

NYS Office of Parks, Recreation and Historic Preservation

Most noted for supporting the development of public recreational facilities, the Office of Parks, Recreation and Historic Preservation administers a number of matching grants; three of which are found below. Under these programs, OPRHP provides grants for historic preservation and heritage tourism projects.

- Parks Program: A grant program for the acquisition or development of parks and recreational facilities for projects to preserve, rehabilitate or restore lands, waters or structures for park, recreation or conservation purposes.
- Historic Preservation Program: Program funds can be used to acquire, improve, protect, preserve, rehabilitate or restore properties listed on the National or State Registers of Historic Places. The Town may want to review requirements to list historically significant properties and/or real-estate on either or both the National or State Registers of Historic Places.

- Heritage Areas Program: This program provides projects to preserve, rehabilitate or restore lands, waters or structures, identified in a management plan approved by the Commissioner. Projects must fall within a New York State Designated Heritage Area. Further research may be required to meet Designated Heritage Area eligibility.

Creating Healthy Places to Live, Work & Play

The Creating Healthy Places to Live, Work & Play, a program funded by the New York State Department of Health, and awarded to the Glens Falls Hospital Health Promotion Center is intended to:

- Encourage schools to allow public use of their resources and athletic facilities for active recreation and healthy eating initiatives.
- Encourage municipalities to adopt "Complete streets" policies to enable safe travel for all users, particularly pedestrians and bicyclists.
- Encourage municipalities to adopt land-use or building code policies that enable healthy living and are in line with "Smart Growth" and "Universal Design" principles.
- Establish and improve community gardens and link service agencies with fresh produce.
- Revitalize underused parks and promote usage of recreational facilities and green space for active recreation.
- Assist businesses in implementing healthier work environments for employees and workforce initiatives promoting wellness.

The program is providing towns and villages in Warren and Washington Counties with resources to support the understanding and implementation of planning and design of Complete Streets. Complete Street policies are intended to support the safety and accessibility of streets for all user groups including pedestrians, cyclists, public transit users and motorists. Transportation projects incorporating Complete Street principles may enhance accessibility for individuals of varied ages and abilities and the overall quality of life through the promotion of physical activity, environmental protection, socialization, and safety for all users. Towns and villages can adopt local Complete Street policies to ensure that accommodation of all users becomes routine in all

road projects. By adopting a Complete Streets policy, the Town can guide their transportation planners and engineers to routinely design and operate 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 the Town a better place to live. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

For Public Development:

NYS Empire State Development Programs: Economic Development Fund, Regional Economic Development Partnership Program - grants and loan/grant combinations – tourism related activities.

NYS Bond Act funding, NYS OPRHP and Department of State: LWRP grant funding.

NYS Legislative Member Items.

Local/Regional Foundations: The Hudson River Foundation, Whitney Trust Foundation, if applicable etc.

In-kind donations and force account to reduce outlay of actual cash \$:

- 🕒 Use of Town force account for labor
- 🕒 Use potential for donation of materials, equipment, additional labor
- 🕒 Integrate into BOCES/School system training programs
- 🕒 Utilize NYS Department of Corrections work program for clearance, clean-up, painting and day labor, etc

For Private Development: Utilize services of Regional Economic Development organizations, to help promote business development to access:

NYS Empire State Development Programs: Economic Development Fund, Regional Economic Development Partnership Program.

US Department of HUD: Economic Development/job creation: If there are plans to incorporate private sector job creation into project development or benefit to low and moderate income persons, grant funding is possible through CDBG program.

US Department of Agriculture funding through Local and Regional Economic Development Corporations.