



Town of Hadley, Saratoga County, New York

Hadley Hamlet Pedestrian Linkage Study and Main Street Improvement Plan

March 2006

SYNTHESIS #: L2005036.00



Hadley Hamlet, Saratoga County, New York

Hadley Hamlet Pedestrian Linkage Study and Main Street Improvement Plan

Prepared For

Hadley Hamlet, New York
Jeffrey Trottier, Town Supervisor

Capital District Transportation Committee

Saratoga County Planning Department

Hadley Hamlet Master Plan Committee

Prepared By

Synthesis LLP

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Hadley Hamlet, Saratoga County, New York

Hadley Hamlet Pedestrian Linkage Study and Main Street Improvement Plan

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Town of Hadley, Saratoga County, New York

Hadley Hamlet Pedestrian Linkage Study and Main Street Improvement Plan

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I. Introduction

The Pedestrian Linkage Study and Main Street Improvement Plan grew from ideas that had been generated in two previous documents; the *Rediscovering the First Wilderness* report prepared by The Saratoga Associates and the *Hadley Hamlet Master Plan* prepared by The LA Group (Appendix A summarizes the ideas in these documents that led to this plan). These documents gathered community input and momentum to make suggestions that will assist Hadley to respond to development pressure with a clear and cohesive vision. The Capital District Transportation Committee in partnership with the Saratoga County Planning Department and the citizens of the Master Plan Advisory Committee have sponsored this report, which outlines the conceptual pedestrian linkage plan for Hadley Hamlet.

The project team met five times during the fall and early winter of 2005 and a public meeting to present the ideas generated for this was held in December. Meeting minutes are included in Appendix E. The primary study area is enclosed by the shores of the Hudson and Sacandaga Rivers (the eastern and southern boundaries), the Hadley Scenic Rail station (western boundary), and Sam Smead Town Park (northern boundary). The study also considered linkages to the rest of the Town and to nearby Warren County and Lake Luzerne.

The Pedestrian Linkage Study and Main Street Improvement Plan intended to give Hadley a “road map” for developing a public pedestrian infrastructure and visual character that will compliment the community’s vision of itself as it responds to development pressure. In short, Hadley is hoping to regain some of its former vibrancy and some of the density that it had at the turn of the 19th Century. The community strives to have a quaintness associated with small rural New England towns and provide the residents and visitors with a clear aesthetic identity of the town as well as improved residential opportunities and commercial services.

II. Analysis and Understanding

A. Expected Growth

Hadley Hamlet located in Saratoga County, New York is expecting to experience an increase in tourist driven development pressure as well as pressure from residential housing development.

A source of the increased tourism will come from the installation of 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. These people will need places to eat, sleep, buy supplies, etc.

Warren County is in the process of re-establishing a rail link between Saratoga Springs, New York (and indirectly to all points south) and to the Town of North Creek. This train is intended to shuttle tourists, skiers, bikers, leaf-peepers, kayakers, golfers, and weekend recreationalists into the North Country. With the Hadley-Luzerne train station nearly set for construction at the time of this writing, Hadley Hamlet will become an important stopover point along the route. Skiers visiting Gore Mountain could stay in Hadley. Cyclists, golfers, kayakers, birdwatchers, picnickers, and other recreationalists could take the train from Saratoga for day trips to Hadley. However, Hadley needs to build a stronger character and provide services to the visitors that are currently unavailable. The Pedestrian Linkage Study and Main Street Plan intends to address these issues by providing Hadley with a conceptual framework from which to begin

implementing a cohesive network of pedestrian improvements, community gateways, and an improved visual aesthetic.

Currently, Saratoga County's building stock is growing at an approximate rate of 1.5% - as measured by building permits issued from 2000-2004. This growth has exceeded the county's in the same time period, averaging about 2.7% per year. According to the 2000 census, from 1970 to 2000 the Town of Hadley more than doubled in population. Saratoga County's population grew 30% between 1980 and 2000. Again, over that same time period (1980-2000) Hadley's growth has out-paced the county's, increasing by 46%. The Capital District Regional Planning Commission forecasts a population growth of 232 individuals for Hadley between 2000 and 2010. Image 1 displays a chart that shows the growth of Saratoga County and the Town of Hadley, as described by residential building permits issued.

	One-Family Houses		Two-Family Houses		Three-or-More Family Buildings		Total Residential		Analysis of Data	
	Buildings	Buildings	Units	Buildings	Units	Buildings	Units	Total Households	% Change	
2000										
Saratoga County	993	11	22	11	137	1,015	1,152	78,165	NA	
Town of Hadley	10	0	0	0	0	10	10	730	NA	
2001										
Saratoga County	1,108	7	14	10	89	1,125	1,211	79,376	1.42%	
Town of Hadley	20	0	0	0	0	20	20	750	2.74%	
2002										
Saratoga County	1,254	11	22	11	103	1,276	1,379	80,755	1.58%	
Town of Hadley	22	0	0	0	0	22	22	772	2.93%	
2003										
Saratoga County	1,255	3	6	4	71	1,262	1,332	82,087	1.55%	
Town of Hadley	23	0	0	0	0	23	23	795	2.98%	
2004*										
Saratoga County	1,162	8	16	7	101	1,177	1,279	83,366	1.42%	
Town of Hadley	17	0	0	0	0	17	17	812	2.14%	

* Records only show the first five months of data for 2004

NOTE: Data provided by the Capital District Regional Planning Commission

Image 1. The above Table shows the number of building permits issued for residential properties within Saratoga County as a whole and within Hadley Hamlet. The two columns to the right show the projected number of households based on the number of building permits and the percent of increase in the number of homes.

B. Land Use (Appendix B, Map 1)

The Study area for the Hadley Pedestrian Linkage Study and Main Street Improvement Plan is located within Hadley Hamlet. Nestled in the southern Adirondack region of New York State, the Hamlet is largely surrounded by locally controlled public lands. These lands offer tremendous opportunities for creating linkages around the Hamlet and connecting outlying residential neighborhoods to the center of the community. Hadley Hamlet is a mix of residential properties, commercial properties, and public anchors (post office, Town Hall, and the future rail station). Additionally, several commercial properties

exist. What is notable about Hadley are the number of vacant lots and underutilized properties within the center of the Hamlet, especially at the “4 corners.” A rebound in the economics of this region could spur Hadley to become a vibrant small town once again.

C. Assets (Appendix B, Map 2)

Located at the confluence of the Hudson and Sacandaga Rivers, Hadley is blessed with scenic beauty and abundant natural resources. The Hamlet’s cultural history revolves around an industrial community built on timber and paper milling. The ruins of this past create a strong unique tourist draw and opportunities for locating scenic overlooks, pedestrian links, and even an outdoor performance venue amongst the ruins.



Image 2. The historic industrial ruins of Hadley provide a unique character to the Hudson River and provide a link to the cultural heritage of the region.

The natural scenic beauty of Hadley is highlighted by Rockwell Falls. The deep Chasm cut by the Hudson River as it passes between Hadley Hamlet and the Town of Luzerne at one time fueled the mills and the economy of the region. Today these falls and the impressive gorge remain a local gem that is experienced by few visitors.



Image 3. The gorge below Rockwell Falls has a unique scenic quality.

Hadley Hamlet is already ringed with a substantial amount of park land/public land and with a fragmented collection of existing pedestrian trails, sidewalks, and other links (Appendix B, Maps 1 & 3). Dean Mountain Whitewater Park, the old Hadley Beach area, Sam Smead Park, The Canoe take out, Fowler Park and the historic mill sites are all lands that ring the Hamlet.



Image 4: A view of the Hadley Canoe Take-out, and the northern portion of the existing Historic Rivers Trail.

Existing regional transportation links (Appendix B, Map 3) that also provide assets to Hadley include the proposed Warren County rail link, the Whitewater and river corridors, the official Warren County Bike Trail, and the nearly complete Bow Bridge renovation (linking the Hamlet directly to Route 9N via Old Corinth Road).

Other assets within Hadley Hamlet (Appendix B, Map 2) include the existence of important community anchors near the center of town, the future rail link, the Historic River's Trail Loop, the Sacandaga Outdoor Center, and a motivated community.

D. Weaknesses (Appendix B, Map 4)

Weaknesses in Hadley Hamlet that may threaten future growth include vacant lots and under-developed land within the hamlet center. The primary intersection in the Hamlet is Stony Creek Road at Rockwell Street, known as the “4 corners.” The intersection lacks safe pedestrian crossings, allows for high-speed turns and offers little or no identity to the community.



Image 5. The “4 corners” intersection is the center of town and provides a less than favorable image of the Community.

Other weaknesses include private property that conflicts with public access to Rockwell Falls, vandalism under Rockwell Bridge, a lack of safe pedestrian facilities, no gateways into the community, and no defining aesthetic or character. Fowler Park and Circular Street also represent a visual deterrent to Hadley’s character as they attract loitering and littering. Additionally, Circular Street provides a convenient turn-around for potential customers to Hadley. Today, there is little or no reason for a visitor to stop and spend time in Hadley Hamlet. This plan represents a key step in changing Hadley’s image and potential.

III. Short Term Recommendations

The focus of the short-term recommendations is to provide pedestrian facilities that will help create a strong identity for Hadley and will allow potential visitors to move around Hadley safely and easily. These ideas are illustrated on the final presentation boards contained in Appendix C.

A. Gateways

To create an identity for Hadley, it is important for the community to develop a common aesthetic character. Landmark gateways are one option for building a local identity within a community. The Pedestrian Linkage Study and Main Street Improvement Plan has identified three key areas where gateways should be located. These include the Rockwell Bridge, the intersection of Old Corinth Road and Route 9N, and at the “4 corners” intersection located at Stony Creek Road and Rockwell Street. Gateways are important as they mark the beginning of a community. They build identity and provide landmarks. Gateways can be landforms, natural features, bridges, or additions to the built environment. Some examples of the kind of treatment one should expect for a gateway include stone-walls and piers, thematic lighting, decorative fencing to create definition of space, and landmark signage.



Image 6: This image of a bird’s eye view from the south side of the Rockwell Bridge, looking toward Hadley illustrates the proposed changes to Hadley at the Rockwell Bridge gateway, which include improved sidewalk connections, thematic lighting, stone walls, banners, and a notable entry at the historic mill trailhead.

Base Cost for each gateway, which will include site preparation, custom signage, decorative plantings, lighting features, design fees, and contingency is roughly estimated to be \$55,000

Rockwell Bridge Gateway Cost as it is illustrated in Image 6 includes additional features such as 6 granite piers, 1000 sf of stone paved plaza, 100 lf of stone-walls, and street furniture. These features are expected to add an additional \$150,000 to the project.

Four-Corners Gateway includes additional features such as 6 granite piers, 1000 sf of stone paved plaza, 100 lf of stone-walls, and street furniture. These features are expected to add an additional \$150,000 to the project.

Old Corinth Road and Route 9N Gateway includes additional features such as four granite piers, and 100 lf of stone-walls. These features will cost an additional estimated \$62,000.

B. Fowler Park and Circular Street (Appendix C, Hadley Gateway at Rockwell Falls)

By redesigning Fowler Park and Circular Street Hadley could create a much stronger sense of community identity. A stonewall could be constructed lining Rockwell Street, providing a strong visual edge and identifying Fowler Park as a neighborhood park. Circular Street should be narrowed and rebuilt as a shared access drive for the residents who live adjacent to Fowler Park. The eastern most intersection with Rockwell Street should be eliminated. Additionally, curbs should be improved, and street trees installed. Landowners would also consider developing single-family residences adjacent to Fowler Park. This will put more eyes on the park and create a village atmosphere adjacent to the park that will enhance the sense of gateway and entry at the Hamlet’s edge.

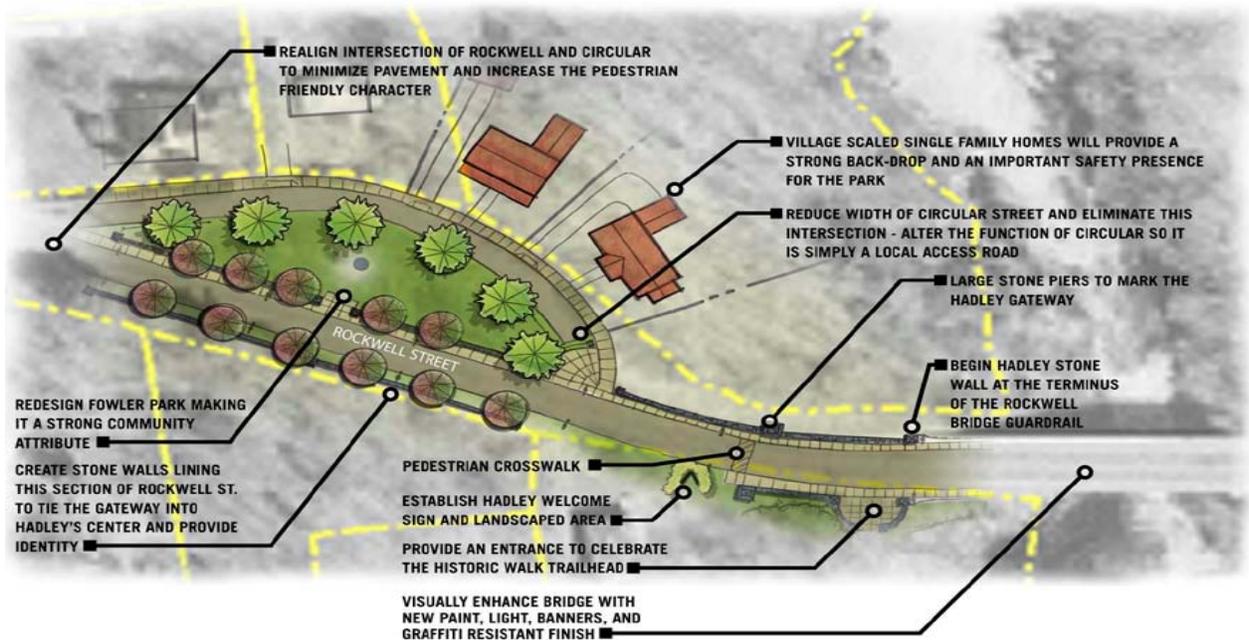


Image 7: Hadley gateway and Fowler Park improvements just west of Rockwell Bridge, and the Hadley/Luzerne town line (Appendix C, Hadley Gateway at Rockwell Falls).

Fowler Park Re-design Cost Estimate (Appendix C, Hadley Gateway at Rockwell Falls)

Fowler Park Re-design includes work to reduce Circular Street width, to realign the intersections of Circular and Rockwell Street, and to eliminate the intersection closest to Rockwell Falls. The cost estimate also includes 400 lf of 3' high stone walls, 400 lf of granite curbs, 400 lf of 5' wide sidewalks, benches, plantings, drainage improvements, lighting, design fees, and 10% construction contingency for an estimated cost projection range from \$275,000 to \$325,000.



Image 8: A view of Fowler Park, looking toward Rockwell Bridge, designed as a strong community landmark with stone walls to define the space and new single family home development to increase the sense of community at the park.

C. 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.

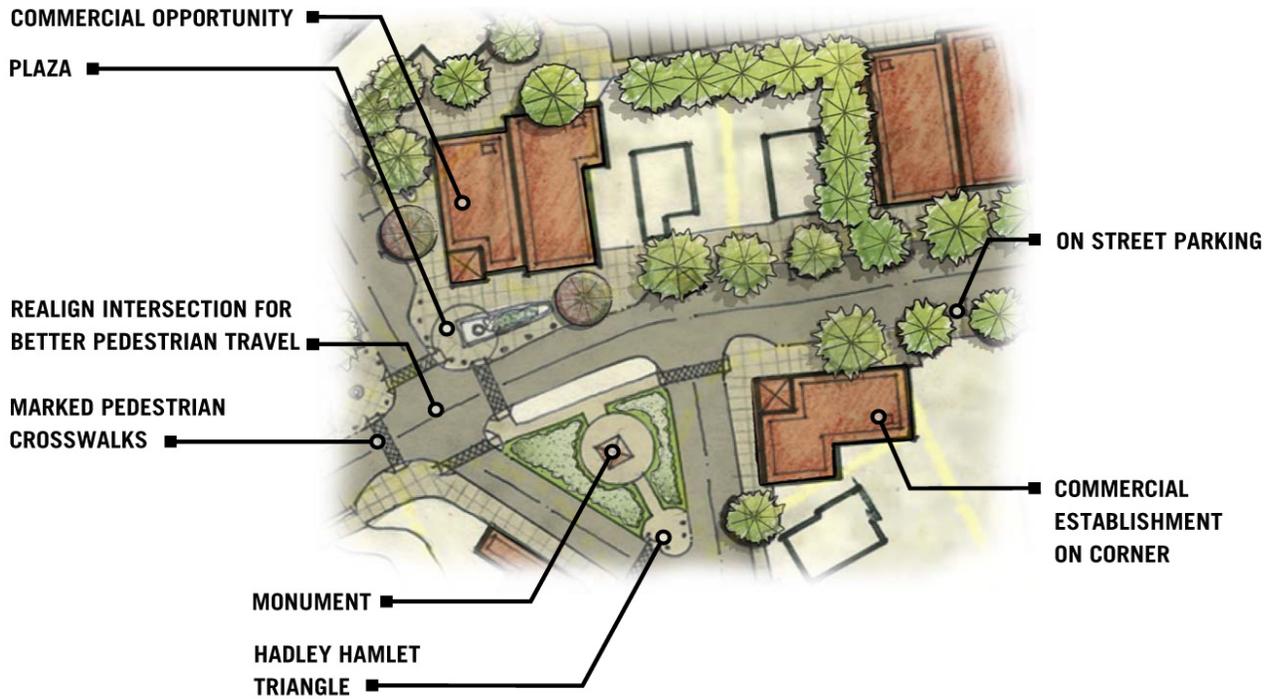


Image 9: The view of Rockwell Street approaching Hadley from Fowler Park shows the current condition with excessive paving, deteriorating curbs, and overhead wires (Appendix C, Hadley Center & Rockwell St. Improvement Plan).

Rockwell Street Streetscape Cost Estimate – This estimate includes site preparation, 1600 lf of granite curb 1600 lf of 5' wide sidewalk, street tree plantings, pedestrian scale lighting, design fees, 10% construction contingency, and miscellaneous drainage improvements and road patching for a total cost estimate ranging between \$430,000 to \$480,000.

D. Realign “4-corners” intersection (Appendix C, Hadley Center & Rockwell St. Improvement Plan)

The “4-corners” intersection, where Rockwell Street intersects both Old Corinth Road and Stony Creek Road is the center of Hadley Hamlet. As described previously, the intersection lacks safe pedestrian crossings, allows for high-speed turns and offers little or no identity to the community. Redesigning the intersection to improve the angle at which Old Corinth Road and Stony Creek Road intersect Rockwell Street will enhance this prominent location in the Hamlet. Two options for improving the intersection are presented below. Images 10 and 10a show the intersection of Stony Creek Road shifted to the west, giving more land for potential commercial located at the corner. Old Corinth Road is proposed to 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.



Images 10 and 10a: The image above (Image 10) illustrates that realigning the “4-corners” could enhance pedestrian circulation, slow traffic by reducing turn radii, and allow for the creation of a regional landmark that is easily identifiable to Hadley (Appendix C, Hadley Center & Rockwell St. Improvement Plan). The illustration (Image 10a) below shows the recommended future improvements.



Image 11 (below) illustrates an alternate design approach, to realigning the “4-corners.” Stony Creek Road would be treated the same but the triangle is eliminated from the plan. Both solutions create a safer interchange that promotes pedestrian travel and increased opportunity for commercial ventures.

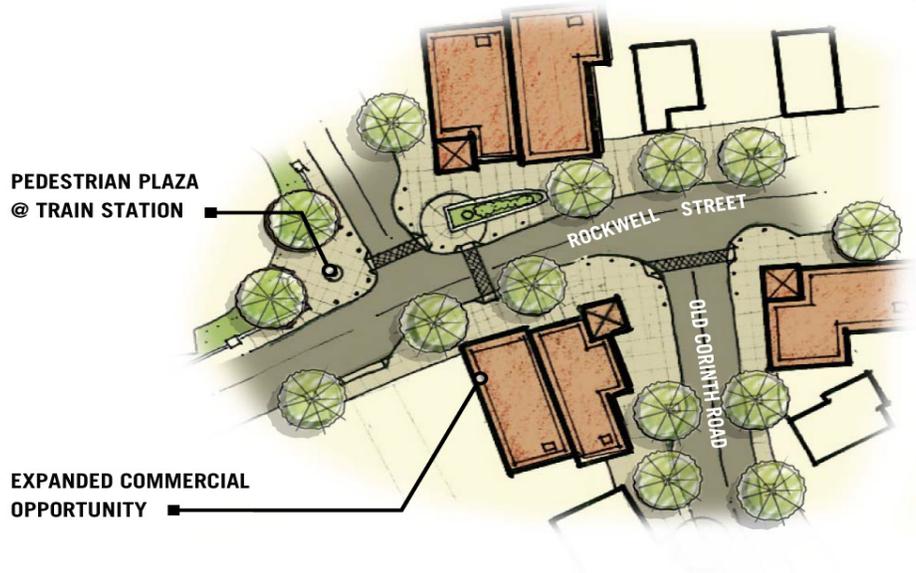


Image 11: The alternate design creates a safer, more community oriented neighborhood center (Appendix C, Hadley Center & Rockwell St. Improvement Plan).

Cost Estimate for the Preferred Alternative to Realign the “4-Corners” includes: 300 lf granite curbing, 400 sf of stone plaza, 10 bollards, road reconstruction, intersection realignment, lighting, planting, sculpture/monument, 100 lf of 3’ high stone-walls, design fees, and 10% construction contingency for a total cost estimate ranging between \$425,000 to \$450,000.

E. 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 “undelineated” 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.



Image 12: The unmarked asphalt on Old Corinth Road creates confusion for visitors and potential conflicts between pedestrians and automobiles.

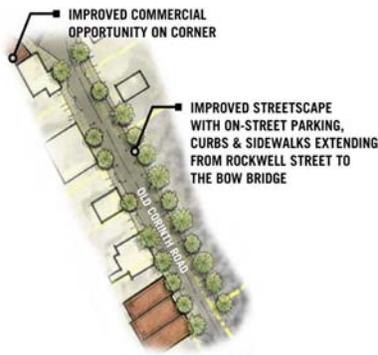


Image 13: Extending the sidewalks along both sides of Old Corinth Road and striping the roadway and parking areas will create a more village oriented character (Appendix C, Hadley Center & Rockwell St. Improvement Plan).

Old Corinth Road Sidewalk Extension (to the Bow Bridge) cost estimate includes 400 lf of 5' wide concrete sidewalk along both sides of the street, 800 lf granite curbing, lighting, drainage improvements, 10% construction contingency, and design fees for a total cost estimate ranging from \$320,000 to \$400,000.

F. Woodard Avenue Sidewalk Improvements

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.

Woodard Avenue Sidewalk cost estimate includes 1200 lf of concrete sidewalk, lighting, street trees, design fees, and 10% construction contingency for a rough cost estimate ranging from \$120,000 to \$150,000.

G. 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. This designation requires a 50' building setback for structures. However boardwalks/decks are permissible within the 50' setback line if they are less than 250 sf in area.



Image 14: A trail already exists on this site leading from the end of the Rockwell Falls Bridge to the Sacandaga Outdoor Center.

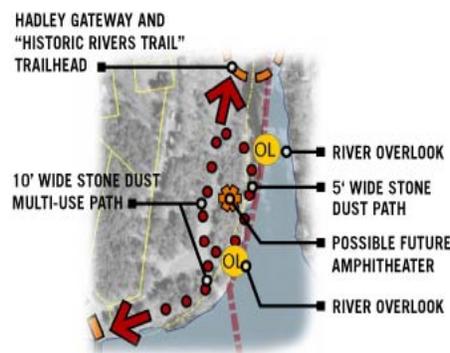
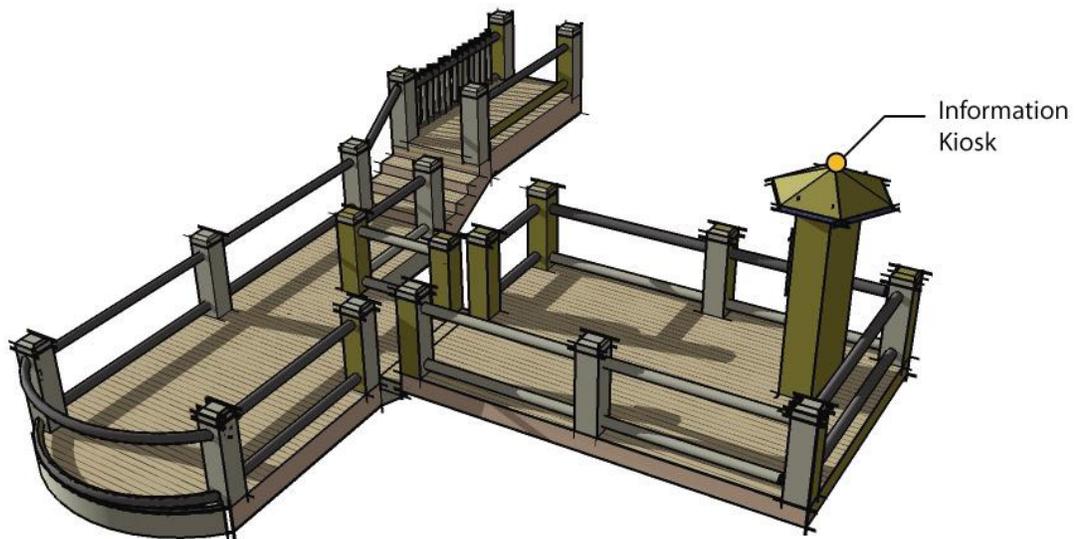


Image 15: The proposed trail system could link the Bow Bridge to the Rockwell Falls Bridge, with waterfront views and overlook access (Appendix C, Hadley Hamlet Linkage Plan).



Image 16: Overlooks and other tourist amenities such as an outdoor performance venue, as depicted below, could be built among the historic mill ruins (Appendix C, Hadley Hamlet Linkage Plan).



Schematic of Deck Overlook

Historic Rivers Trail preliminary cost estimate includes 400 lf of 10' wide stone dust paths, 300 lf of 5' wide stone dust paths, two 250 sf deck overlooks, design fees, and 10% construction contingency for an estimated rough cost projection ranging from \$100,000 to \$150,000.

H. 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.

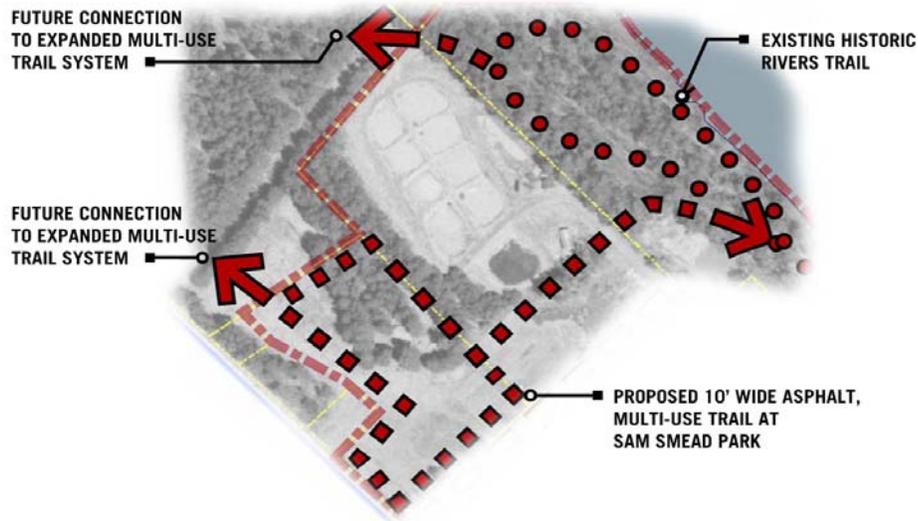


Image 17: Sam Smead Park is located in a strategic location and if properly developed with multi-use paths, could link Hadley together (Appendix C, Hadley Hamlet Linkage Plan).

The preliminary cost estimate for the multi-use trail improvements to Sam Smead Park includes 1000 lf of asphalt path, park furniture, design fees, 10% construction contingency, lighting and tree plantings for a total cost estimate ranging between \$60,000 to \$85,000.

I. Create a connection between the train station and Hadley Center

The future Hadley/Luzerne train station site should be designed so that it fits into the fabric of the community and is oriented toward the “4-corners” intersection. This will promote pedestrian travel between the train station and the rest of the Hamlet and also visually tie the station into Hadley.

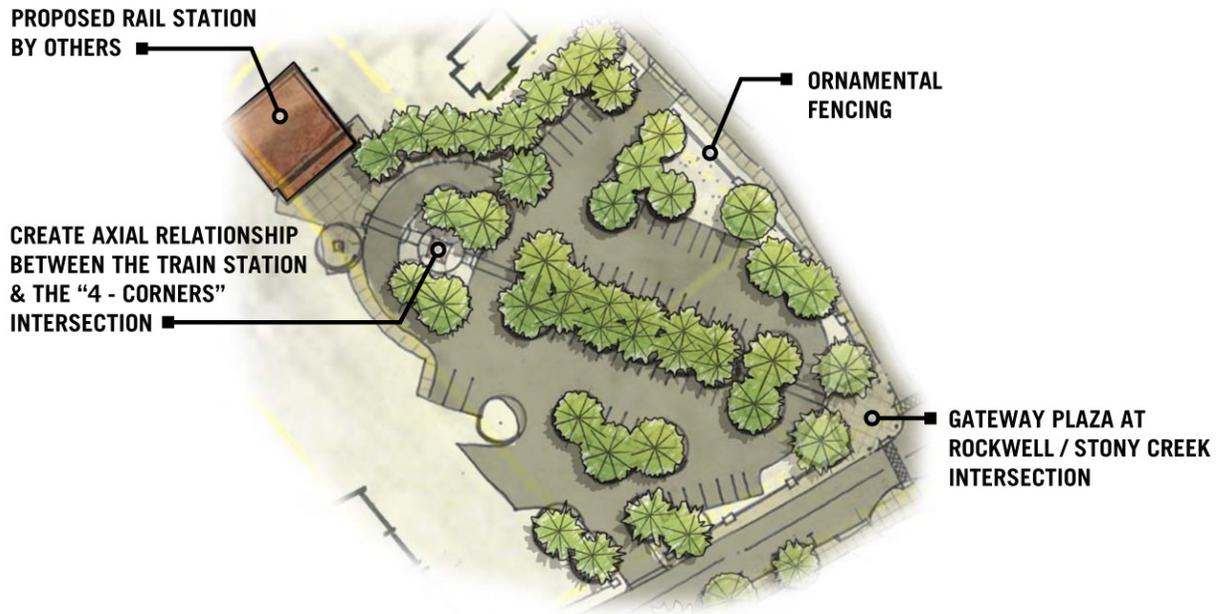


Image 18: The schematic site plan above illustrates how the Hadley/Luzerne train station site can be oriented toward the “4 corners”.

The preliminary cost estimate for the train station parking area includes pedestrian plaza space, ornamental fencing, granite curbing, asphalt pavement, street tree plantings, concrete walkways, 10% contingency, design fees and stone columns for a total cost estimate ranging from \$275,000 to \$350,000.

IV. Long Term Recommendations

Long-term recommendations are focused on those projects that will be driven by demand and as the market dictates.

1. Develop Visitor Center

A visitor center located at the four corners intersection across from the 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 provide 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.

2. Improve streetscape and pedestrian amenities on neighborhood streets (Appendix C, Hadley Hamlet Neighborhood Linkage Improvement Plan)

The neighborhood adjacent to Hadley (bound by Elm Street, Maple Street, and Woodard Avenue) could be greatly improved with the addition of pedestrian and streetscape amenities. By installing sidewalks and street trees, the neighborhood would be more inviting for strolling and walking and could become a vital link in the Hadley Hamlet Pedestrian Plan. If the empty residential building lots within this neighborhood were built upon, the vitality of the Hadley Hamlet will be improved. With more families within walking

distance of Rockwell Street and the Four Corners intersection, local businesses will have a larger local market.

3. Construct Senior/Community Center (Appendix C, Hadley Hamlet Neighborhood Linkage Improvement Plan)

The community is already planning a senior center located on the corner of Woodard Ave. and Maple Street in the empty lot between Sam Smead Park and the Canoe Take-Out. This project should be reconsidered as a community center. This would provide the entire community with a strong anchor that would be located near many residents and services. The community center could house a small library; a kitchen for potlucks, dinners, reunions, etc; outdoor patio/BBQ space; and a large community room. The building should be designed to maximize solar orientation – making the long Adirondack winters warmer.

4. Promote commercial services at the “4 corners” intersection (Appendix C, Hadley Center & Rockwell St. Improvement Plan)

As tourism and the local population grow and create more of a local commercial demand, Hadley should respond by promoting strong and lively commercial services such as a small market, a café, a sporting goods store, a gas station, etc. Businesses located along Rockwell Street or at the Four Corners will help promote Hadley as a destination and will provide visitors and residents with needed services.

5. Enhance hospitality resources at Rockwell Falls (Appendix C, Hadley Hamlet Neighborhood Linkage Improvement Plan)

Potentially a major draw to the region is the geologically significant and visually striking Rockwell Falls. This is a regional attraction that is highly underutilized. A solution to help maximize the potential tourism draw of the Falls would be to provide access to the shores of the Hudson River at Rockwell Falls. By developing a B&B or similar facility at this site, a private land-owner would provide the community with a strong anchor and provide the public with access to views of the Rockwell Falls.

6. 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 could 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.

7. Inter-county bicycle loop system

Warren County is working to promote a county wide bicycle touring loop. The proposed Warren County loop will utilize Rockwell Street and Stony Creek Road within Hadley Hamlet. The promotion and use of the scenic roads and country-side around Hadley could bring bicycling tourists and even tour companies to Hadley. Additionally Hadley can work with Warren County to promote itself as a starting point for cycling tours that use the train to bring people and their bikes from points south to the region.

8. Farmers Market

The underused lot north of Elm Street across from the Town Hall is an ideal spot for future development. At the very least, this location could be the home of a new Hadley/Luzerne Farmers Market where local

produce and craftsmen could sell goods. This activity would help to concentrate residents and visitors in the center of Hadley Hamlet and would promote the revitalization of the community. It is a location that is within easy walking distance of residential neighborhoods and is located across from the Hadley/Luzerne train station.

9. Public Parking Improvements

If Hadley begins to experience a parking problem within the core of the Hamlet, it will be a sign of success and will indicate that people are using local commercial outlets, visiting the local attractions, and using the train line. Improved visitor parking facilities can be created as either on street parking or in large public surface lots. Public lots could be located either in association with Sam Smead Memorial Park, or in an enlarged and improved Town Hall parking area.

V. Conclusion

With the enhanced economic outlook for the Town of Hadley resulting from improved tourist attractions (the Warren County Tourist Train, and the Whitewater rodeo hole) and increase housing growth within Saratoga County. Hadley is in a strong position for future growth. The Hadley Hamlet Pedestrian Linkage Study and Main Street Improvement Plan provides a vision and frame work to create a sense of community that will form the foundation for improving the quality of life for existing and new homeowners and business owners. The plan recommends the creation of strong pedestrian links via multi-use paths and sidewalk/streetscape improvements that will link Hadley Hamlet and its various attractions and features. Additionally, this plan builds upon the ideas and concepts generated in the Hadley Master Plan that aim to create a pattern of thoughtful planning and appropriate development within the Hamlet. It is the intent of this plan to help usher in a new era of vitality and prosperity into Hadley Hamlet by providing a linked pedestrian environment that provide the framework for positive economic growth.

Appendix A Document Review

Date: October 13, 2005

Subject: Review of the “Rediscovering the Wilderness Document” prepared by the Saratoga Associates as it relates to the Town of Hadley study area, traffic counts submitted by Saratoga County Planning and Master Plan Study completed by the LA Group.

Prepared by: Richard A. Eats, RLA, Principal Synthesis

REDISCOVERING the WILDERNESS

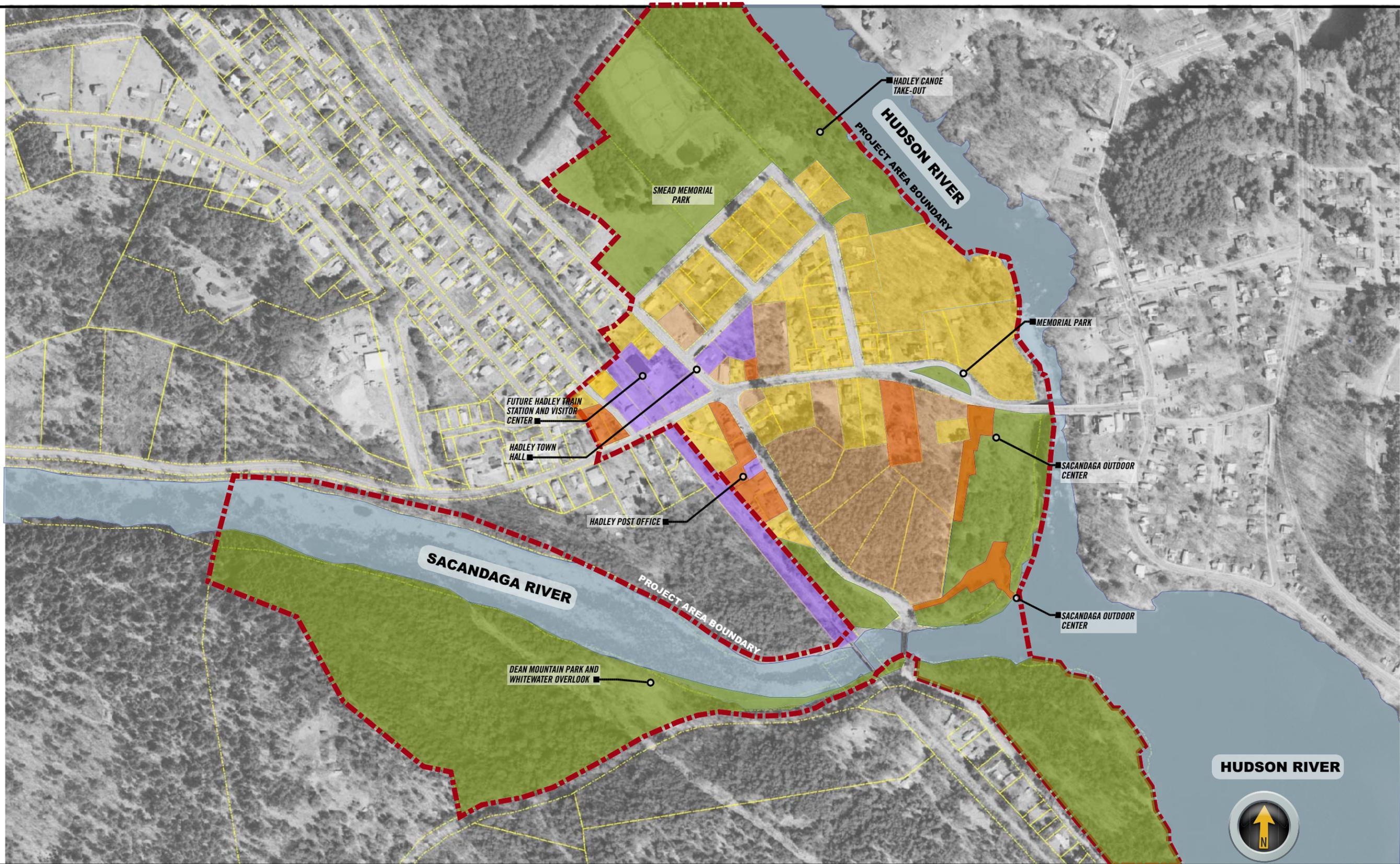
- Create a visitor orientation kiosk at the train staging area
- Create retail infill along Route 4 (small retail shops)
- Enhance pedestrian safety at the 4 corners
- Incorporate visitors services in train staging area
- Create pedestrian linkages between Hadley and Lake Luzerne

TRAFFIC COUNTS (counts are AADT-Adjusted Average Daily Total)

	2005	2004	2003
North of Hadley Village	1505 (May)	1549(Oct)	1448 (Nov)
North of Hadley Hill Road	949	906	760
West of Hadley Village	1478	1276	1131
East of Hadley Hill Road	622	462	472

MASTER PLAN

- Develop a phased trail system that links Hudson River and Sacandaga River with Community focal points, such as scenic train and Bow Bridge.
- Develop a public launch on Town land just south of NIMO
- Develop bike routes
- Develop a whitewater course
- Create a visitor orientation kiosk near the train staging area
- Re-establish a Hadley general store at the 4 corners
- Develop Southern Adirondack Nature center
- Develop a gateway plan
- Construct sidewalks that link the Bridge of Hope and the Bow Bridge to main business district and Scenic train.
- Develop the Rockwell Falls Fiber Paper Mill site as a historic site; including a river viewing deck and performing arts stage.



HADLEY PEDESTRIAN LINKAGE STUDY & MAIN STREET IMPROVEMENT PLAN

Pedestrian Linkage Plan and Streetscape Recommendations
Hadley, NY

HADLEY HAMLET LAND USE MAP (MAP 1)

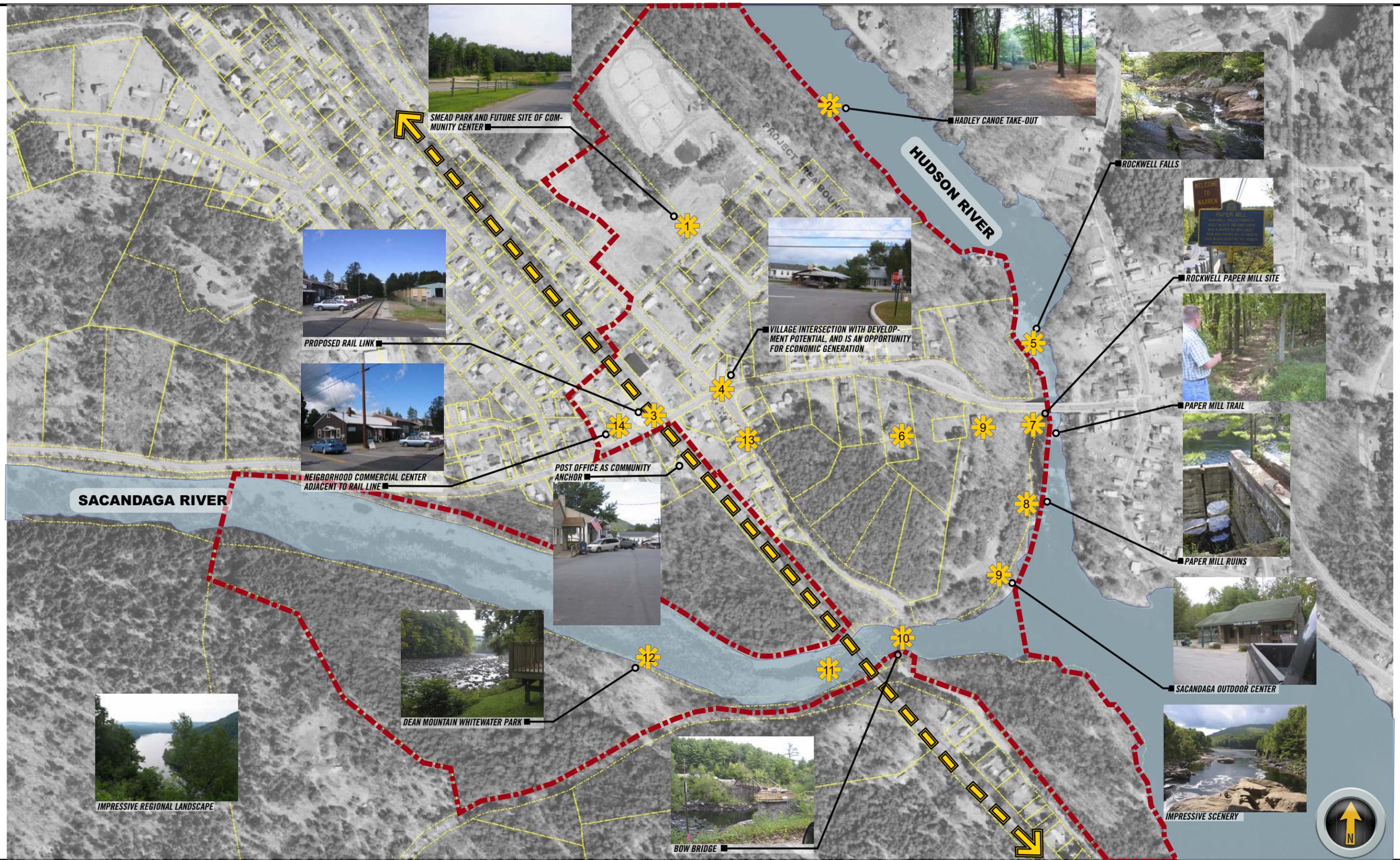


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Map Not To Scale
October 14, 2005

LEGEND

- | | | | |
|---------------------------------|--|--------------------------|--|
| 1. Public lands | | 6. Project Area Boundary | |
| 2. Municipal/ Civic Uses | | | |
| 3. Residential Properties | | | |
| 4. Active Commercial Properties | | | |
| 5. Vacant/ Underutilized Land | | | |



HADLEY PEDESTRIAN LINKAGE STUDY & MAIN STREET IMPROVEMENT PLAN

Pedestrian Linkage Plan and Streetscape Recommendations
Hadley, NY

HADLEY HAMLET ASSETS MAP (MAP 2)

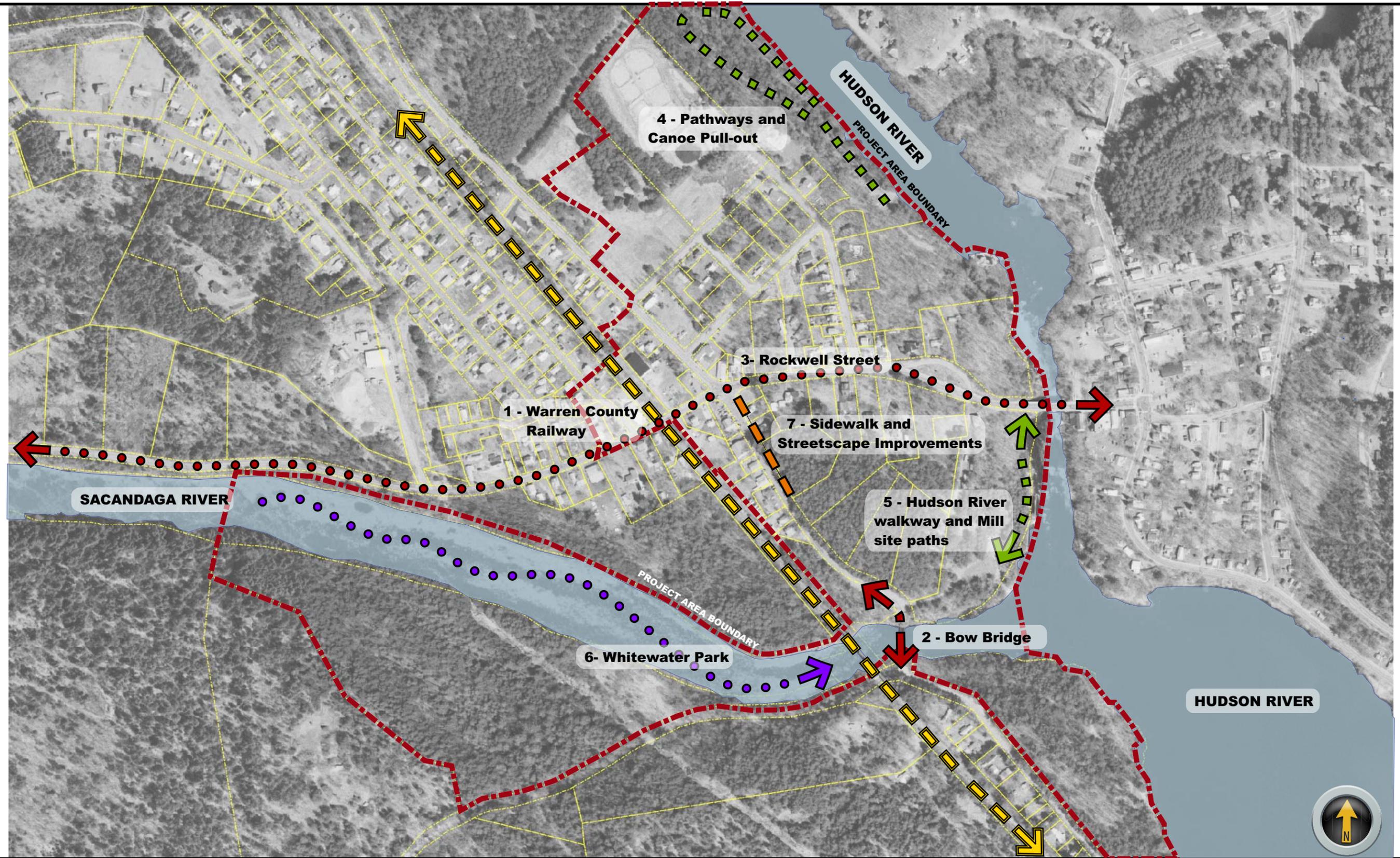


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Map Not To Scale
October 14, 2005

LEGEND

- 1. Smead MemorialTown Park and Potential Community Center Location
- 2. Hadley Canoe Take-out
- 3. Proposed Warren County Rail Link and Train Station
- 4. Village Center with Development Potential
- 5. Rockwell Falls
- 6. The Saratoga Rose Bed & Breakfast
- 7. Rockwell Mill Trail
- 8. Paper Mill Trail
- 9. Sacandaga Outdoor Center
- 10. Bow Bridge Rehabilitation
- 11. Whitewater Recreation
- 12. Dean Mountain Park
- 13. Centrally located Post Office, General Store and Town Offices
- * Impressive Local and Regional Scenery
- * Motivated Citizenry



HADLEY PEDESTRIAN LINKAGE STUDY & MAIN STREET IMPROVEMENT PLAN

Pedestrian Linkage Plan and Streetscape Recommendations
Hadley, NY

EXISTING TRANSPORTATION & LINKAGE MAP (MAP 3)



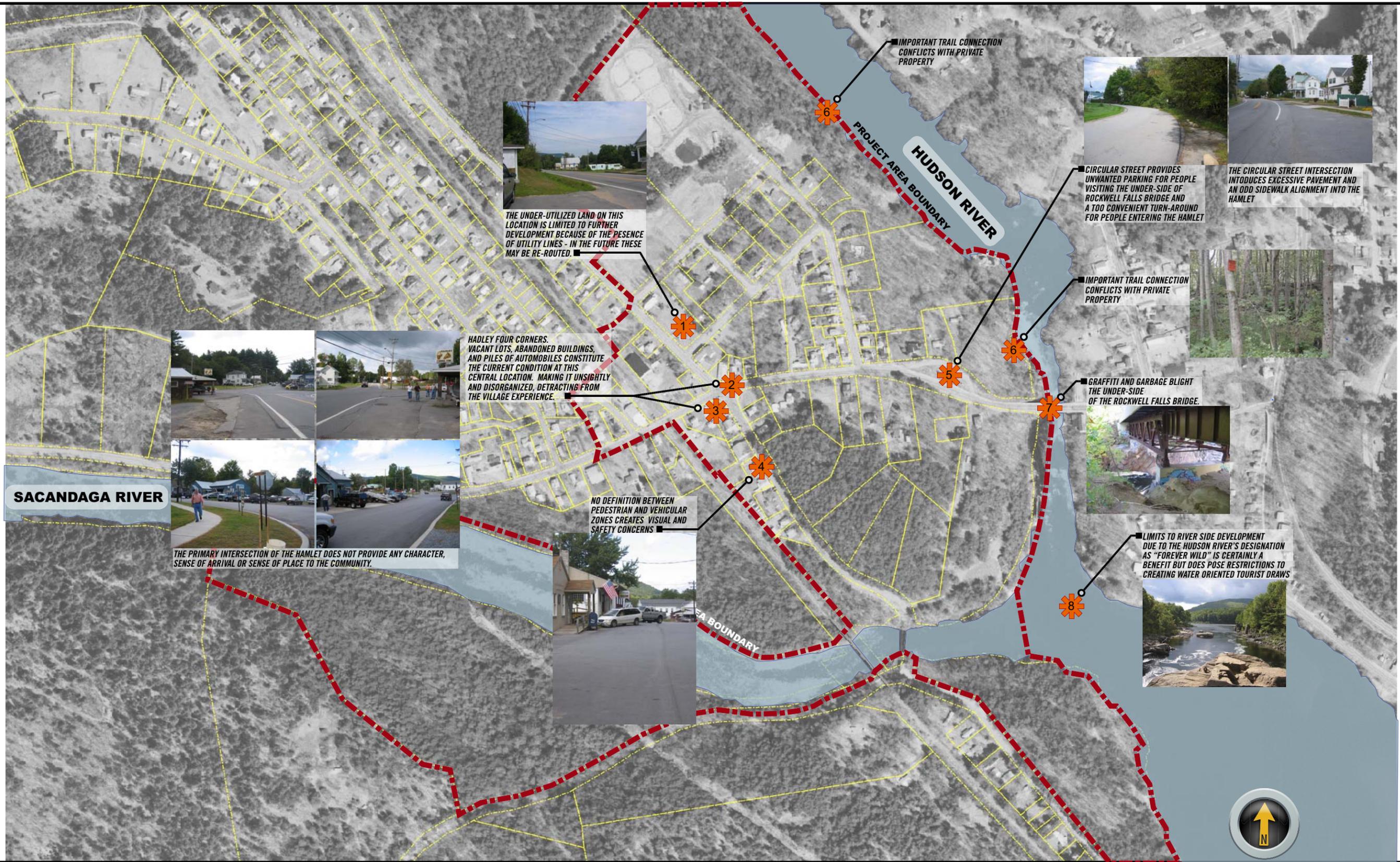
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Map Not To Scale
October 14, 2005

LEGEND

- | | | | |
|---|--|---|--|
| 1. Warren County Rail line | | 5. Pathways along Hudson and through the old mill sites | |
| 2. Bow bridge redevelopment | | 6. Whitewater Park and recreational boating link | |
| 3. Rockwell Street Vital Auto-link and recreational cycling route | | 7. Existing Sidewalk Improvements | |
| 4. Smead Park Walkways and Canoe Take-out | | | |





HADLEY PEDESTRIAN LINKAGE STUDY & MAIN STREET IMPROVEMENT PLAN

Pedestrian Linkage Plan and Streetscape Recommendations
Hadley, NY

HADLEY HAMLET LIABILITIES MAP (MAP 4)

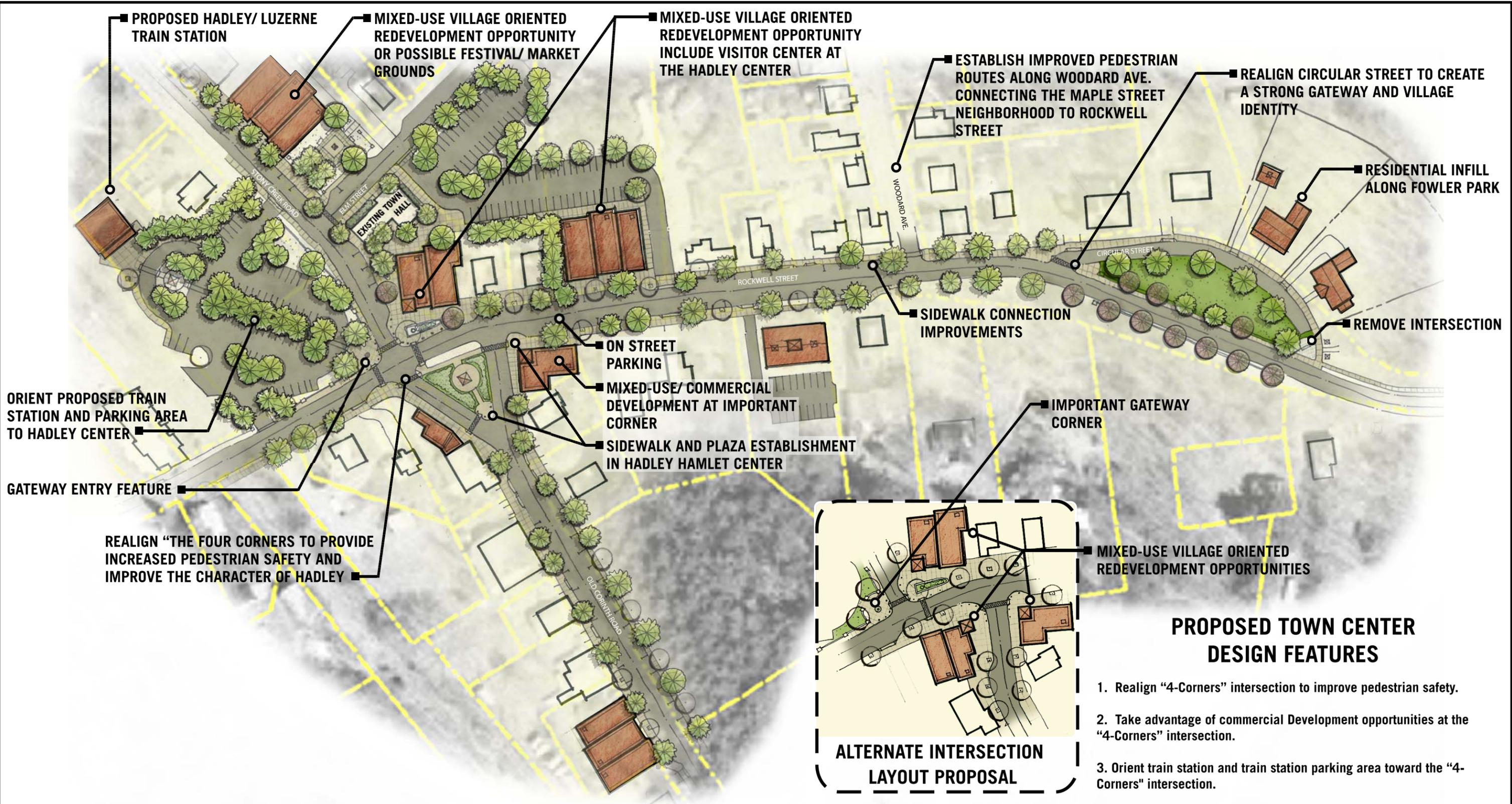


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Map Not To Scale
October 14, 2005

LEGEND

1. Development Limitations
2. Hadley Four Corners
3. Hadley Four Corners
4. Lack of Pavement Marking
5. Circular Street
6. Private Property bi-sects Pedestrian Link
7. Vandalism and Graffiti at Rockwell Falls



■ PROPOSED HADLEY/ LUZERNE TRAIN STATION

■ MIXED-USE VILLAGE ORIENTED REDEVELOPMENT OPPORTUNITY OR POSSIBLE FESTIVAL/ MARKET GROUNDS

■ MIXED-USE VILLAGE ORIENTED REDEVELOPMENT OPPORTUNITY INCLUDE VISITOR CENTER AT THE HADLEY CENTER

■ ESTABLISH IMPROVED PEDESTRIAN ROUTES ALONG WOODARD AVE. CONNECTING THE MAPLE STREET NEIGHBORHOOD TO ROCKWELL STREET

■ REALIGN CIRCULAR STREET TO CREATE A STRONG GATEWAY AND VILLAGE IDENTITY

■ RESIDENTIAL INFILL ALONG FOWLER PARK

ORIENT PROPOSED TRAIN STATION AND PARKING AREA TO HADLEY CENTER

GATEWAY ENTRY FEATURE

REALIGN "THE FOUR CORNERS TO PROVIDE INCREASED PEDESTRIAN SAFETY AND IMPROVE THE CHARACTER OF HADLEY

■ ON STREET PARKING

■ MIXED-USE/ COMMERCIAL DEVELOPMENT AT IMPORTANT CORNER

■ SIDEWALK AND PLAZA ESTABLISHMENT IN HADLEY HAMLET CENTER

■ SIDEWALK CONNECTION IMPROVEMENTS

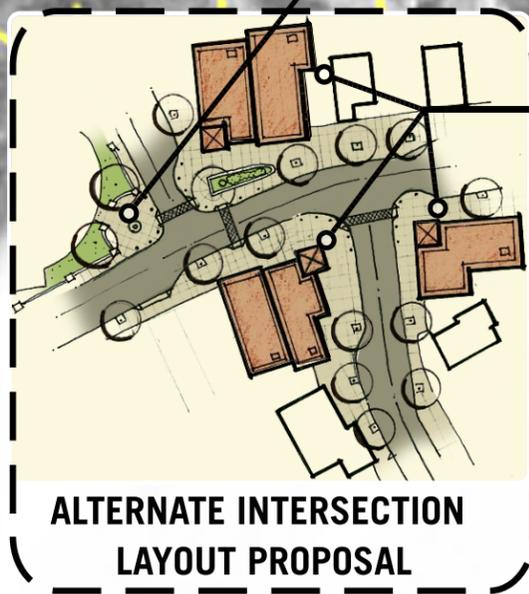
■ IMPORTANT GATEWAY CORNER

■ REMOVE INTERSECTION

■ MIXED-USE VILLAGE ORIENTED REDEVELOPMENT OPPORTUNITIES

PROPOSED TOWN CENTER DESIGN FEATURES

1. Realign "4-Corners" intersection to improve pedestrian safety.
2. Take advantage of commercial Development opportunities at the "4-Corners" intersection.
3. Orient train station and train station parking area toward the "4-Corners" intersection.
4. Sidewalk, curb, street tree, lighting and underground utility improvements.
5. Develop Hadley identity with focal points, public space, outdoor cafe space, etc...
6. Provide on street parking.
7. Use Fowler Park to help create a Hadley Gateway.



HADLEY PEDESTRIAN LINKAGE STUDY & MAIN STREET IMPROVEMENT PLAN

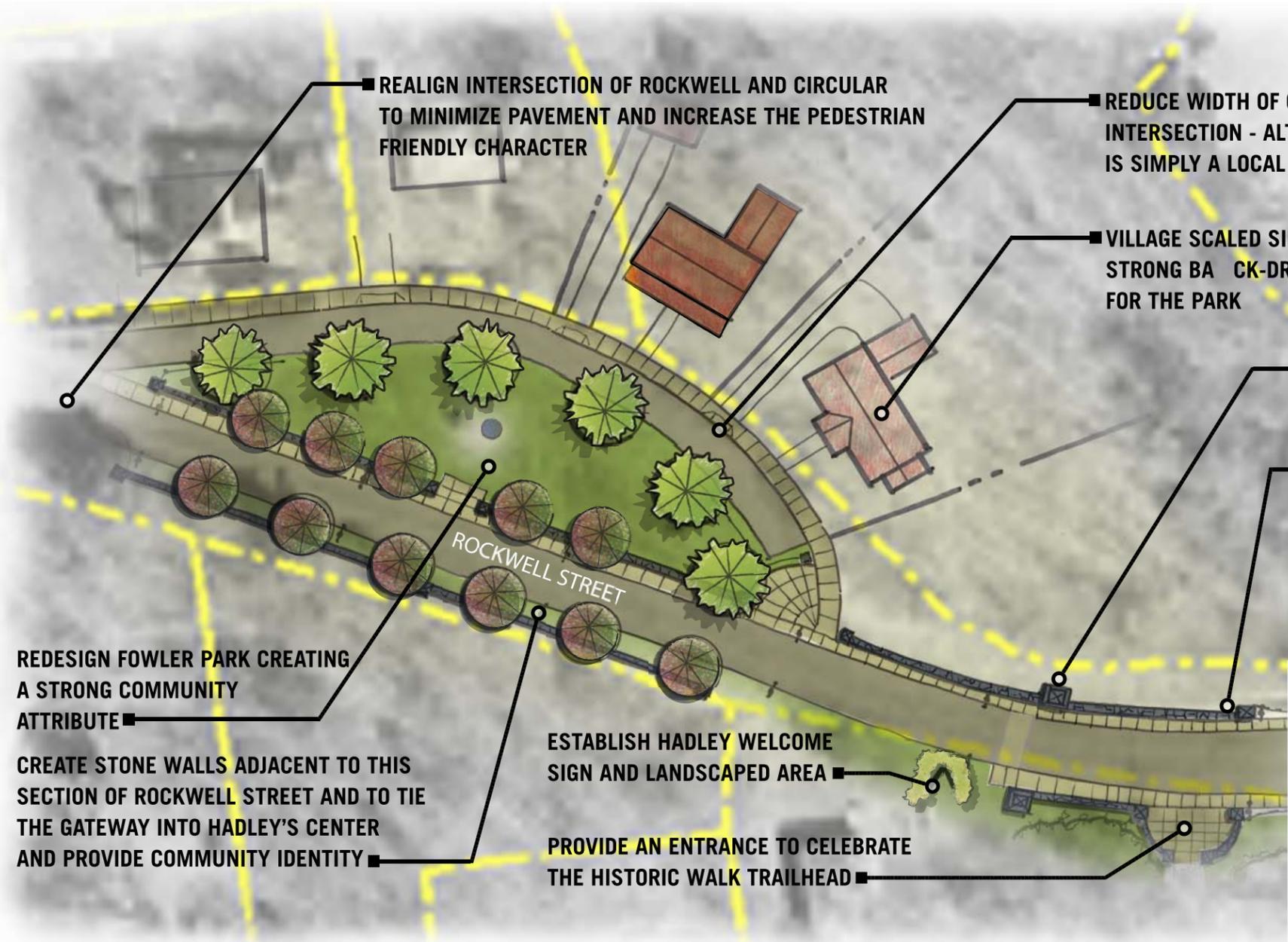
HADLEY CENTER & ROCKWELL ST. IMPROVEMENT PLAN

Pedestrian Linkage Plan and Streetscape Recommendations
Hadley, NY



Scale 1"=50'
February 23, 2006

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■ REALIGN INTERSECTION OF ROCKWELL AND CIRCULAR TO MINIMIZE PAVEMENT AND INCREASE THE PEDESTRIAN FRIENDLY CHARACTER

■ REDUCE WIDTH OF CIRCULAR STREET AND ELIMINATE THIS INTERSECTION - ALTER THE FUNCTION OF CIRCULAR SO IT IS SIMPLY A LOCAL ACCESS ROAD

■ VILLAGE SCALED SINGLE FAMILY HOMES WILL PROVIDE A STRONG BACK-DROP AND AN IMPORTANT SAFETY PRESENCE FOR THE PARK

■ LARGE STONE PIERS TO MARK THE HADLEY GATEWAY

■ BEGIN HADLEY STONE WALL AT THE TERMINUS OF THE ROCKWELL BRIDGE GUARDRAIL. -VISUALLY ENHANCE BRIDGE WITH NEW PAINT, NEW STREET LIGHT, BANNERS, AND GRAFFITI RESISTANT FINISH



ENTRY FEATURES AT THE ROCKWELL FALLS GATEWAY

1. Reduce function and pavement area of Circular Street.
2. Redesign Fowler Park.
3. Create stone wall entry features.
4. Mark gateway with large stone piers.
5. Use thematic lighting to identify Hadley.
6. Install a "Welcome to Hadley" sign and a "Thank You For Visiting" sign.
7. Explore opportunity to strengthen community with additional single family homes around Fowler Park.



View of Hadley gateway with stone entry features, pedestrian crosswalk, thematic lighting, and a celebratory trailhead at historic ruin walk.



Aerial view of the improved Hadley Center Intersection from the Proposed Train Station parking lot



Aerial view of the improved Hadley Center Intersection looking toward the Proposed Train Station

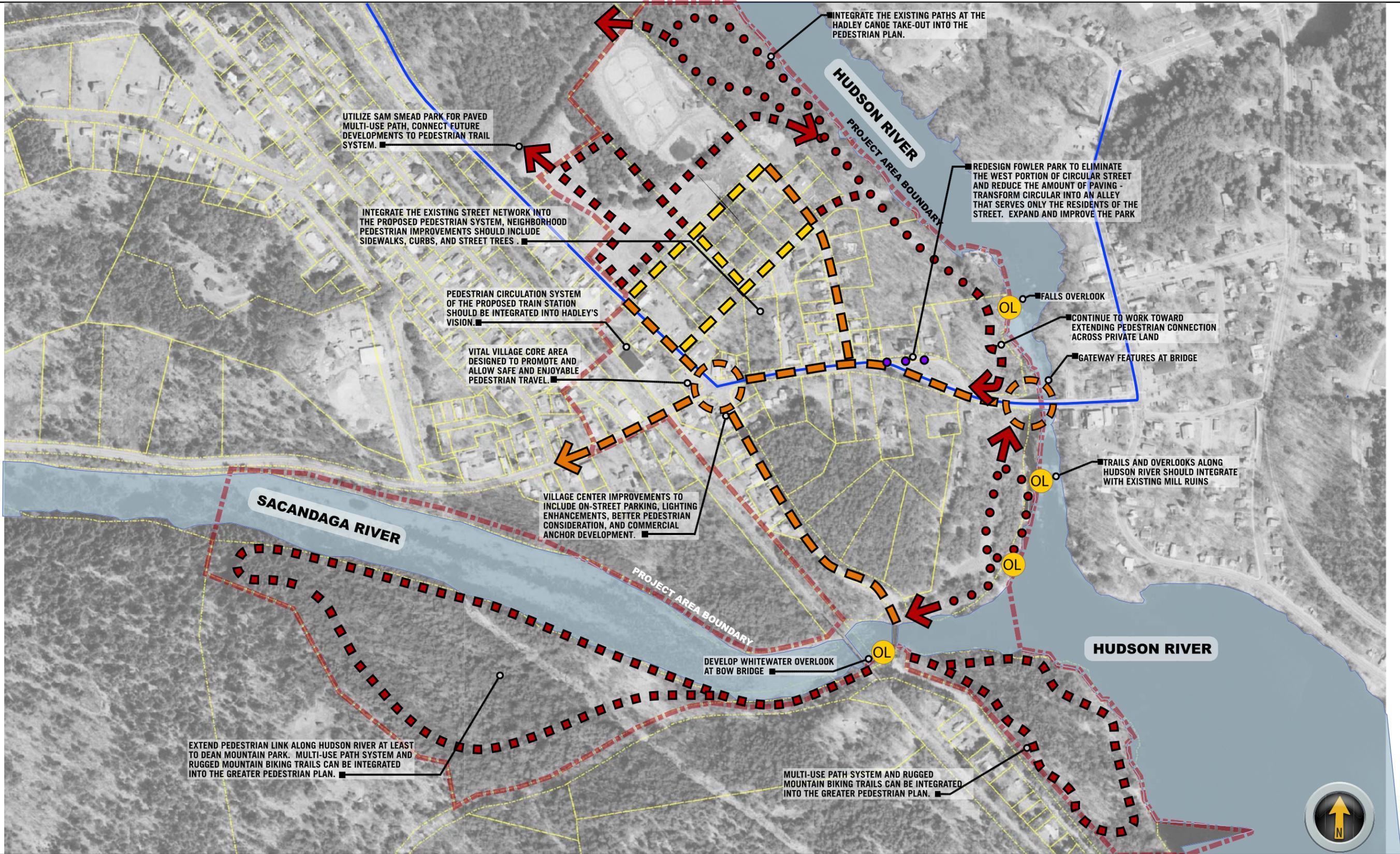
HADLEY PEDESTRIAN LINKAGE STUDY & MAIN STREET IMPROVEMENT PLAN

Pedestrian Linkage Plan and Streetscape Recommendations
Hadley, NY
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HADLEY HAMLET FOUR CORNERS SKETCHES



February 23, 2006



HADLEY PEDESTRIAN LINKAGE STUDY & MAIN STREET IMPROVEMENT PLAN

Pedestrian Linkage Plan and Streetscape Recommendations
Hadley, NY

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HADLEY HAMLET LINKAGE PLAN

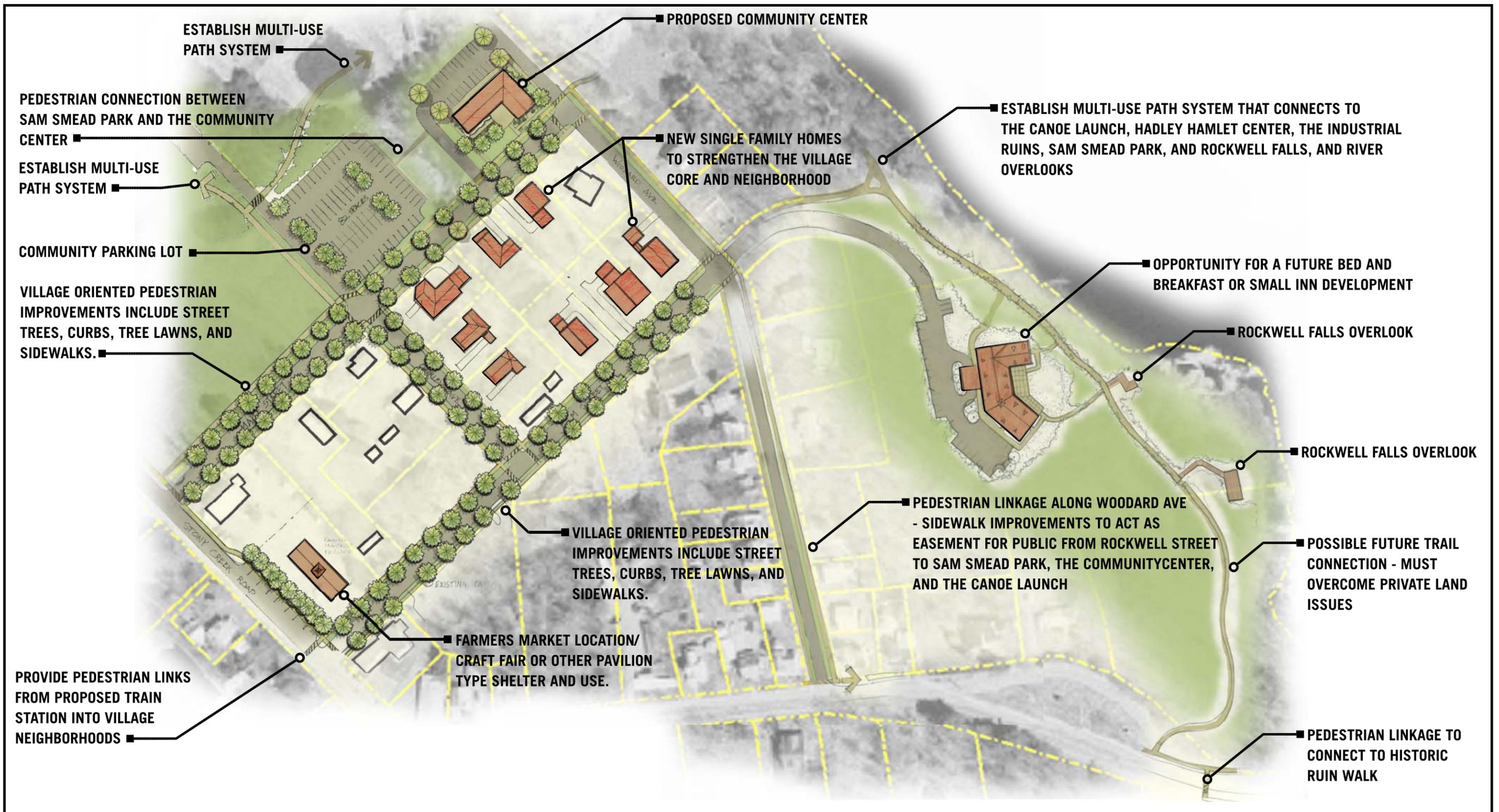


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Map Not To Scale
February 23, 2006

LEGEND

- 1. Hadley Gateway 
- 2. Overlook 
- 3. First Priority Village Center Streetscape 
- 4. Existing paths to be integrated into future pedestrian system 
- 5. Proposed multi-use paths added to the pedestrian system 
- 6. Neighborhood sidewalk improvements 
- 7. Road closure and redesign at Fowler Park 
- 8. Proposed Warren County Bike Trail 



HADLEY PEDESTRIAN LINKAGE STUDY & MAIN STREET IMPROVEMENT PLAN

Pedestrian Linkage Plan and Streetscape Recommendations
Hadley, NY

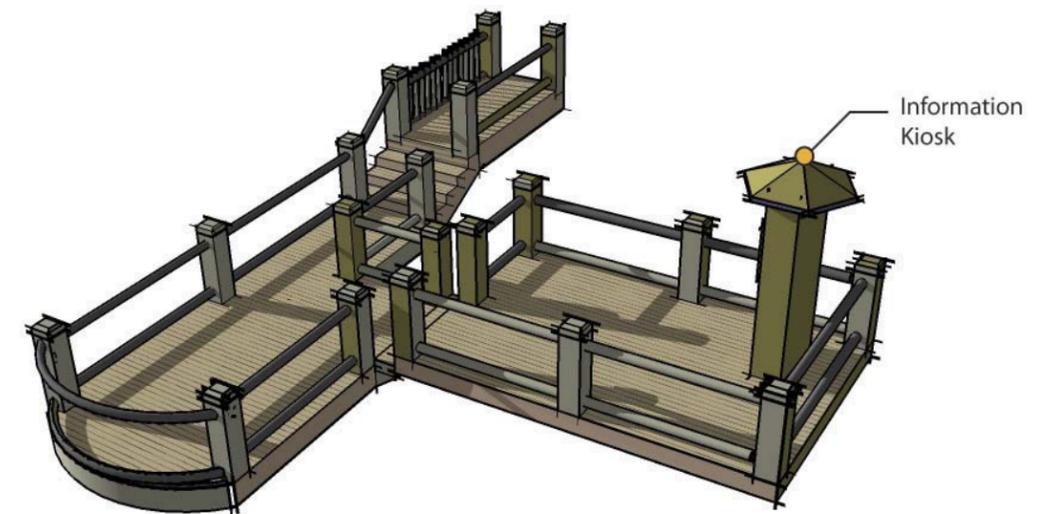
HADLEY HAMLET NEIGHBORHOOD LINKAGE IMPROVEMENT PLAN



Approximate
Scale 1"=70'
February 23, 2006



IN THE FUTURE HADLEY SHOULD EXPLORE THE NOTION OF MAKING FOWLER PARK A CENTRAL IMPORTANT PUBLIC SPACE FOR THE COMMUNITY. THIS CAN BE ACHIEVED BY VISUALLY ENHANCING IT, CONTROLLING ACCESS TO IT, AND DEFINING ITS EDGES. THIS ILLUSTRATION SHOWS THE STONE WALLS ON EITHER SIDE OF THE STREET AS A GATEWAY INTO THE COMMUNITY AND TRADITIONALLY DESIGNED SINGLE FAMILY HOMES AS A GRACEFUL BACKDROP TO THE PARK.



Schematic of Deck Overlook

At strategic locations along the pedestrian circulation system, overlooks and decks can be integrated into old mill ruins to take advantage of the historic context, dramatic location, striking views afforded by these locations.

HADLEY PEDESTRIAN LINKAGE STUDY & MAIN STREET IMPROVEMENT PLAN

Pedestrian Linkage Plan and Streetscape Recommendations
Hadley, NY

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GATEWAY AND OVERLOOK



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February 23, 2006

Appendix D

Survey of Possible Funding Sources

The New York State Transportation Enhancements Program will be announced in March 2006 with applications likely to be due some time in May 2006. Many of the larger trail and sidewalk projects described in this report are eligible for this program. The program is a reimbursement program and there is a 20% local cash match requirement.

Contact Wilson Moore, NYSDOT, 518/388-0422

New York State Department of Transportation: Multi-Modal Program funds walkways, bikeways, streetscapes, lighting, and parking areas. The payments go through the NYS Dormitory Authority and the local DOT administrators. It is recommended to contact the local legislative representative for your area to determine if this funding is still available.

Contact Wilson Moore, NYSDOT, 518/388-0422

CDTC's SPOT Improvement Program funds small-scale bicycle and pedestrian improvements. The next solicitation is likely to occur in Spring/Summer 2006. SPOT Improvements are actions that address problems at specific locations such as intersections, short lengths of roadway, or single destinations (e.g., an office building or shopping center). They can be distinguished from other bicycle or pedestrian related projects such as development of new trails in that they bridge physical or functional gaps in the system rather than in and of themselves providing new routes. Eligible actions include bike racks, bike/pedestrian signage, and pavement markings including crosswalks among many others. Only \$300,000 is available and a 20% local cash match is required.

Contact Jason Purvis, CDTC, 518/458-2161

CDTC's Transportation Improvement Program includes a list of federally funded transportation projects in the four county region of the Capital District. The TIP is due for an update in the fall of 2006 with solicitation material being sent in September 2006. Bicycle/pedestrian, pavement reconstruction/rehab, bridgework and a wide variety of other project types are eligible for funding. All federal programs require a local cash match of at least 20%.

Contact Sandy Misiewicz, CDTC, 518/458-2161

Office of Parks, Recreation and Historic Preservation: Parks Program is a matching grant program for the acquisition and/or development of parks and recreational facilities and for the protection of open space. Indoor or outdoor projects are eligible and must reflect the priorities established in the NY Statewide Comprehensive Outdoor Recreation Plan (SCORP). Additional grants administered by the Office of Parks, Recreation and Historic Preservation includes acquisition grants, and a Snowmobile Trail Grant Program.

Contact Kevin Burns, Chief, Bureau of Grants Management, 518/474-8372

Office of Parks, Recreation and Historic Preservation: Recreational Trails Program was renewed in SAFETEA-LU but as of this writing there is no timeline on a solicitation. This is a matching grant program for the acquisition, development, rehabilitation and maintenance of trails and trail-related projects. Funds are available to non-profit organizations, municipal, state and federal agencies, Indian tribal governments and other public agencies and authorities. Funded projects must be identified in, or further a specific goal of, the SCORP and must be available to the general public. Source of funds: Federal Highway Administration.

Contact Kevin Burns, Chief, Bureau of Grants Management, 518/474-8372

New York Main Street Program is being administered by the NYS Division of Housing and Community Renewal and the Housing Trust Fund Corporation. The program provides matching grants for facade and interior building renovations, streetscape enhancements, landscaping and signage and to install street furniture, and for communities to establish a business or cultural anchor in their downtown. Through the New York Main Street grant Program, grant funding of up to \$200,000 is available to assist with Main Street or downtown revitalization efforts. To be eligible, applicants must be incorporated under the Not-for-Profit Corporation Law (including community-based organizations, business improvement districts, and other similar entities that have been providing service to the community for at least one year).

Visit <http://www.nymainstreet.org/grants/index.php> for more information or contact the New York State Division of Housing and Community Renewal at 518/474-9553

Quality Communities Grant Program funds are designed to assist with planning efforts to encourage community growth, improve community centers, promote intermunicipal growth, enhance mountain communities, preserve open space, and more. Eligible applicants include Counties, Cities, Towns, Villages, Indian Tribes/Nations, Local Public Authorities, Public Benefit Corporations, and, in some circumstances, Not-for-Profits.

Visit <http://www.qualitycommunities.org/index.asp> for information on the wide variety of grants offered through the Quality Communities initiative

New York State Environmental Protection Fund, administered by the New York State Department of Environmental Conservation provides mechanisms for open space conservation and land acquisition.

Contact Susan Moore, Environmental Program Specialist, 518/402-9342

New York State Environmental Protection Fund Title 11 – Administered by the NYS Department of State is the State's first permanent fund dedicated to addressing a broad range of environmental and community development needs. Under this program, the Division of Coastal Resources provides grants to eligible municipalities for planning, design, feasibility studies, and construction projects that advance preparation or implementation of a Local Waterfront Revitalization Program. Materials for this year's grant cycle will be available in March 2006.

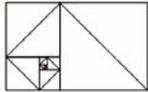
Contact Paula Marshman, Coastal Resources Specialist, 518/474-6000 or visit www.nyswaterfronts.com

The Brownfield Opportunity Areas Program provides municipalities and community based organizations with assistance to complete area-wide approaches to brownfield redevelopment planning. Through the Brownfield Opportunity Areas Program communities will have opportunities to return dormant areas back to productive use and simultaneously restore environmental quality. Materials for the next grant cycle will be available in March 2006.

Visit <http://www.dec.state.ny.us/website/der/bfield/boa.html> for more information

National Grid (formerly Niagara Mohawk) Main Street/Commercial District Revitalization provides matching grants of up to \$50,000 per project to municipal and non-profit development corporations undertaking efforts to revitalize their community center. Niagara Mohawk designed its Main Street/ commercial District Revitalization program to assist communities in realizing their goals and promotes "smart growth" investment in central business districts and commercial corridors.

Visit http://www.nationalgridus.com/niagamohawk/business/ecdev/develop/5_mainstreet.asp for more information



MEETING MINUTES #1

PROJECT: *Hadley Main Street & Trail Linkage Study*

SYNTHESIS COMM. # *2005036.00*

MEETING MINUTES # *1*

DATE OF MINUTES: *09-19-05*

DATE OF MEETING: *09-16-05*

MEETING TIME: *10:00 AM*

LOCATION: *Hadley Town Hall*

PRESENT AT MEETING:

<i>Michael Valentine</i>	<i>Saratoga County Planning</i>	<i>884-4705</i>
<i>Jim Brewster</i>	<i>Town Board</i>	<i>696-3824</i>
<i>Maureen Lanfear</i>	<i>Town Employee</i>	<i>696-4379 x4</i>
<i>William Gilbert</i>	<i>Master Plan Committee</i>	<i>408-0166</i>
<i>Bill Brandt</i>	<i>Master Plan Committee</i>	<i>696-2126</i>
<i>Tom Mason</i>	<i>Town Supervisor</i>	<i>696-4797</i>
<i>Gretchen Aldrich</i>	<i>Master Plan Committee</i>	<i>696-2670</i>
<i>Sandy Misiewicz</i>	<i>CDTC</i>	<i>458-2161</i>
<i>Bill Sprengnether</i>	<i>Synthesis</i>	<i>370-1576</i>
<i>Richard Eats</i>	<i>Synthesis</i>	<i>370-1576</i>
<i>Michael Hale</i>	<i>Synthesis</i>	<i>370-1576</i>

ITEMS DISTRIBUTED: *Project Schedule
Meeting Agenda
Scope of Work & Tasks*

THE FOLLOWING ITEMS WERE DISCUSSED:

- **ITEM 1:** *Project Boundary – the official boundary of the project will include the shores of the Hudson and the Sacandaga Rivers on the east and south, the train line on the west and the edge of Smead Memorial Park to the north. The project area will also extend west along the Sacandaga River to include the white water park. The plan will also extend across the boundaries along linkage corridors. For instance, it is possible the Town of Hadley will acquire the land along both banks of the Sacandaga River from the Bow Bridge west to the Conklingville dam.*

- **ITEM 2:** *Timeline – the projected timeline was established as beginning with the September 16, 2005 kick-off meeting and ending on or about December 23, 2005. Interim timeframes for individual tasks and meetings were discussed, and meeting dates established.*
- **ITEM 3:** *Project Name – it was determined through discussion that the project would be referred to as the “Gateway Portion of the Master Plan.”*
- **ITEM 4:** *Public meetings- We will conduct one public meeting to present the draft plans on November 17- 7pm. The meeting will present information to the client rather than a meeting that we use to gather information. Town will coordinate advertising and outreach for the meeting.*
- **ITEM 5:** *SAC Meeting Schedule*

Walking tour – Friday Sept 23@ 10 AM
Review Meeting October 14 at 2 PM
Review Meeting November 11 at 10 AM
- **ITEM 6:** *Circular Street traffic needs to be addressed; it is currently a turn around for potential visitors to the town. Moreover, it is a parking area for kids who leave trash and illegally recreate under and around the bridge/falls (no police presence). The goals for work at Circular should be to eliminate parking, permit access to homes, increase park area, create gateway/Town entry, use the park as part of the Hadley pedestrian linkage plan. Turning the existing roadway into a private shared drive for the three homes on circular would discourage public parking and help prevent turn-around traffic. Public parking nearer the center of the Hamlet would discourage people from carrying “junk” down to the river.*
- **ITEM 7:** *Various sources of base information were discussed including, the old Master Plan, GIS information at County Planning, Sidewalk Plan by C.T. Male, meeting minutes of Master Plan meetings, Warren County RR & re-discovery plans, CHA Rail station plans, etc.*
- **ITEM 8:** *What’s the image of the community? Outdoor recreation, fishing river sports, skiing, mountain biking, snowmobiling, etc. Businesses are needed that will cater to these kinds of recreational visitors. The expectation is that the tourist train will bring an influx of people that need food, drink, and shopping. ORDA is pushing hard for a ski train to North Creek/Gore Mountain.*
- **ITEM 9:** *The four corners should be developed as a commercial gateway that will provide identity to Hadley. Possible on street parking near intersection would improve accessibility and potentially attract more customers to local businesses. A recent traffic study indicated that the four corners intersection regularly sees about 7,000 cars. Plan should embellish on available parking within the Hamlet area.*
- **ITEM 10:** *Snowmobiling, and the local trail system, is a significant recreational component. Trail linkages exist from Hadley to Stony Creek and Speculator. The*

snowmobile trails within Hadley are non-State funded and thus not found on published maps. Moreover, there is no connection between Warren County trails and those within vicinity of Hadley. Rafting is another significant recreational component, with takeout near Bow bridge.

- **ITEM 11:** *A visitor center was discussed and ideas were discussed that included converting the general store into a visitor center/museum, or keeping it at the train station and encouraging a retail/service establishments at the four corners. General discussion included the need for an “anchor” that establishes an individual identity.*
- **ITEM 12:** *Other ideas that had been discussed by the Committee include “period” lighting, street trees, fencing (in the park), bike racks (e.g. near Circular), parking/kiosk at Bow Bridge, sidewalk straightening, and re-defining the four corners.*
- **ITEM 13:** *Kate Maynard from Saratoga Plan has expressed interest and wants to participate in the open space (green) portion of the study.*
- **ITEM 14:** *Sandy Misiewicz provided Synthesis with copy of “Rediscovering the First Wilderness, Inter-municipal Redevelopment Strategy for the Northern Hudson River, by The Saratoga Associates and the Hadley Hamlet 2002 Master Plan. Also received were the Hadley Rail Station Concept Site Plan and Building Plan maps (5 sheets) by CHA and the Adirondacks Snowmobile Trail Map by the Adirondack Regional Tourism Council, Inc.*

ACTION ITEMS RESULTING FROM THE MEETING:

- **ITEM A:** *Hale and Sprengnether from Synthesis, and Committee members to conduct a “walk through” Friday, September 23, 2005 at 10:00 a.m.*
- **ITEM B:** *Mike Valentine will coordinate additional information including GIS.*

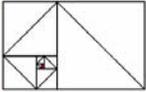
The above items are as noted by SYNTHESIS. If any party receiving these minutes has addenda or clarifications, please submit amendments in writing to our office (or fax to (518) 370-1578) within 10 days of receipt.

Respectfully submitted,

Richard Eats, RLA
Principal

RAE/mh

cc: *All parties noted on page 1*
File

**MEETING MINUTES #2****PROJECT:** *Hadley Main Street & Linkage Study***SYNTHESIS COMM. #** *2005036.00***MEETING MINUTES #** *2***DATE OF MINUTES:** *10-24-05***DATE OF MEETING:** *10-14-05***MEETING TIME:** *2:00PM***LOCATION:** *Hadley Town Hall***PRESENT AT MEETING:***Name*

<i>Michael Valentine</i>	<i>Saratoga County Planning</i>	<i>884-4705</i>
<i>Jim Brewster</i>	<i>Town Board</i>	
<i>Maureen Lanfear</i>	<i>Town Employee</i>	<i>696-4379 x4</i>
<i>William Gilbert</i>	<i>Master Plan Committee</i>	<i>408-0166</i>
<i>Tom Mason</i>	<i>Town Supervisor</i>	<i>696-4797</i>
<i>Sandy Misiewicz</i>	<i>CDTC</i>	<i>458-2161</i>
<i>Bill Sprengnether</i>	<i>Synthesis</i>	<i>370-1576</i>
<i>Richard Eats</i>	<i>Synthesis</i>	<i>370-1576</i>

NOT PRESENT AT MEETING BUT WILL RECEIVE COPIES OF MINUTES:*Name*

<i>Bill Brandt</i>	<i>Master Plan Committee</i>	<i>696-2126</i>
<i>Gretchen Aldrich</i>	<i>Master Plan Committee</i>	<i>696-2670</i>

ITEMS DISTRIBUTED:

Existing Transportation & Linkage Map
Land Use Map
Asset Map
Liability Map
Linkage and Development Concepts
Review of Previous: Rediscovering the Wilderness, Traffic counts,
Master Plan

THE FOLLOWING ITEMS WERE DISCUSSED:

- **ITEM 1:** *Presented the above identified maps and plans*
- **ITEM 2:** *Extended the project boundary north of the Bow Bridge on lands formerly owned Niagara Mohawk and land owned by the Town located south of the previous defined project boundary adjacent to the Sacandaga River.*
- **ITEM 3:** *Made minor adjustments in land use designations*
- **ITEM 4:** *Town will supply Synthesis with a tax map identifying easements on parcel of land across the highway from the train Station*
- **ITEM 5:** *There are no FEMA implications within the study area as per Town's determination*
- **ITEM 6:** *Improvements to the River for the White Water Rodeo should be explored more. The plan could recommend overlooks and viewing areas, which could compliment this effort.*
- **ITEM 7:** *Primitive type campground could be developed on lands owned By the Town adjoining the Sacandaga River.*
- **ITEM 8:** *Community Center was planned on lands owned Hadley within the study area and should be considered in the plan.*
- **ITEM 9:** *Junk cars located within the 4-corners could be a visual issue.*
- **ITEM 10:** *Joe Richie could help with pedestrian pavement crossing from proposed Train Station parking lot.*
- **ITEM 11:** *Once a sidewalk/mutli-use path is identified, it should be discussed with Joe Richie*
- **ITEM 12:** *The plan should take into consideration touring companies that developed within the area.*
- **ITEM 13:** *Saratoga open space can possibly provide some funding opportunities.*
- **ITEM 14:** *Some identification feature should be planned in the vicinity of The Triangle Restaurant off of route 9N.*
- **ITEM 15:** *Reshaping the Train Station parking lot as designed by CHA to conform to the sense of place and to the planned pedestrian feeling of the 4-corners. A revised concept plan was presented which was endorsed by those in attendance.*

ITEM 16: *VFW, Greenfield Press, Mouse Soup properties should be included in final plan.*

ITEM 17: *Next Meeting scheduled for November 11, 2005 @ 10:00 am*

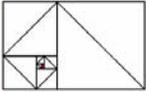
ACTION ITEMS RESULTING FROM THE MEETING:

- **ITEM A:** *Easements maps for parcel adjacent to Town Hall to be supplied by Town and County.*
- ITEM B:** *Contract person in Warren County as project coordinator for Train Station parking area.*
- **ITEM C** *Saratoga County should provide Synthesis with the future Lake George Bike trail.*

The above items are as noted by SYNTHESIS. If any party receiving these minutes has addenda or clarifications, please submit amendments in writing to our office (or fax to (518) 370-1578) within 10 days of receipt.

Respectfully submitted,

*Richard A. Eats, RLA
Principal*



MEETING MINUTES #3

PROJECT: *Hadley Main Street & Trail Linkage Study*

SYNTHESIS COMM. # *2005036.00*

MEETING MINUTES # *3*

DATE OF MINUTES: *11-16-05*

DATE OF MEETING: *11-10-05*

MEETING TIME: *2:00 pm*

LOCATION: *Hadley Town Hall*

PRESENT AT MEETING:

<i>Michael Valentine</i>	<i>Saratoga County Planning</i>	<i>884-4705</i>
<i>Jim Brewster</i>	<i>Town Board</i>	<i>696-3824</i>
<i>Maureen Lanfear</i>	<i>Town Employee</i>	<i>696-4379 x4</i>
<i>William Gilbert</i>	<i>Master Plan Committee</i>	<i>408-0166</i>
<i>Gretchen Aldrich</i>	<i>Master Plan Committee</i>	<i>696-2670</i>
<i>Sandy Misiewicz</i>	<i>CDTC</i>	<i>458-2161</i>
<i>Bill Sprengnether</i>	<i>Synthesis</i>	<i>370-1576</i>
<i>Richard Eats</i>	<i>Synthesis</i>	<i>370-1576</i>
<i>Laura Moore</i>	<i>Warren County Planning</i>	<i>761-6410</i>

OTHERS NOT ATTENDING THAT WILL RECEIVE MINUTES

<i>Bill Brandt</i>	<i>Master Plan Committee</i>	<i>696-2126</i>
<i>Tom Mason</i>	<i>Town Supervisor</i>	<i>696-4797</i>

ITEMS DISTRIBUTED:

*Concept diagram of trails and trail connections was left with Hadley
Hadley/ Luzerne Train Station diagram from First Wilderness Heritage Corridor Report
Hadley/ Luzerne community Connections from First Wilderness Heritage Corridor Report*

THE FOLLOWING ITEMS WERE DISCUSSED:

- **ITEM 1:** *Laura Moore – Reviewed changes to train station and parking/ a rumor is circulating that casts doubt on the Hadley/ Luzerne Station actually happening – Laura, Sandy and Mike all admitted they had heard nothing of the **Rumor**. The most current plan is the sketch provided in the First Wilderness Heritage Corridor Report – provided by The Saratoga Associates.*

- **ITEM 2:** *Land owned by NIMO is expected to be developed with 14 single-family homes. This development should be linked into the community with a multi-use path.*
- **ITEM 3:** *Discussion of development along the Hudson River. There is a discrepancy between what is assumed to be true by the town and the information gathered by Bill Sprengnether from APA and DEC. Bill to contact Brian Ford from APA and confirm development restrictions – especially regarding Bill Brandt’s property..*
- **ITEM 4:** *Warren County Bike Trail needs to be linked to*
- **ITEM 5:** *Note important connection from Hadley/ Lake Luzerne to Corinth via water route as described in the First Wilderness Plan.*
- **ITEM 6:** *Include senior/ community center on drawings..*
- **ITEM 7:** *The proposed design sketches were reviewed. Issues that were indicated included;*
 - *Bill Brandt’s property*
 - *NIMO property and proposed future development*
 - *Proposals for private property*
 - *Of the proposed plans the Committee endorsed the triangle at the four corners.*
- **ITEM 8:** *Consider the costs and implications of undergrounding electric utilities.*
- **ITEM 9:** *Contact and include The chamber of commerce, Joe Ritchey and new supervisor in the plan.*
- **ITEM 10:** *Meeting to be set with affected local property owners.*
- **ITEM 11:** *Empty lots within downtown neighborhood will soon be enveloped with single-family homes.*

ACTION ITEMS RESULTING FROM THE MEETING:

- **ITEM A:** *Sprengnether to email sketches to Jim and Bill*
- **ITEM B:** *Maureen to coordinate a meeting with local land owners who are expected to be affected.*

The above items are as noted by SYNTHESIS. If any party receiving these minutes has addenda or clarifications, please submit amendments in writing to our office (or fax to (518) 370-1578) within 10 days of receipt.

Respectfully submitted,

Bill Sprengnether, ASLA



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