

# DRAFT COMPREHENSIVE PLAN

Town of Bolton

November 8, 2024



TOWN OF  
**BOLTON**  
WARREN COUNTY, NEW YORK

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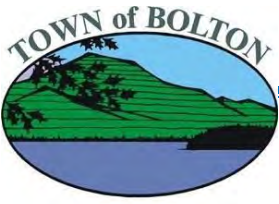
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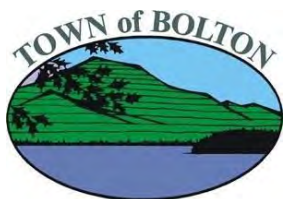




## **MESSAGE FROM THE SUPERVISOR**

*To be provided in the next stage of project development.*

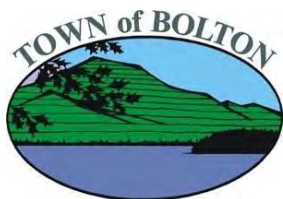
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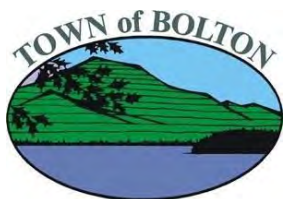
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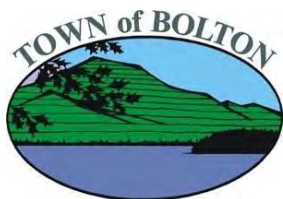


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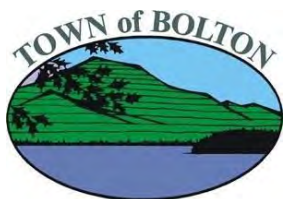


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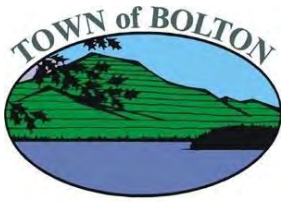
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### INTRODUCTION/ OVERVIEW

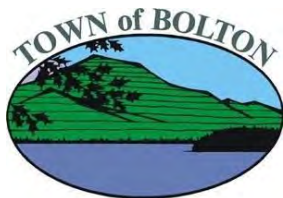
A comprehensive plan, also called a master plan, is a collection of information and materials designed to guide future development and provide communities with a firm foundation for policies and legislation to foster a more certain future. While comprehensive plans help guide policy, they are not law. Rather, they provide a framework and context in which to make decisions relating to future land use and development. Plans are subject to change and revision with the passage of time and events and its adequacy and appropriateness should always be considered when contemplating future community changes.

New York State General Town Law, Section 272-2, notes that the Comprehensive Plan shall:

*“Serve as a basis for land use regulation, infrastructure development, public and private investment, and any plans which may detail one or more topics of a town comprehensive plan.”*

The Town of Bolton Smart Growth Comprehensive Plan shall be the general guiding policy of the Town of Bolton for all rezoning and infrastructure projects planned by the Town and proposals from other government agencies. A copy of this plan has been provided to Warren County and New York State agencies to assist with their plans and projects in the Bolton area.





### Organization & Use of this Plan

The vision for the Bolton community is at the center of this plan. The vision should guide Bolton's overall development. Consult the vision often as you delve into this plan, and help move it forward.

Linked to the vision is a detailed implementation plan. The implementation plan defines a set of possible actions over 10 years. The implementation plan suggests timing, parties to involve, and resources to leverage for advancing 100 individual strategies that are suggested for activating the plan and its goals.

Principles and subject elements, meanwhile, set this plan's framework. Six elements present principles which guide this plan. Each element: *Housing Choices*; *Living Environment*; *Community Circulation*; *Placemaking*; *Economic Vitality*; and *Leading for the Future* is substantive. Separately, there is also discussion of *Community & Regional Plans* and how these relate to contextualizing and structuring action. Another subsection describes smart growth principles which, likewise, frame planning action.

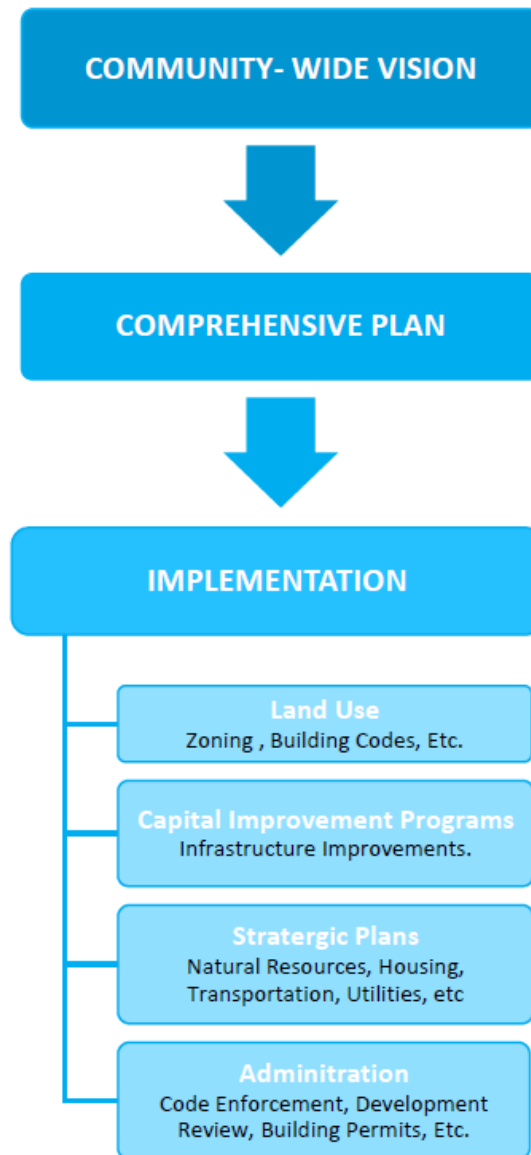
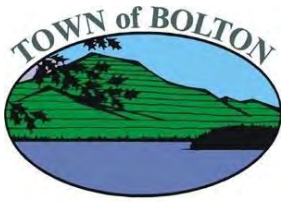
There are 14 key priorities described. Addressing key priorities will align growth with the vision. Key priorities are projects or initiatives Bolton can use to advance planned development. They can systematically and sustainably address the needs and interests of current and future generations. Key priorities are cross-cutting and may be structured as sources of demonstrating to the public what is possible. An index in the implementation plan shows how key priorities relate to goals. Key priorities typically align with multiple goals and actions and provide a means to collectively move this plan ahead.

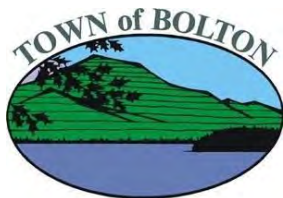


As an aid to understanding the basis of goals and strategies, in each of the six elements there is extensive community profiling. These examinations of the community environment, its conditions and trends are comprehensive. The discussion of town and regional features and attributes in this profiling is intended to present information for decision making. This profiling can be consulted when deliberating on potential action and key priorities or other strategies that are identified as important to Bolton's future development.

Consulting the vision, key priorities, and implementation plan should bring familiarity with the intent of this plan and suggested strategies. When users seek to delve further into topics, the appendices provide additional background documentation that can be used in contemplating action. This includes summaries of public outreach and engagement activities, a grant needs assessment funding matrix, and the thumbnail descriptions of regional plans and past and subject-specific local plans.







### A Blueprint for Action

The Town of Bolton has historically been symbolic as a destination for summer vacation, relaxation, and recreation. Settled in the late 18th century, its transition from forestry to tourism began as early as the 19<sup>th</sup> century. Bolton's time-tested allure resides in the lasting imprint its picturesque 20 miles of Lake George shoreline leaves on residents as well as visitors to this unique community. With one grand lakefront hotel or estate after another terminating at the iconic Tongue Mountain peninsula, each beholden with breathtaking views to Buck and Sleeping Beauty Mountains, Bolton is truly representative of Thomas Jefferson's inspired quote:

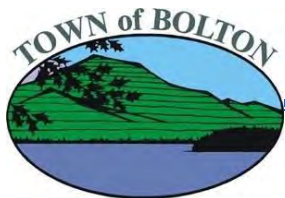
"Lake George is without comparison, the most beautiful water I ever saw; formed by a contour of mountains into a basin.... finely interspersed with islands, its water limpid as crystal, the mountain sides covered with rich grown.... down to the water edge: here and there precipices of rock to checker the scene and save it from monotony."

Following the first permanent settlement of the Town, Bolton has transitioned from a largely self-contained economy. By the mid-19th century, the Adirondacks were gaining a reputation as a destination for the wealthy. Those considered "high society" began flocking to the grand hotels of the time to socialize on the impressive porches, dine on fresh trout and venison, and enjoy the magnificent natural surroundings. Bolton was and still is home to some of these iconic resorts. Over time, however, the desire for greater privacy led to the development of private estates, and small camps—being established around and beyond the flourishing hotels.

Today, Bolton's economy is predominately oriented toward tourism and recreation, with the number of visitors increasing each year. Many of the once large estates have been subdivided: first developed into resorts in the 1950's, and then into private homes beginning in 1970's with views of the Lake. Bolton's waterfront is now well developed, with numerous private residential properties. NY Route 9N runs north and south along the lakefront and is lined with small motels, restaurants, and retail establishments—primarily to accommodate the influx of tourists and seasonal residents. As the popularity of Bolton as a destination continues to grow, more residential homes are being built along the hillsides and ridgelines.

Tourism and development are beginning to place pressures on the physical and natural environments, which are critical components of Bolton's distinctive rural character. Because it is Bolton's natural beauty and distinct character that attracts visitors and makes Bolton a great place to live, steps should be taken to ensure these characteristics are preserved. These steps however, must not hinder Bolton's ability to sustainably grow and be competitive. The key is to encourage growth in a way that adds value, while ensuring preservation of the built environment and natural character that Bolton is known for.





Bolton's mix of small town, rural, and natural character is its strongest asset. The Town's residents and property owners are in tune with the importance of protecting the natural resources: Bolton's surface waters, wetlands, steep slopes, and forest cover. This Comprehensive Plan was created to support and provide solutions that will preserve Bolton's community character for its residents, property owners, workforce, and visitors.

The resulting plan represents a community-wide effort to identify and address critical issues and opportunities currently facing the community. At its core, this plan is intended to help guide public and private initiatives that are taken on behalf of or which may impact the Town. The Comprehensive Plan attempts to honor the community's legacy while embracing the ever-emerging opportunities and energies that continue to make Bolton a beautiful and enjoyable place.

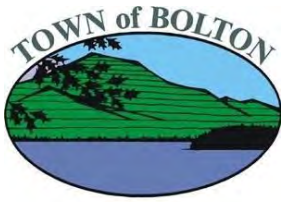
This comprehensive plan represents the community's desired future and it aims to help guide decision-making by elected



and appointed officials on how development, conservation, and public investment take place within Bolton. Plans are subject to change and revision with the passage of time and events, and its adequacy and appropriateness should always be considered when contemplating future community changes. In short...

- A Comprehensive Plan is an expression of the Town's values, aspirations, and shared vision of the future;
- A Comprehensive Plan is a guide for the management of change;
- A Comprehensive Plan sets a framework to determine how all of the Town's goals, initiatives, and investments fit together;
- A Comprehensive Plan is the foundation and reference point for policy and decision making; and
- A Comprehensive Plan is the Town's "to do" list.

The Town of Bolton's last comprehensive plan was prepared in 2003. Municipalities should update their comprehensive plans approximately every five to ten years (or when conditions warrant). Bolton is overdue for a new plan. Town officials recognized their community was in need of a new plan in order to understand current conditions and to identify and prepare for future growth and development. The Town has successfully completed this endeavor and is proud to provide the Town of Bolton 2025 Comprehensive Plan.



Town Law in New York State gives towns the power to create a comprehensive plan, should they so desire. New York State Town Law states that:

*“Among the most important powers and duties granted by the [State] legislature to a town government is the authority and responsibility to undertake town comprehensive planning and to regulate land use for the purpose of protecting the public health, safety and general welfare of its citizens.” [Section 272-a]*

Town Law describes the legal requirements for approval and what elements may be included within the comprehensive plan, but does not firmly require every plan include every element. Therefore, comprehensive plans vary from community to community and many focus upon elements and issues deemed important to the local population at the time of creation and adoption. Each comprehensive plan in New York State is unique and tailored to their individual community. This is no different for the Town of Bolton, and this document shall prove instrumental for the Town moving forward.

The Bolton Town Comprehensive Plan outlines the community's vision, specifies development, conservation and revitalization goals, and provides numerous strategy recommendations. It includes clear steps for implementing these recommendations to realize the Town's vision. This plan is structured to cover aspects such as comprehensive planning, context, and vision; each consisting of guiding principles, goals, outcomes, and actions.







### The Planning Process

The Town of Bolton has been actively involved in community planning over years and has a number of highly skilled and dedicated volunteers that have helped Bolton preserve its rural character and unique natural setting and build a special place and the economic base. Since the 1970s, Bolton has produced several planning documents, including the 1970 “Master Plan Report—Town of Bolton, NY,” the “Town of Bolton Background Studies” prepared in the late 1970s, “The Town of Bolton Hamlet Preservation Program” prepared in 1985, and more recently, the 2003 “Town of Bolton Comprehensive Plan & Hamlet Strategic Plan.”

In recent years, Town of Bolton officials have been interested in taking a fresh look at the Town’s land use planning goals with an eye towards gaining consensus on how these goals could be updated and implemented. In 2023, the Town Board designated the Town Comprehensive Planning Committee (CPC) as the plan’s study committee (which constitutes a special board under § 272 of NYS Town Law) with the directive to spearhead this effort.

The Comprehensive Planning Committee (CPC) is made up of residents with a variety of interests derived from their roles as community volunteers, professionals, and interested citizens. It has a Town Board liaison, and is comprised of staff and agents. The CPC convened on a roughly monthly basis during the planning process and guided the development of the plan to respond to a wide range of interests.

The CPC recognized that the Comprehensive Plan belongs to the community and it was essential to involve them from the very beginning in the planning process. Toward this end, in 2023

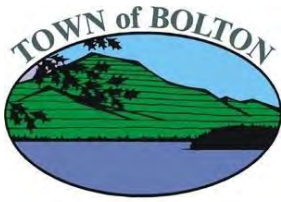


### COMMUNITY SURVEY

A questionnaire on community interests and perspectives was completed by over 350 users. The survey explored topics such as: Things people love about living in or visiting Bolton and the top issues or challenges facing Bolton over the next 10 years.

The responses provide evidence of support for maintaining clean water and a sustainable living environment, with visitors welcomed, and management of growth and preservation of rural and natural character. Participants also articulated interest in supporting families and the year-round ability for residents to live in Bolton and were concerned for housing affordability.

The community also supports upkeep and investment in public facilities (a high of 42% indicated it is a priority to improve water and sewer infrastructure). Meanwhile, asked about priorities for recreation, users support investments in boating/watersports, hiking, walking/running and community parks.



through 2025, the CPC, assisted by the consultant and with additional funding from a Smart Growth Planning Grant from the New York State Department of State, designed and completed a series of outreach and engagement efforts to gather public opinion and input on planning, zoning, and land use issues and interests.

More than just conventional public hearings and comment periods, this was a multi-month process. It included interviews, community planning workshops, and a public opinion survey to ensure that everyone who wanted to comment on land use issues and planning options for the Town could do so.

During this project there were two broadly promoted community planning meetings held at Town Hall as part of informing and formulating this plan. At these meetings, Town officials and Laberge Group staff explained the status of planning work in Bolton, examined issues and needs, and explored possible treatments, including outlining planning techniques used in other communities in New York State. Over 125 residents attended these meetings and offered questions and comments during open discussion periods.

**Public Workshop #1 Community Open House with SWOT Analysis: Sept. 22, 2023.** This well-attended event invited people to drop in at Town Hall and provide feedback on Bolton's strengths, weaknesses, opportunities, and threats (SWOT). There was extensive input obtained, including the following findings and opinions:

- Value the Lake and Lake access;
- Like small town atmosphere;
- Perceive value in the school district;
- Construe a need for housing for families as well as housing challenges for seniors;
- Want caps or more regulation of vacation rentals;
- Seek sidewalks;
- Desire cable and internet services improvements;
- See needs for protected bike/ walking options on Route 9N;
- Identify a lack of childcare options; and
- Want a dog park.

Considering potential priorities for Bolton in terms of government services, at the first open house there were public interests expressed for local government to:

- Aid housing affordability, and housing options for summer workers;
- Prepare for sewer needs; through a sewer plan, and preparations to upgrade the sewer plant; and

**JOIN US TO SHAPE BOLTON'S FUTURE!**

TOWN OF BOLTON COMPREHENSIVE PLAN

**PUBLIC WORKSHOP**

FRIDAY, SEPTEMBER 22, 2023

4:00- 7:00 PM

BOLTON TOWN HALL,  
4949 LAKE SHORE DRIVE

**TAKE THE COMMUNITY SURVEY!**

Paper Copies: Available to pick up or drop off at the Town Hall Planning Department office. Use drop box for after hours drop off.

Online: Visit Town Website or follow QR code for link!

Please join us for a Community Open House Event where you can share your ideas about the future of the Town of Bolton.

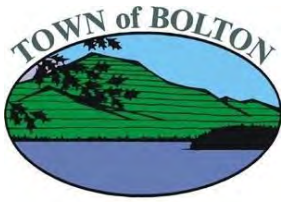
This community event will guide policy and land use decisions for years to come!

During this workshop:

- ❖ Share your vision for Bolton
- ❖ Comment on Map displays
- ❖ Identify the strengths, opportunities and challenges facing Bolton
- ❖ Discuss resource needs and priorities

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This project is funded by a NYS Department of State Smart Growth Planning grant

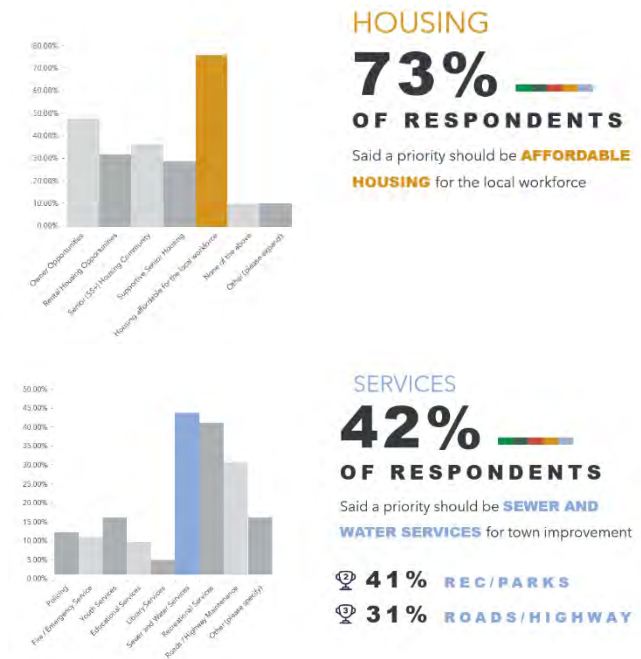


- Ensure a focus on needs of year-round residents and people living all around Town.

Commentors regularly showed support for fostering housing options, such as for families; and expressed high levels of support for goals and objectives to: develop, enhance outdoor recreational opportunities available in Bolton; promote a dark sky; manage impacts from short-term lodging; protect open space; prevent invasive species spread; and construct sidewalks in hamlet back streets.

Additionally, a public survey was open for from July through November 2023, and informational pop-up sessions were held at the Bolton Farmers' Market to provide additional opportunities for residents, business owners, and other stakeholders to contribute input towards the Comprehensive Plan.

In Spring of 2024, 360 people responded to a survey about what qualities of the Town they liked and disliked the most. The information gathered during these public participation sessions became the basis for the goals, objectives, and actions outlined in this Comprehensive Plan. The survey findings reinforce that people value the Lake and environment, cherish Bolton's sense of community, and nearly three out of every four respondents noted that they were in favor of having more workforce housing options available.



In the second half of the planning process, specific policies and actions were developed to address problems and issues identified through public outreach, including through the involvement of the CPC, or as defined through preparation of the profiling and inventorying of community conditions. Based on findings from the earlier stage, the plan's vision was developed, along with the formation of either new goals or refinement of those in the 2003 Master Plan. Following from these, there was identification of policies and strategies that could be potentially used to meet the vision and objectives.

These process steps began in 2023 and overlapped with outreach involving special interest groups and key informants or stakeholders, giving them an opportunity to be heard on their particular issues, or areas of interest. These included meetings with the business community (Business Community Roundtable of January 2024), local public safety officials (April 2024), and school district officials (February 2024). In February 2024 there were also detailed content interviews with representatives of the Lake George Land Conservancy, Adirondack Park Agency, and the Lake Champlain-Lake George Regional Planning Board.

**Public Workshop #2 Smart Growth Goals & Projects: September 13, 2024.** The second major public engagement meeting was organized to gain insight into the proposed vision for Bolton, obtain comments on maps regarding issues





or needs in locations, hone-in on assets or challenges facing the Town, and assess alternative priorities and ways to address them.

Overall, participants consistently reiterated interest in themes expressed within prior public outreach, articulating that they value Bolton's unique character and setting and want a sustainable built environment. They associate importance with sidewalks and trails, seek enhancements to these types of mobility and outdoor recreation offerings, support actions to create a mix and affordability of housing; support economic vitality through bolstered water and sewer capabilities, would value advancement of child care options, and support leading for the future through environmental protection. At Workshop #2 participants called for managing construction on steep slopes and ridgetop development, with greater efforts to blend growth into hillsides. People supported efforts around flood and storm resilience, assigned priority to creating a parking plan, and commentators liked the idea of expanding parking using public properties on side streets, as well as changing business district parking as an aid to pedestrian and vehicular safety and mobility.



Preparation of the Comprehensive Plan included a review of reports, regional plans, economic studies, and other background analysis on topics, such as population, housing, historic preservation, natural resources, community facilities, transportation, and land use. These sources contain information pertinent to the Town and Warren County and this part of the Adirondacks. The section 'Planning Context' describes regional planning efforts and subject-specific plans. This 2025 Comprehensive Plan provides for the evaluation of these previous planning efforts and incorporated recommendations from them. This way the plan provides a guide for development and redevelopment of the Town in the near future as well as a basis for land use and policy decisions based on the community's expressed vision and goals.

### **Framework for Action**

This document shall prove instrumental for the Town moving towards the vision of tomorrow. The adoption of this Plan by the Town Board is the first step towards fulfilling the Town's Vision. The goals and recommendations included in this Plan will not produce the intended results unless Town officials, residents, and business owners support the directions provided within through local policies, regulations, and public investments. In addition, the formation of partnerships between the Town, agencies, organizations, authorities and other stakeholders is critically important.

Many communities use varied land use tools and regulations to prevent unwanted development and related undesirable effects. New York State Town Law states that zoning and subdivision regulations "shall be in accordance with a Comprehensive Plan." Zoning, site plan review, and subdivision regulations are primary regulatory methods for implementing land use recommendations in the Comprehensive Plan. Other land use tools include but are not limited to, overlay districts, architectural design guidelines, sign control, and incentive zoning. With this plan in place, the Town





will have guidance on how to use land use regulations, budgeting, capital improvement programming, and other functions to achieve its desired goals and allow the area to grow and change in positive ways.

### **Implementation Committee**

Looking ahead, it is important to periodically examine this Comprehensive Plan in accordance with current conditions and changes in and around the Town of Bolton. This Plan should continue to build on the foundation achieved in former plans and assist in visualizing a future that equitably addresses the needs of Boltons' residents.

Notably, it is recommended that the Town Board designate a *Comprehensive Plan Implementation Committee* to advocate and assist with using this plan and conduct periodic reviews of this Plan's substance, progress with it, and assist with making ongoing recommendations which will support comprehensive planning and the involvement of the people and groups that make up this community and which effect change. This can ensure there is tracking of activities and a contemplation of how the plan is used to respond to the changing conditions within the Town. The Plan should be updated or re-written at least once every five to ten years, or as necessity dictates.

The Comprehensive Plan sets forth an established program highlighting improvements, development projects, and activities to be undertaken by the Town during the next five to ten years. In many ways, the comprehensive planning process has just begun. Completion of the updated Comprehensive Plan is only the first step towards achieving the Town's Vision and Goals. As such, users are urged to frequently consult the Plan's Implementation Matrix during the course of conducting Town business. This matrix identifies potential funding sources and possible partners for implementing each strategy, with strategies assigned a recommended timeline for implementation as follows:

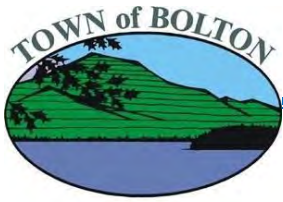
- Short: Year 0-2
- Mid: Years 3-10
- Long: 10+ Years
- Ongoing: Continuously Implement

This Implementation Plan should be amended and updated annually by the CPIC as new actions are introduced, and strategies are implemented in concert with preparing annual budgets and capital improvement programming. The Implementation Plan highlights a number of "next steps" that could be undertaken to begin the process of plan implementation and fulfillment.

### **General Implementation Strategies**

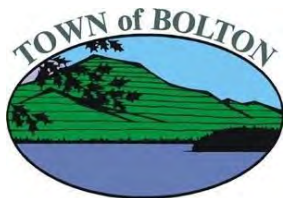
Based upon good practice and dialogue throughout the comprehensive planning process, the following general actions are identified and should be undertaken by the Town in order to help advance this plan:

- Adopt and use the Plan on a day-to-day basis;
- Establish a Comprehensive Plan Implementation Committee (CPIC);
- Develop and utilize a Capital Improvements Plan;



- Continually promote cooperation and participation;
- Annually prepare action plans and continually explore additional potential funding sources and implementation techniques;
- Update the Comprehensive Plan on a regular basis; and
- Annually report on implementation and progress of Comprehensive Plan.

The Town of Bolton has the great responsibility and opportunity to enhance the quality of the community as a whole. This will be achieved by strengthening the economic benefits and opportunities for local businesses, protecting and conserving natural resources, providing for resiliency in the public sector and in public facilities, and increasing the recreational and cultural resources for all to enjoy. To properly take advantage of these opportunities, the Town must prioritize the recommendations that have been produced by this Comprehensive Plan and be prepared to adjust these priorities based upon the availability of funding sources.



## PLANNING CONTEXT

### Regional & Community Plans, Policies & Initiatives

Regional and subject-based plans address patterns and opportunities which are distinct to Warren County and the southern Adirondacks. They provide strategies for reinforcing area strengths. It is advantageous to consult these studies which define how parties can collaborate and synchronize resources, as they work to address cross-cutting issues.

Members of this community can align with and benefit from these efforts as they consider specific ways to structure and tailor local actions that fit with the unique qualities and needs of Bolton. Similarly, Bolton's 2003 general plan, and its subject-based plans, provide substantial guidance regarding needs and measures proposed or attempted. Contemplating these plans can aid in calibrating consistent actions and in structuring policies and projects that can significantly advance the community's planning vision.

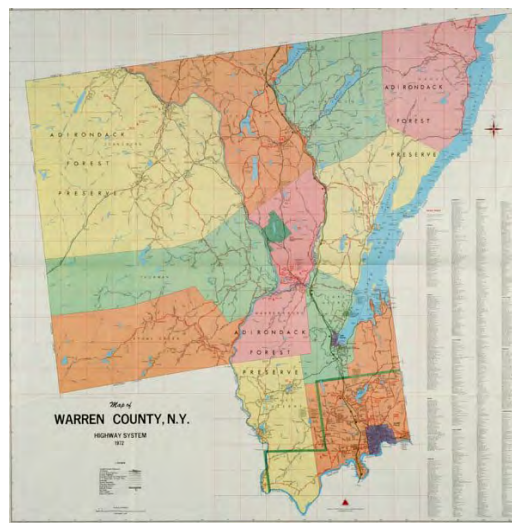
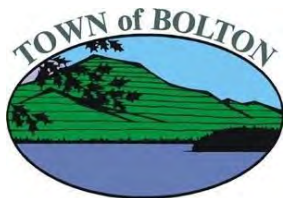


Figure 1 - 1972 County Highway Map (source: Adirondack Experience Museum)

There are over 20 plans and resource studies identified as having content which relates to planning and environmental management in the Town of Bolton. **Appendix 1: Overview of Local & Regional Plans** contains a thumbnail summary of each of these studies. This content is useful to consider as part of contemplating individual actions and implementing this plan.

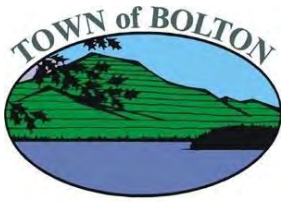
The following bulleted list identifies the plans and studies that relate to Bolton and its environment. Following it are brief descriptions of four local plans that received particular attention during the crafting of the Town development strategies presented herein: 1) the 2003 Town Comprehensive Plan; 2) the 2009 Bolton Landing Hamlet Sustainability Plan; 3) the 2016 Town of Bolton Local Waterfront Revitalization Plan (LWRP); and 4) the 2019 Bolton Recreation Hub Strategy.

- Town of Bolton Comprehensive Plan & Hamlet Strategic Plan, May 2003
- Status of Accomplishments & Future Priorities – Lake George Watershed Conference, 2006
- Lake George Basin Reservoir & Sediment Basin Cleanout Program by the Warren County Soil & Water Conservation District, 2007
- Bolton Landing Hamlet Sustainability Plan, 2009
- Lake Champlain Watershed Water Quality Management Planning Roadside Erosion Assessment and Inventory, circa 2011, by the Lake George Lake Champlain Regional Planning Board
- Stewart Brook/ Dula Pond Watershed Assessment - Warren Co. Soil & Water Conservation Dist., 2012



- Town of Bolton Stormwater Retrofit Opportunities Prepared by the Warren County Soil and Water Conservation District, 2013
- Lake George Road Salt Initiative by the Lake George Association, et al, 2014
- LG Watershed Data Atlas, 2016, by Lake George Lake Champlain Regional Planning Board
- Town of Bolton Local Waterfront Revitalization Plan (LWRP), Nov. 2016
- Adirondack Park Invasive Plant Program Annual Report, 2017
- Lake Champlain Non-Point Source Pollution Sub Watershed Assessment and Management Plan, 2018, by the Lake George Lake Champlain Regional Planning Board
- Harmful Algal Bloom Action Plan for Lake George by the Lake George Park Commission, et al, 2018
- Bolton Recreation Hub Strategy by the Lake George Land Conservancy, February 2019
- Adirondack Park State Land Master Plan (& 1993 Lake George Wild Forest Amendment), 2019
- Assessment of the Economic Value of Clean Water in Lake George, 2020, Prepared for the Village of Lake George, by the Lake Champlain Lake George Regional Planning Board
- Forward Together Economic Resiliency Plan by the Lake Champlain - Lake George Regional Planning Board, Oct. 2021
- Capital Region Economic Development Council (CREDC) Strategic Plan Update, 2022
- Capital Region Workforce Development Strategy – NY State Dept. of Labor
- Long-Range Transportation Plan – Adirondack /Glens Falls Transportation Council, 2023
- A Housing Needs Study & Market Demand Analysis of Warren County, plus Supplement, Oct. 2023
- Rural Workforce Transportation Plan – Adirondack /Glens Falls Transportation Council, 2023
- 2022-2027 Comprehensive Economic Development Strategy by the Lake George Regional Planning Board, 2023 Update
- Rural Electric Vehicle Charging Station Assessment by Adir. /Glens Falls Transportation Council, 2023
- Hazard Mitigation Plan Volumes 1 - 3 (Warren County), 2023
- Adirondack Road Salt Reduction Task Force Assessment & Recommendations 2023
- Lake George Lake Champlain Regional Planning Board Watershed Action Plan, 2023
- Lake Champlain Total Maximum Daily Load (TMDL) Watershed Implementation Plan, 2023, by New York State Dept. of Environmental Conservation
- Unified Planning Work Program - State Fiscal Year 2024 – 2025 by Adirondack /Glens Falls Transp. Council
- Bolton Drinking Water Source Protection Plan.





## **2003 Town Comprehensive Plan & Hamlet Strategic Plan**

The current Town Plan from 2003, while dated, provides a good foundation for a new plan. The Vision of the 2003 Plan is to maintain the Town's distinctive rural character in the face of increased tourism and demographic change.

The guidance from 2003 is still germane, as it presents Land Use Concepts for 'Residential & Home-Based Business', and areas for 'Residential/Lodging/Waterfront Access' surrounding designated 'Mixed Use'. The latter contain residential, community services, retail, restaurants, and entertainment assets, with services and amenities located close to dense residential areas and a majority of tourist accommodations, so Residential/Lodging/Waterfront Access areas provide relaxing settings nearby and in convenient locations. It also describes Residential & Home-Based Business areas covering a majority of residential and developing areas, with a focus on housing and cottage industries as a means to reinforce rural form.

The 2003 Plan has five corresponding goals:

- Preserve the natural environment.
- Maintain Bolton's distinct rural character.
- Foster an economic base focused on a balance of quality tourism and year-round services.
- Retain connections to the lakes as a resource for swimming, boating, fishing, and viewing.
- Preserve Bolton Landing Hamlet as economic/cultural/civic/social focal point for the community.

The following are highlighted key strategies from the 2003 Plan:

- **Hamlet Strategic Plan:** Preserve and enhance unique qualities of Bolton Landing for the benefit of the community. Under this rubric, there are incomplete objectives for upgraded pedestrian connections, such as: constructing sidewalks between Bolton Landing's core and the Algonquin; making a northerly connection to Up Yonda Farm; extending the existing sidewalk from the Sagamore to Route 9N; and upgrading sidewalks in Hamlet back streets.
- **Rural Character, Open Space & Environment:** Protect, maintain, and reestablish the quality of Bolton's natural setting, open spaces, and ecosystems to preserve scenic shorelines, hillsides, and ridgelines and distinctive rural character; and ensure a sustainable future for the Town, its residents, and wildlife. Its objectives

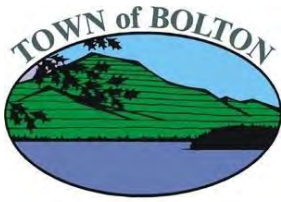
### **TOWN OF BOLTON COMPREHENSIVE PLAN AND HAMLET STRATEGIC PLAN**



**MAY 2003**

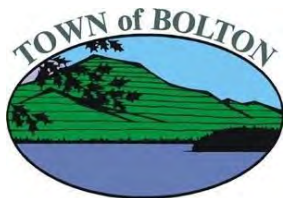
**THE SARATOGA ASSOCIATES**  
■  
LANDSCAPE ARCHITECTS, ARCHITECTS, ENGINEERS, AND PLANNERS, P.C.  
SARATOGA SPRINGS ■ NEW YORK CITY ■ BOSTON

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include forming a Town-wide watershed protection plan; and preservation of historic buildings, landscapes, and estates through preparation of a historic preservation plan.

- **Parks & Recreation:** Recreational resources should continually be assessed, modified, and improved to ensure the expectations, abilities, and interests of all residents, and visitors, are met. Many parties participated in successes improving parks, while trail planning greatly advanced.
- **Economic Sustainability:** Bolton's economic, cultural, environmental, and natural resources must be protected and enhanced to maintain Bolton as a choice for residents, tourists, entrepreneurs, and others seeking the unique rural experience and high quality of life offered in Bolton.
- **Housing:** Foster a variety of housing types to accommodate the varying needs of all Bolton residents in an attractive manner, including seniors, seasonal workers, low to moderate-income residents, and young families. The 2003 Plan presents recommendations ranging from forming a housing partnership to stimulating affordable housing. The County's major housing planning initiative that is underway may offer a means for advancing housing planning and development, which is regional as well as local in nature.
- **Infrastructure & Community Services:** Continue to provide high-quality municipal services to every resident in the community that protect the natural environment, regard resident's needs, and protect the health, safety, and general welfare of the community. The community met the objective to establish a Town planner position, and grants have assisted in bolstering and sustaining existing sewers, which is an underpinning of the 2003 plan's aim to expand sewer infrastructure. The need for developing a parking management program for Bolton Landing Business District remains a pressing need.

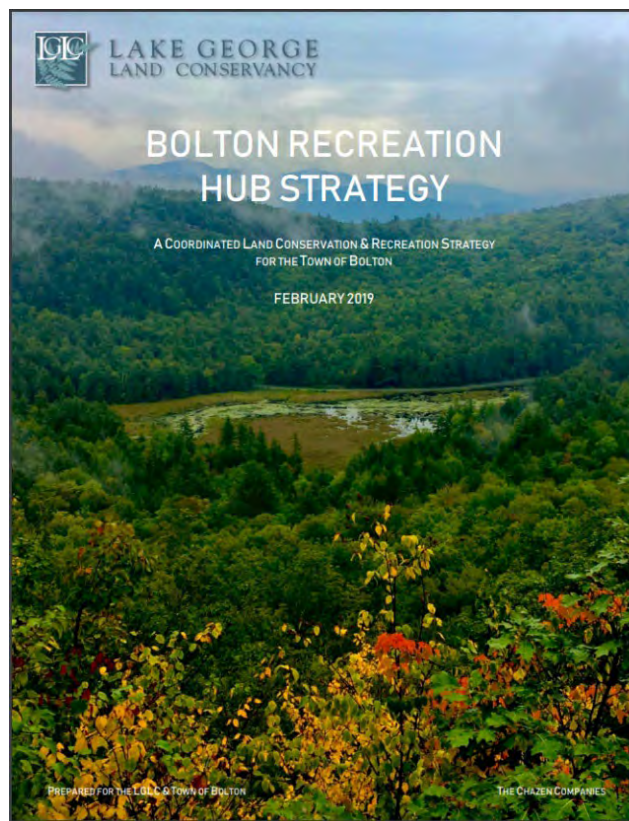


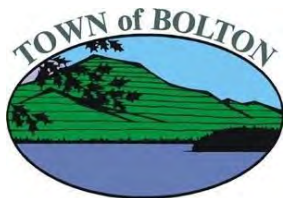
### **Bolton Recreation HUB Strategy**

Sense of place in Bolton links with the natural resource base, exemplified by Lake George, adjacent mountains and green space centering on extensive NY State parklands. The 2019 Hub Recreation Strategy: A Coordinated Land Conservation & Recreation Strategy for the Town of Bolton, prepared by the Lake George Land Conservancy (LGLC) in collaboration with the Town, lays out objectives to enhance open space and bolster and leverage recreational opportunities in Town.

The Hub's vision is to extend conservation land that is central and accessible, serves natural resource and recreation based functions, and supports hiking and recreational pursuits, such as nature observation and scenic experiences and winter sports. Accordingly, it presents trail and access points programs and budgets, including for trailheads and parking areas (especially at centrally located 'Ambassador' sites that are or can be linked with the population cores). Along with its objectives for an expanded and integrated open space and trails network, it aids marketing and branding experiences, by promoting unified wayfinding signage, plus seasonally available restrooms.

Importantly, the conservation and recreation framework in the Hub Strategy points to areas that should be targeted for lower densities, where there are objectives for trail corridors where it may be desirable to guide growth and facilitate and steward trail connections that link different parts of this open space hub. The Hub study is an important foundation for many aspects of Town recreation planning. Specifically, it builds on and can enhance Town and County public lands, including the popular 'Pinnacle' and with Town holdings around 'Edgecomp Pond', and lays out objectives for recreational conservation that will solidify the open space hub at and by LGLC's Preserves, such as Amy's Park and Goodwin Preserve.





### **Bolton Local Waterfront Revitalization Plan (LWRP)**

The 2016 Local Waterfront Revitalization Plan (LWRP) is a key subject-specific master plan that addresses the use of land and waters in Town. Since this community is oriented to life around Lake George, it provides recommendations to balance and advance environmental, recreational, and economic development while sustaining a quality waterfront environment.

Issues and opportunities are identified in relation to the Town Waterfront Revitalization Area (WRA). The LWRP Advisory Committee stewarded the drafting of Bolton's LWRP. This group serves to implement the practices and project actions consistent with this Program.

The WRA boundary encompasses all areas within the municipal jurisdiction. The WRA's Upland Boundary includes the entire Town land area. Bolton's waterside boundary and WRA begins at the shoreline and extends easterly and southeasterly, covering all waters adjacent to the Town of Queensbury's shoreline (Queensbury has its own LWRP covering its upland), plus all waters besides the Town of Fort Ann and a tangential and southerly part of the Town of Dresden's shore.

The Advisory Committee uses the LWRP policies to evaluate and confirm actions proposed within the jurisdictional boundary. The reviews aid community and stakeholder collaboration in planning and ensure compatible physical growth. The policies applied in the assessment process are grouped in four categories:

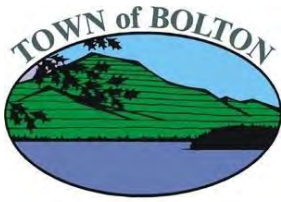
- **Developed Waterfront Policies:** Policies 1 through 3 focus on developments that enhance community character, preserve open space or historic resources of the waterfront area, and enhance visual quality and protect scenic resources through the waterfront area.
- **Natural Waterfront Policies:** Policies 4-8 focus on minimizing loss of life, structures and natural resources from flooding and erosion. They aim to protect, improve and restore water quality, aid waterfront air quality; and minimize degradation from solid waste and hazardous substances.
- **Public Waterfront:** Policy 9 focuses on providing for public access to recreational use, waterways, public lands, and public resources of the waterfront area.
- **Working Waterfront Policies:** Policies 10-13 focus on protecting water dependent uses and agricultural land. These promote sustainable use of living lacustrine resources (features related or associated with lakes) and appropriate use and development of energy and mineral resources.



Figure 2 – LWRP Waterfront Area for the Town of Bolton with land area outlined in Red and waterside area outlined with a grey border.







- **Veterans Memorial Park Master** - The LWRP envisions upgrades to add active sports courts and improve lighting. The south dock replacement has been completed.
- **Norowal Marina Redevelopment** – Lake George’s islands and bays, scenic surroundings, and extensive State Parklands are distinctive. There is an ongoing need to promote and redevelop shoreline facilities that provide adequate but sustainable access between land and water environments for users, while reinforcing a strong sense of place, and balancing the needs of the community. In a unique arrangement, the Town’s economic development arm, the Bolton Local Development Corporation (BLDC), owns Norowal Marina, Inc. This wholly-owned Marina subsidiary is carrying out a 5-year project to enhance the facility’s level of service by improving the marina’s public waterfront interface. Phase 1 was completed in 2021. Phase 2 will upgrade parking and landscaping, including stormwater management upgrades through additional plantings to help protect Bolton Bay, as well as add a boat washing station. When completed, greater numbers of users will be able to seamlessly and safely move back and forth between the shore and the Lake. Moreover, walkable / bikeable designs will enable users to easily connect with the Hamlet area, without the need to utilize cars.



Figure 4 – Making further improvements at Veterans Memorial Park will establish a world-class bathing beach and recreation area on the north side of main Street and the Bolton Landing Hamlet.



Figure 5 – Norowal Marina supports extensive types of water-dependent recreation, ranging from motorboating, to sailing, canoeing and kayaking.





### **Bolton Landing Hamlet Sustainability Plan**

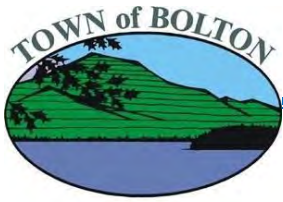
This 2009 Bolton Landing's Hamlet was funded by a NYSDEC smart-growth grant. The Plan lays out strategies to grow Bolton Landing's Hamlet in an economically sustainable manner, in harmony with the regulatory framework of Adirondack Park, while preserving unique community character.

The Hamlet blueprint focus area extends from Bixby Beach Road in the south, to Brook Drive to the west, north to Darrin Freshwater Institute, and along Lake George's shore. It covers parks and public spaces, Lake Shore Drive's streetscape, waterfront access, parking, affordable housing, infrastructure, and potential infill commercial development. The goals of the 2009 Hamlet sustainability plan are to:

- Protect and Improve the Water Quality of Lake George and the Surrounding Watershed.
- Provide a Well-Connected Pedestrian Network that Provides ADA Compliant Sidewalks, Pedestrian
- Connections, and a Safe Network of Crosswalks to all Public Spaces and the Business District.
- Enhance the Distinctive Character and Attractiveness of the Hamlet.
- Encourage the Rehabilitation and Adaptive Re-Use of Underutilized Buildings and Parcels.
- Preserve, Enhance and Expand Open Space and Parkland.
- Maintain an Infrastructure that Practically, Efficiently, and Effectively Supports the Residential and Business Community.
- Foster Strong, Sustainable Businesses in Community Centers.
- Maximize Safe and Efficient Parking Choices for Visitors.
- Create a Range of Housing Opportunities and Choices.
- Develop a Long-Term Grant Implementation Strategy.

Importantly, a series of project master plans, including some with schematic concepts, outline techniques for implementing key projects, and provide recommended budgets. These cover initiatives which are now substantially underway or completed, including facilities upgrades at Rogers Memorial Park/ Rogers Memorial Park Town Pier, Veteran's Memorial Park, and Norowal Marina Conceptual Site Redevelopment. The Grand Union Block Concept Redevelopment Plan and the Lake Shore Drive projects, appear somewhat more incomplete.





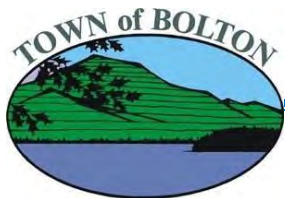
Overall, this Plan provides broad guidance for strengthening the downtown and putting it in a position to compete in the tourism market, retain existing, and create new businesses. Now fifteen years old, it noted stormwater, sewer, and water infrastructure was often operating at near capacity. It also noted Bolton Landing is experiencing issues associated with retention of youth, rising land costs, and a lack of workforce housing, which are some of the same needs people are focused on today.

### Regional Plans & Studies in Development

These regional strategies are currently under development. They cover topics important to the Town of Bolton. Going forward they may enable local stakeholders to align efforts and resources with those of partners in adjacent communities and throughout the region:

- Warren County 2040: Planning for the Future (County Comprehensive Plan);
- Warren County - Outdoor Recreation Economy Strategic Plan; and the
- Warren County - Housing Implementation Plan.



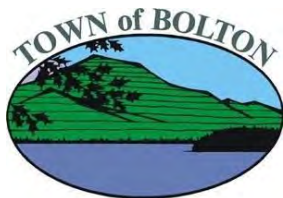


## **THE VISION**

A broad, guiding comprehensive plan vision statement was created based on public input received using the community survey, stakeholder interviews, input from the CPC, and comments received from attendees at Public Workshop #1, which was conducted on September 22, 2023. The community vision that guides the Town of Bolton Smart Growth Plan was developed by reflecting on the vision statement presented in the 2003 Plan. The following statement was presented at Public Workshop #2 on September 13, 2024, where it was documented that participants support the notion and vision that:

*The Town of Bolton is committed to preserving its historic, rural, and scenic character while enhancing a sustainable built environment in a manner that improves the quality of life for current and future residents, workers, and visitors.*

Achieving this vision requires the development of planning goals and strategies that in turn can be transformed into tangible tasks to be undertaken by public officials and by the community at large. Achieving the vision will require partnerships between the public and private sector and between the Town and other municipalities as well as at the state, county, and federal levels of government. Moving from a general vision statement to increasingly detailed goals and action strategies is a traditional community planning approach. Therefore, it is important to keep the vision statement in mind as the starting point from which following elements or chapters of this plan are based.



## PLAN ELEMENTS & GUIDING PRINCIPLES

This plan is divided into six subject areas. For each of these six plan elements, there are principles defined which align with the vision. They help show how these respective six categories can be organized and used to help advance the selected vision for the Town of Bolton.



The six dimensions across which this plan is organized and presented are:

***Housing Choices:*** Protect and enhance the needs of existing and future residents while encouraging diverse and affordable housing options for all.

***Living Environment:*** Safeguard the long-term viability of the Town's important natural open space, sensitive environmental areas, and scenic resources for future generations.

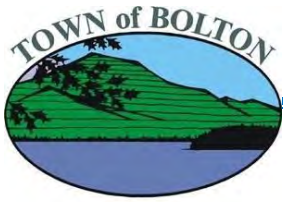
***Community Circulation:*** Promote a safe and diversified transportation system to serve the needs of all residents and visitors.

***Place Making:*** Provide a place that is safe and healthy, as well as one that encourages a distinctive, attractive community character that builds upon the Town's historic development pattern and focuses on community life.

***Economic Vitality:*** Promote efforts that attract, retain, and expand a diversified business sector for the Town, including efforts to provide appropriate infrastructure and encourage related services to support these efforts.

***Leading for the Future:*** Promote the stewardship of the Town through policies and strategic capital planning that seek to reduce financial burdens on the community, enable strategic growth, increase resiliency, and promote efficiencies that enhance operations and collaboration for future generations.

Under each of these six principles, multiple goals and strategies are presented. These touchpoints and actions are at the center of the plan. They set direction and define the types of accomplishments the community should set out to achieve. Goals serve as individual general statements of what needs to be accomplished and why. Meanwhile, the identified strategies comprise specific and measurable alternative actions, or techniques, that are identified and suggested to advance that goal. Serving as objectives, the strategies are specific, discrete and measurable.



Within this plan overall, there are 30 guiding goals and nearly 100 suggested strategies or actions distributed across the elements covering: Housing Choices, Community Connections, Placemaking, Living Environment, Economic Viability, and Leading for the Future.

Since the Plan is a tool for guiding growth over the next ten, or more years, it is recognized there is no sure order for advancing various recommended goals. Yet, as previously noted, it is important to note that the last part provides a suggested Implementation Table. This implementation matrix and schedule is meant to identify the types of parties that can take involvement in crafting and implementing successful strategies, actions and projects that will provide progress towards the plan's vision. Moreover, that same part recommends a timeframe for each particular strategy, and identifies resources, such as grants, or technical assistance that might be targeted to help fund and leverage the implementation of a particular action.

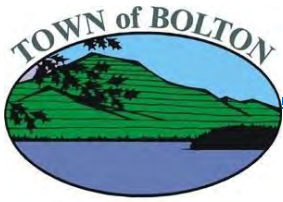
Moreover, this plan identifies a set of possible Key Priorities. These were identified during formation of this plan. While there is not a particular order, or for that matter specific requirement to advance progress with all of these Key Priorities, they are examples of projects and initiatives that are at the core of this plan. Progress with them will aid in realizing the planning vision set for Bolton.

### Smart Growth Principles

This plan is also designed to fit with and advance smart growth. The following Smart Growth Principles established by the New York State Department of State in 2021, embody land use planning and development concepts that can influence the creation of livable, sustainable, and equitable communities. They are designed to advance the Town of Bolton toward a resilient future which provides for sensible utilization of public resources and that provides insurance from change in the environment and helps avoid damage caused by more powerful storm events.

These 15 smart growth principles that serve as benchmarks for development of this plan are as follows:

1. **Mixed Land Uses:** A mix of land uses can convey substantial fiscal and economic benefits by placing commercial uses near residential areas as a critical component of achieving viable places to live for those who use and depend upon the area's commerce.
2. **Range of Housing Opportunities and Choices:** Provide quality housing with efficient access to jobs, resources, and amenities for people of all income levels, ages, and races.
3. **Development and Redevelopment in Existing Communities:** Smart Growth directs development towards existing communities already served by infrastructure, seeking to utilize the resources that existing neighborhoods offer, and to conserve open space and irreplaceable natural resources on the urban and metropolitan fringe.
4. **Distinctive, Attractive Communities with a Strong Sense of Place:** Smart Growth encourages communities to set standards for development and construction that respond to community values of architectural aesthetics,



neighborhood-friendly design, and human-scale planning, as well as expanded choices in housing and transportation.

5. **Density:** Compact communities are more land- and energy-efficient; provide the critical mass for neighborhood retail, commercial development, and mass transit; protect natural resources; and promote walkability. Concentrating and directing growth in designated centers reduces the demand for sprawling development of green fields on the metropolitan fringe, thus saving open space and farmland and protecting natural resources. Growth in centers maximizes the use of existing infrastructure, avoiding costly municipal expenditures on the extension and maintenance of new infrastructure.
6. **Clean Energy:** The inclusion of clean energy siting and development into planning, zoning, building, and infrastructure, including, but not limited to, solar, wind, geothermal, and microgrids.
7. **Climate Change:** Concentrating residential, commercial, office, and recreational land uses provides the density and critical mass necessary to sustain mass transit, reducing automobile dependency, vehicle miles traveled, and transport-based greenhouse gas emissions. Denser communities are also more energy-efficient.
8. **Resiliency:** Land use, development, and infrastructure that is adaptive to climate change impacts and is resilient and resistant to extreme storm events.
9. **Green Infrastructure:** Smart Growth incorporates green buildings – energy conservation measures, renewable energy, sustainable site location and maintenance, locally produced materials, and food – well-maintained and well-placed parks, trails, linked open spaces, child accessible, environmental, and ecological education areas, sustainable storm-water management, and urban forestry.
10. **Social Diversity and Integration:** Communities designed on Smart Growth principles allow people of diverse ages, incomes, races, and physical abilities to interact more regularly, easily, and safely by encouraging walkable communities, accessible public spaces, and a variety of age, income, and race/ethnic-integrated housing opportunities.
11. **Regional Planning and Coordination:** People conduct their daily lives on a regional, multi-jurisdictional basis – in many cases living in one local government, working in another, and recreating in yet another. Economic, ecological, and transportation systems also operate regionally. It is therefore imperative that municipal planning also align and coordinate with regional objectives, systems, and plans, as represented, for example, in NYSEDA Regional Sustainability Plans, REDC Strategic Plans, countywide plans, and plans developed by Regional Planning Councils. Regional planning and coordination allow stakeholders to more effectively collaborate across jurisdictional lines to leverage resources and achieve mutual goals and objectives – environmental, social, and economic.
12. **Walkable/Bikeable Neighborhood Design:** Walkable/bikeable communities make pedestrian activity possible by mixing land uses, building densely, and connecting streets in a gridded pattern, thus expanding transportation options, and creating streetscapes that better serve a range of users, including pedestrians, bicyclists, transit riders, and automobiles.



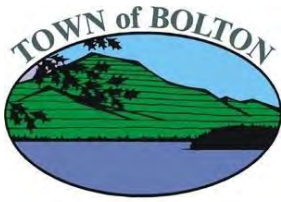


13. **Variety of Mobility Choices:** Providing people with efficient and varied mobility choices – walking, biking, public transit – fosters greater community opportunities for housing, shopping, and jobs compliant with Smart Growth principles.
14. **Well-Planned and Well-Placed Public Spaces:** The public realm plays a prominent role in the Smart Growth paradigm. Smart public spaces increase walkability, social interaction, livability, a sense of place, and neighborhood aesthetics.
15. **Community and Stakeholder Collaboration in Planning:** Collaborative efforts can lead to creative resolutions of development issues and greater community understanding of the importance of good planning and investment which results in great places to live, work, shop, and play.

A “Smart Growth Plan” strives for opportunities for people to interact in public spaces, live in an equitable fashion, plus foster community sustainability, which at its simplest definition, is an ability of government to help facilitate a quality of life that leads to public health and wellness and greater satisfaction of living in the community. This condition must occur without overtaxing resources (whether they are natural, built or fiscal) and without harming other communities. A “Smart Growth” approach ensures the community will have adequate resources it will need to support of its residents and lifestyle.

Through the adoption of this plan, Bolton will implement changes that make living here better for all residents. Actions and projects that support community sustainability are already occurring in Bolton and will continue to aid in the future support of Bolton’s quality of life.





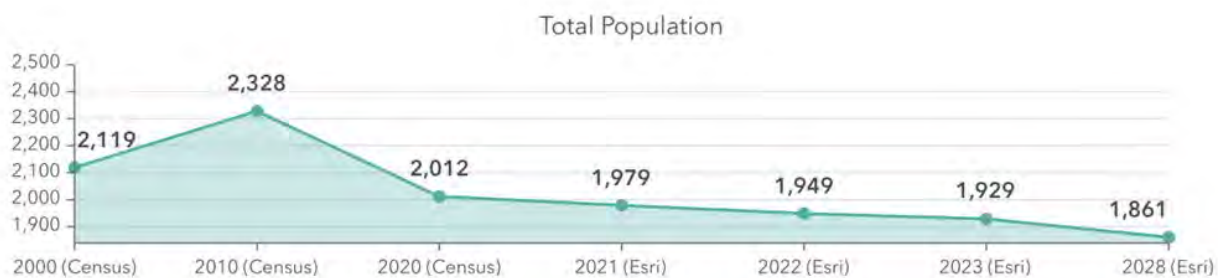
## HOUSING CHOICES

*Protect and enhance the needs of existing and future residents while encouraging diverse and affordable housing options for all.*

### Housing Choice Profile

Population and population changes can influence the economy and the life of the community. Understanding the housing base and features of the supply and demand and affordability of housing are at the foundation of generating a profile of the community and planning for future development. It is noted that descriptions of the annual amount of new housing construction are depicted within discussion on Land Use and within the elements of this Profile on the Living Environment. Also placed within those latter discussions are descriptions of the spatial patterns of residential land use.

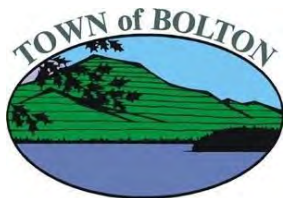
### Demographic & Growth Trends



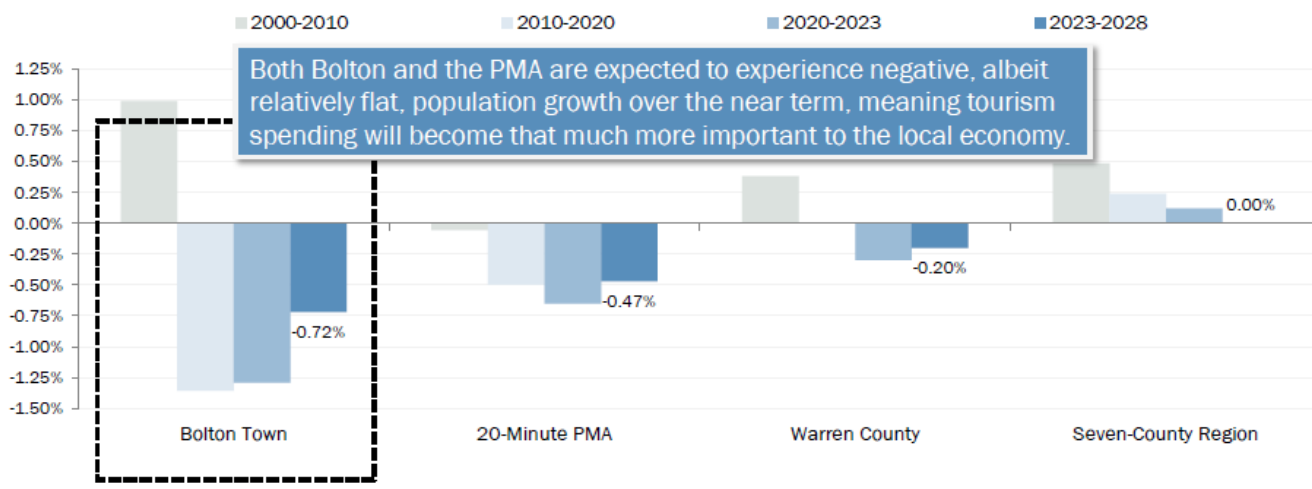
The population of Bolton is around 2,000 persons. The population of 2,012 persons in the Town in year 2020 represented 3.1% of the total population of 65,737 persons in all of Warren County.

### **Patterns & Changes in Population**

Bolton Comprehensive Plan Demographic & Economic Profile, which was prepared for this Comprehensive Plan Project by 4Ward Planning, is contained in Appendix 2. It provides a detailed assessment of demographic, housing, tourism and other economic trends. That sub-report also addresses patterns and changes in population and employment in order to depict and describe likely forces that will affect the community in the future. Some of its findings are noted below:



### Annualized Percentage Change, Total Population

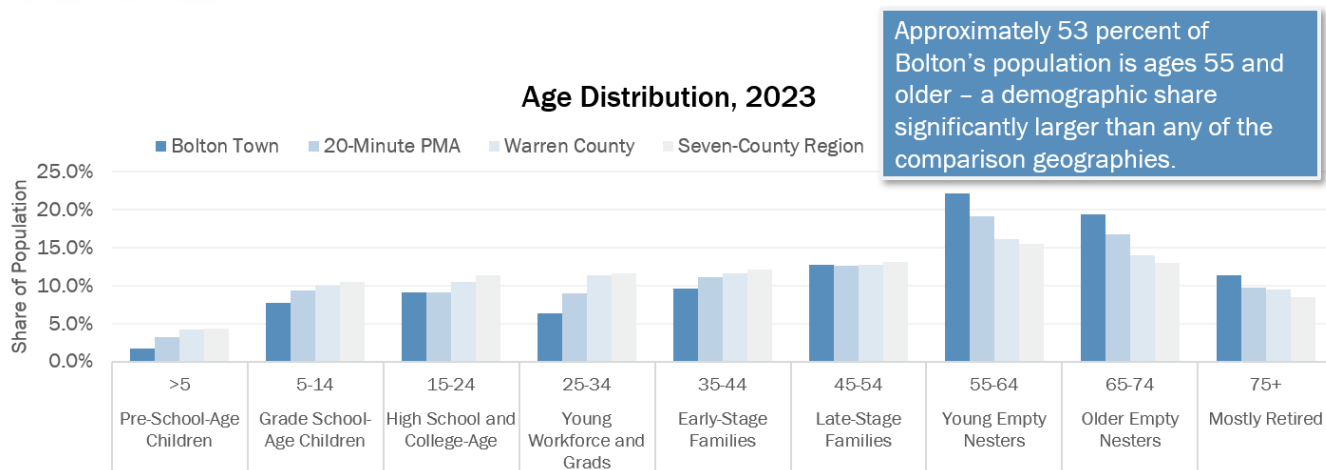
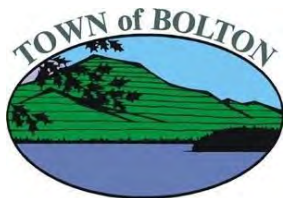


There is flat to declining population change in the Town. The estimated population of 1,930 persons in 2023 is a decline of 190 persons since 2000. The year-round population likely will slip by another 70 persons by 2028.

Bolton is relatively rural, with just 30 residents per square mile—a third of the population density of a Primary Market Area (PMA) that is described in the Demographic & Economic Profile as that area which is a 20-minute drive time from the intersection of Lake Shore Drive (Route 9N) and Stewart Ave.

Considering families and living arrangements, the average family size in the Town of Bolton is 2.60 persons per square mile, almost identical to the composition of Warren County at 2.59 person per square mile<sup>1</sup>.

<sup>1</sup>U.S. Census. 2022. American Community Survey(ACS) 5-Year Estimates, per Summary S1101.



The median age of all persons residing in Bolton is 58.9 years<sup>2</sup>, It compared with the countywide median age 48.3 years.

## Households

### Total Households & Size

Households by Geography

Bolton is projected to experience a relatively small two-percent decrease in the number of households through 2028.

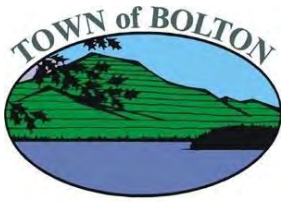
	2000	2010	2020	2023	2028	2023-2028 Change
Bolton Town	940	1,060	990	970	950	-20
20-Minute PMA	3,360	3,510	3,490	3,430	3,410	-20
Warren County	25,730	27,990	29,060	29,170	29,360	190
Seven-County Region	182,490	199,020	212,450	215,860	219,900	4,040

Overall, there are 970 households in the Town. The majority, 58.2% are two-person households; yet, fully one quarter (25.8%) are single person households. The average household size in Bolton is decreasing, likely due to declining family-household formation, and an aging population.

Generally, the number of year-round family households (more than one person) significantly declined within Bolton and the surrounding PMA from 2010 to 2023. This was a much steeper decline than at the broader county and regional level. The difference is likely reflective of a higher cost of housing in Bolton and the PMA, compared to the housing

<sup>2</sup> U.S. Census. 2022. ACS File DP04.





costs for the broader region studied, as well as the attributes of an aging and relatively affluent population choosing to reside here.

As discussed in the Demographic & Economic Profile, household formation in all geographies analyzed will skew more towards small non-family households through 2028, according to Census projections, with Bolton and the PMA expected to realize slight declines in this category.

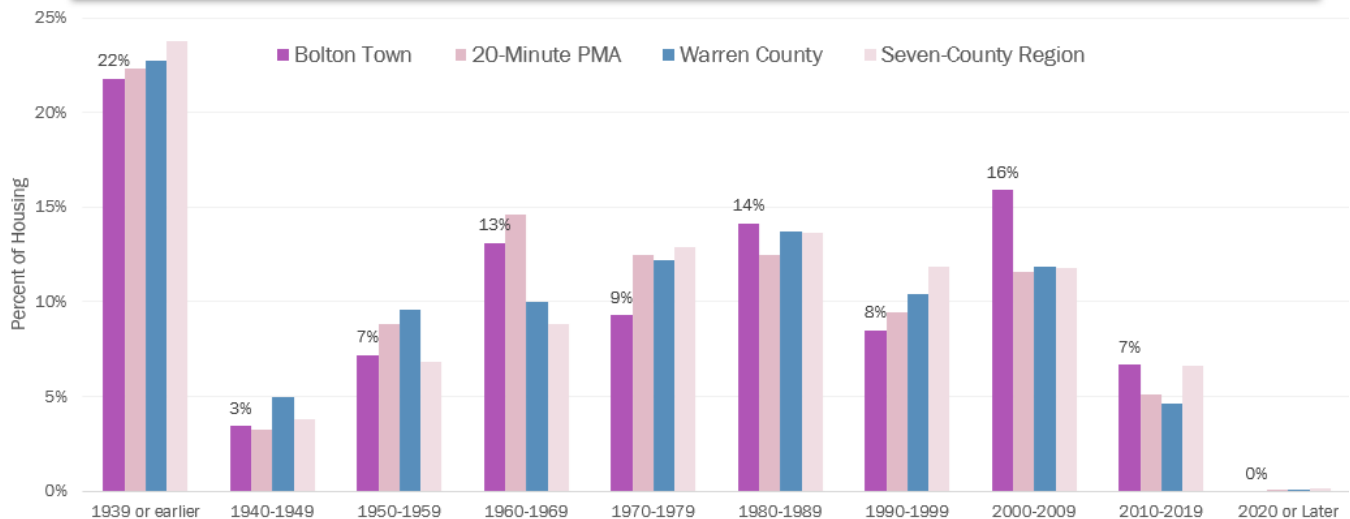
## Housing

As shown in Appendix 2: Demographic & Economic Profile, there are 2,528 housing units in Bolton. The vast majority, 90.0%, are single-family detached houses and another 4.8% are single-family attached housing units. This means there are low percentages of houses defined as three or four or more units. Likewise, the percentage of mobile homes is small, with 0.4%, or 101 units, in that category.

## Housing Age

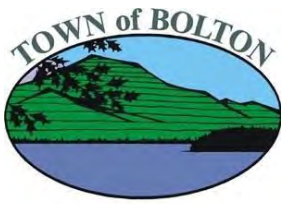
### Housing Inventory by Year Built

Relatively little housing stock has been built within the region since 2000 (as a percentage of its total housing inventory, Bolton had the greatest percentage share of new housing built since 2000 (23 percent or 581 units) among all other geographies examined. While it is unlikely that a similar share of housing would be developed in Bolton in the foreseeable future, even a five-percent increase in the current inventory (representing approximately 126 units could significantly benefit local workers in need of such housing.



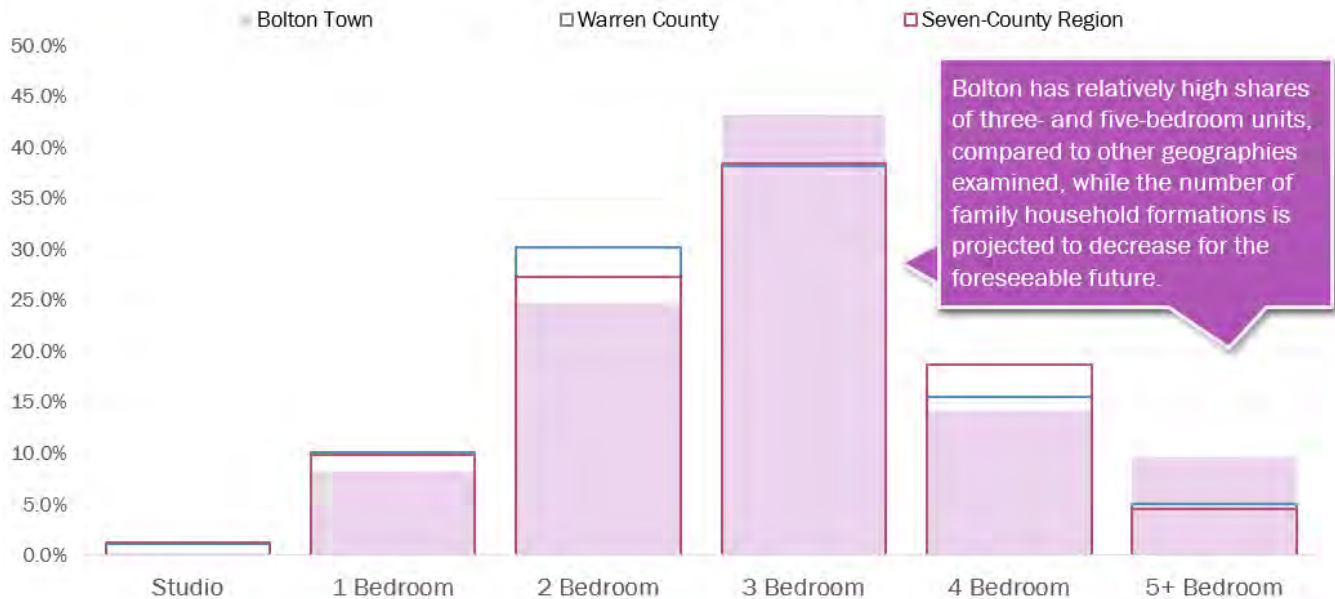
Source: U.S. Census Bureau, 2020 American Community Survey, 4ward Planning Inc., 2024

As expected in an older community, the age of housing varies with just less than half, or 45% being more than 50 years old.



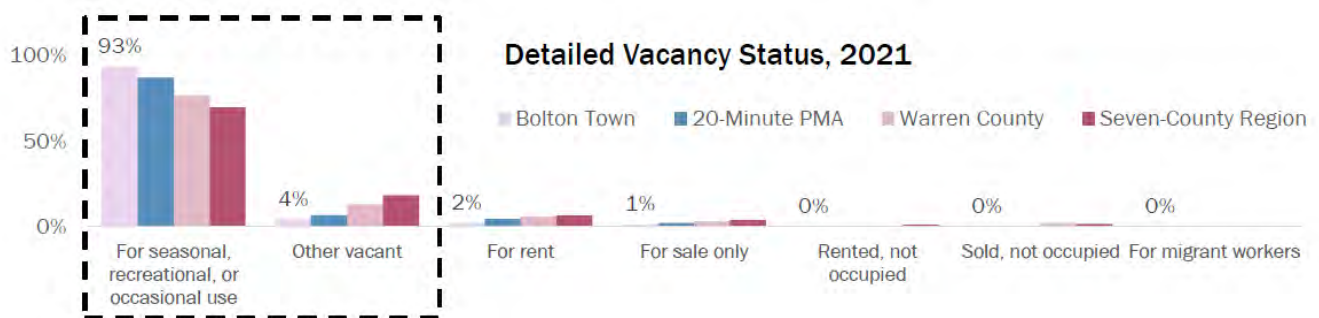
## Housing Unit Size

Housing by Bedrooms, 2022

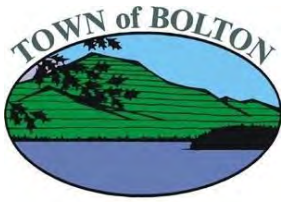


Source: 2021 ACS 5-Year Estimates, DP04

Compared with local non-seasonal areas, as well as the seven county surrounding region, the percentage of Bolton's housing that has three or more bedrooms is higher than average.



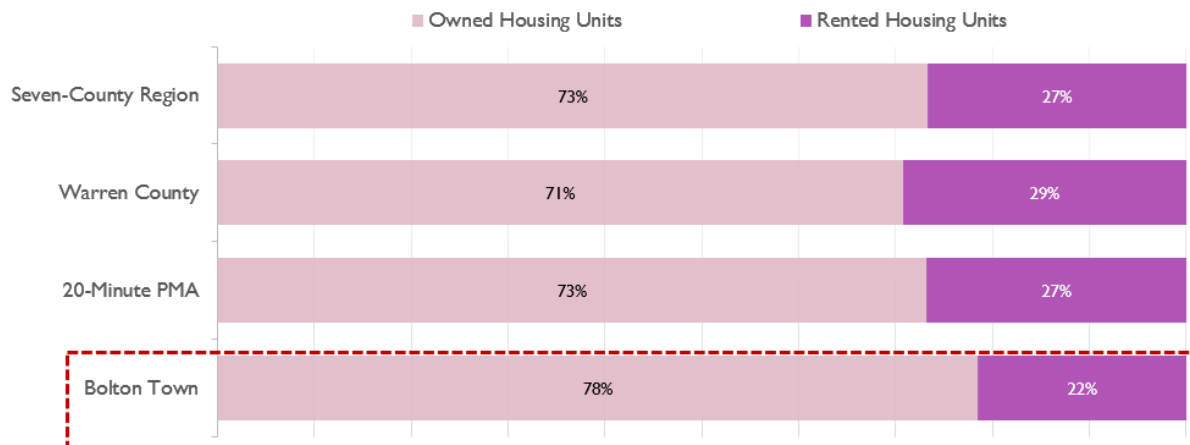
According to the U.S. Census, 93 percent of housing in Bolton is vacant due to seasonal, recreational, or occasional use, which is often a characteristic of places where people own second homes. Using a slightly different statistical source, according to the U.S. Census, in 2022, 1,530 housing units in Bolton were vacant due to seasonal, recreational, or occasional use (95 percent of all vacant housing and 59 percent of all housing). The number of homes in Bolton vacant due to seasonal, recreational, or occasional use has been increasing over the past two decades (represented just 1,150 units in 2010).



## Housing Tenure

### Housing Tenure

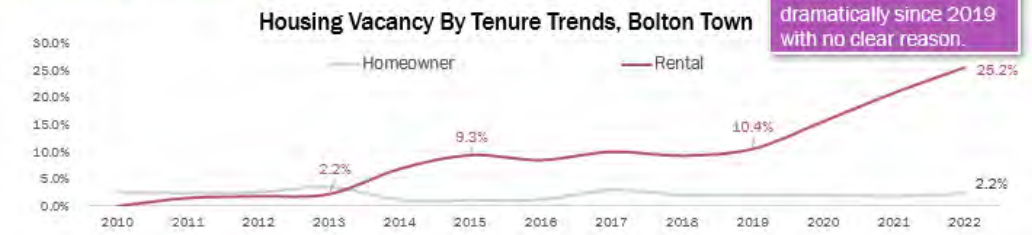
Housing Tenure as Share of Total Occupied Housing Units, 2023



Throughout the region, less than three out of every 10 occupied housing units are renter-occupied, with the town of Bolton exhibiting the lowest share of renter-occupied units (22 percent) among all geographies examined. Given most workers within the accommodation and food and beverage industries are low- to moderate-income, the relatively small share of rental housing stock in the vicinity of their places of employment contributes to the housing cost burdens these workers face, ultimately undermining the economic resilience of the region.

Source: Esri; 4ward Planning Inc., 2024

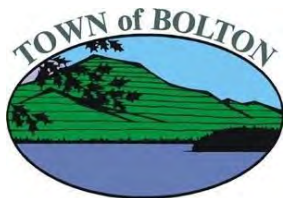
### Housing Vacancy



The vacancy rate among renter-occupied homes in Bolton has increased dramatically since 2019 with no clear reason.

The homeownership rate of 78% in Bolton is higher compared with the rate of 71% countywide.

The vacancy rate among renter-occupied homes in Bolton increased markedly since 2019. Between 2010 and 2013 the rental and the homeowner non-seasonal unit vacancy rates were similar, with both tracking between 2% and 3%. There was a significant shift since then. While the homeowner non-seasonal unit vacancy rate remained around 2.2% in 2022, for rental type units it climbed to 25.2%. There could be monitoring for whether this trend continues.



## Affordability

### Household Incomes

#### Household Income

Median household income in Bolton is relatively high at nearly \$84,000 and is projected to increase to a little more than \$95,000 by 2028.

#### Projected Median Household Income 2023-2028

	2023 (Estimated)	2028 (Projected)	2023-2028	% Change
Bolton Town	\$83,830	\$95,070	\$11,240	2.7%
20-Minute PMA	\$76,080	\$83,470	\$7,390	1.9%
Warren County	\$75,690	\$80,940	\$5,250	1.4%
Seven-County Region	\$79,160	\$86,050	\$6,890	1.7%

When median household income is adjusted by housing tenure, a significant difference in median household income is uncovered, with owner-occupied households exhibiting a median household income two times that of renter-occupied households.

#### Adjusted Median Household Income (2022 Dollars)

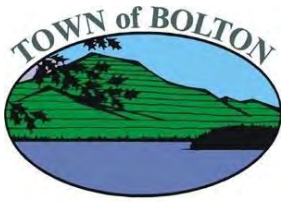


Source: Esri; 4ward Planning Inc., 2024

Median household income in Bolton is relatively high at nearly \$84,000 and is projected to increase to a little more than \$95,000 by 2028.

There is a significant difference in median household incomes within the Town when compared across the two different housing tenure – rental versus owner-occupied households. The owner-occupied households exhibit a median household income two times that of renter-occupied households.

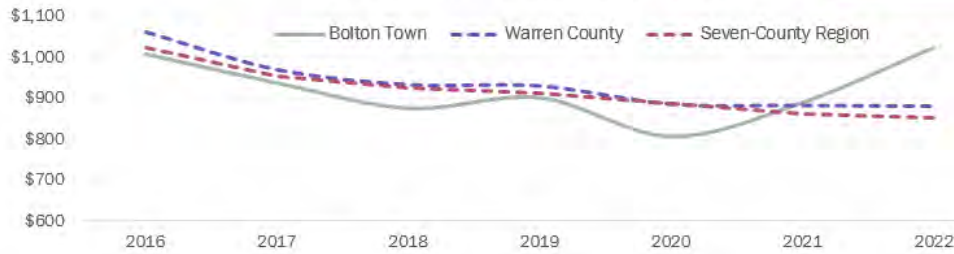




## Housing Affordability

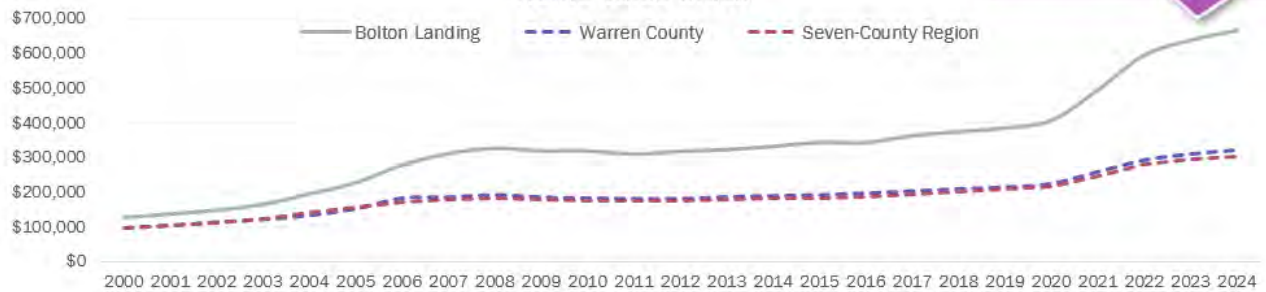
### Housing Costs

Median Real Gross Rent Trends



Median gross rents in the town of Bolton have been increasing in recent years, while they have been declining in the county and larger region over the same time.

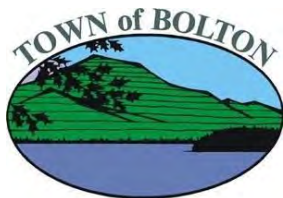
Home Value Index



Home values in the hamlet of Bolton Landing (data for the town is not available) have also increased in recent years, at a rate greater than those in the county and larger region.

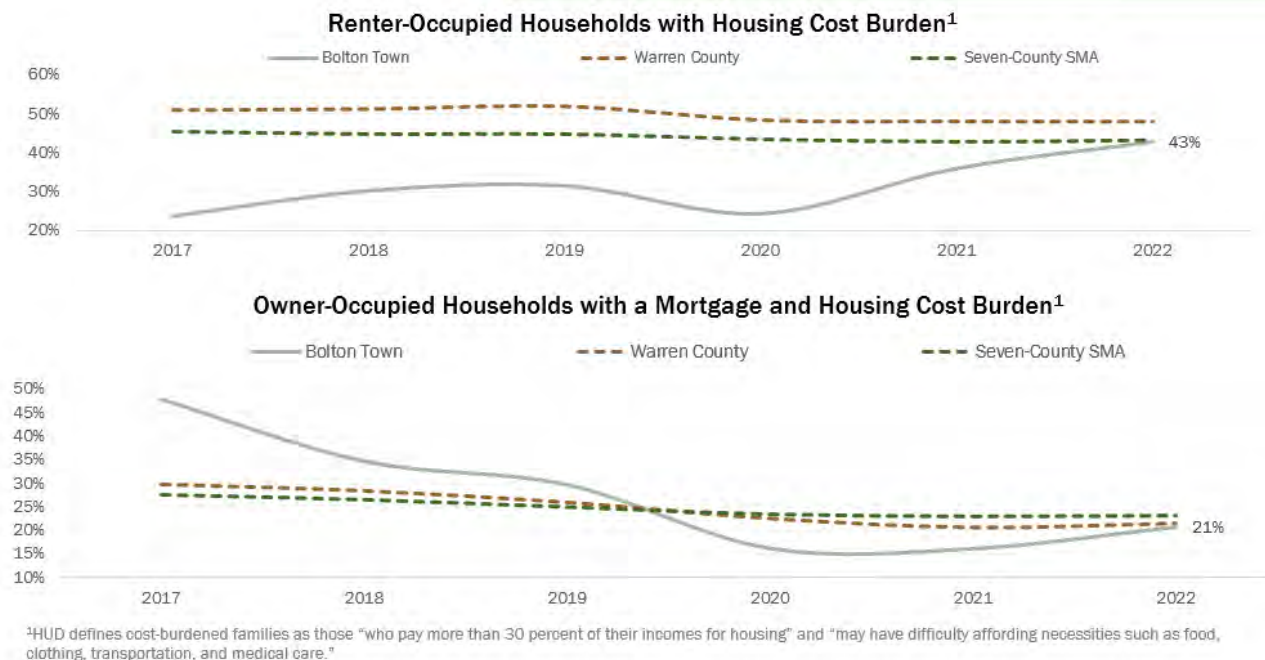
Note: Median real (inflation-adjusted) gross rent includes contract rent plus utilities. Zillow Home Value Index (ZHVI) represents a smoothed, seasonally adjusted measure of the typical home value and market changes across a given SMA and housing type, reflecting the typical value for homes in the 35th to 65th percentile range. Average 2024 data is as of February 2024.

Sources: American Community Survey; Zillow



## Housing Cost Burden

In 2022, the share of renter-occupied households in the town of Bolton spending more than 30 percent of their incomes on housing (43 percent) is approximately double the share of owner-occupied households with mortgages spending more than 30 percent of their incomes on housing (21 percent).

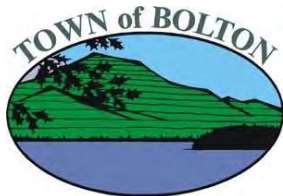


## Quality Neighborhoods

Acting as the core of the community, the Bolton Landing hamlet is the Town's civic center. The built form is also quite varied along different sections of the Route 9N/ Lake Shore Drive corridor. The settlements along that main road establish distinct nodes or neighborhoods. For one, on Lake Shore Drive, there is a smaller, but still definitive secondary hamlet at the base of Trout Lake Road and associated with the residential and commercial land uses by the southern side of Huddle Bay and at the base of Homer Point. There are also different neighborhoods found around the Town. Some of these neighborhoods align along roadways, such as Potter Hill Road, Federal Hill Road, and Coolidge Hill Road.

### **Bolton Landing Population & Housing**

The Bolton Landing core covers 1.062 square miles and is a Census Defined Place (CDP), which the Bureau of Census defines as a concentration of population which has a name, is locally recognized, and is not part of any other place. This area also has a concentration of housing. Compared with the townwide population of 2,012 persons (per US Census direct counts of 2020), and the total of 2,514 housing units townwide, the CDP had a population of 518 persons or 25.7% of the Town's total, and 703 housing units, or 28.0% of the total housing units in the Town. These statistics



show that while there is a concentration of population and housing contained in the CDP core, there are also large portions of residential population and housing located outside of this CDP.

### **Other Neighborhoods**

The following are neighborhoods and character areas in Town. They are presented in alphabetic order:

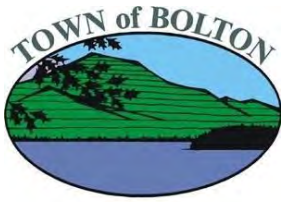
- Basin Bay – situated on Route 9N and between Fish Point on north and Cotton Point on South;
- Boon Bay – A bay of Lake George near the southern Town line.
- Bolton Hamlet - At the eastern base of Trout Lake Road and covering Route 9N and out onto Homer Point, although there is some separation of the latter sub-area from land uses more to the west.
- Coolidge Hill / Wall Street – A broad area south of the Trout Lake environs along these roads.
- Diamond Point – This area in the southeast most section of Town and along Route 9N and at the base of Coolidge Hill—an area of settlement that links with this hamlet that centers south of there within the adjacent Diamond Point hamlet in the Town of Lake George
- Huddle Bay – A bay between Bolton hamlet and Bolton Landing.
- North Bolton – A hamlet northwest of Bolton Landing.
- Northwest Bay – Areas fronting the west side of this bay, north of Bolton Landing with settlement generally close to Rte. 9N.
- Riverbank – A hamlet on the western Town line, near the Schroon River and Exit 24.
- Trout Lake – representing settlement around the lake and plateau in the south-central part of Town.

## **Goals & Strategies for Housing Choices**

### **HC1 - Promote housing options for seniors to age in place.**

#### *Strategies:*

- Explore interest and ways to advance a cohousing pilot.
- Assess feasibility of leveraging smaller-scale development of housing or small independent living facilities for older persons.
- Consider zoning changes and programs that provide housing or housing support for seniors.



**HC2 - Establish significant new workforce and middle-income housing opportunities.**

*Strategies:*

- Add middle-income housing units within larger projects, such as five or more units to support the local workforce.
- Establish a subset of housing units that are affordable to the workforce and middle-income residents.

**HC3 - Provide for a greater variety of housing units.**

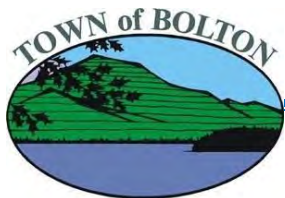
*Strategies:*

- Consider allowing accessory dwelling units on lots with principal owner-occupied residences and updating and even incentivizing the standards for this type of housing creation.
- Allow and encourage a broader range of housing types.
- Identify locations/ sub-areas to target infill through landowner engagement and multi-party collaboration.
- Modify zoning to encourage a mix of housing based on local and regional housing plans.

**HC4 - Advocate for establishing regional housing strategy and collaborate on advancing common interests and identified priorities using multi-party engagement.**

*Strategies:*

- Define local point person or committee for interacting with anticipated regional housing partnership.
- Establish an actionable local housing strategy, and update it periodically.
- Annually track and report on types of units being built.
- Continue participation in the NYS Pro-Housing Communities Program and other opportunities improve housing affordability for residents.



## **LIVING ENVIRONMENT**

*Safeguard the long-term viability of the Town's important natural open space, sensitive environmental areas, and scenic resources for future generations.*

### **Living Environmental Profile**

Characterizing elements of the community's living environment entails discussing attributes of natural systems, land use and working lands, and efforts around sustainability and conserving resources that everyone depends on. In Bolton, working lands may constitute forestlands. The vast forests are a major element of community character and their sustainable management is an essential component of maintaining rural character. As part of advancing the health and wellness of current and future residents, this category of profiling can assist users in understanding baseline conditions as part of contemplating possible ways to maintain resources, consider dimensions of possible change that may arise, and protect the features of community people value.





## Natural Systems

Bolton has a unique rural character that sets it apart from other Adirondack Communities. The vast areas of open space and the natural, undeveloped character of the Town combines to create a pleasant and enjoyable atmosphere. Bolton's sensitive water resources, natural habitats of forests, ponds, lakes, streams, wetlands, and wildlife, and its rolling mountainous landscape are all attributes most often mentioned as attractive qualities valued by residents and visitors.

The natural beauty and character of Bolton attracts a high number of tourists visit each year. Many new homes have been and are being constructed on the hillsides, ridgelines, and shorelines in an effort to capture views of the surrounding landscapes. Certain forms of development are having adverse impacts on the rural character of the Town and the undeveloped nature of the landscape. Although Bolton has a large amount of undeveloped land, only a small percentage (not including state land) is protected from future development and available for public recreation. The challenge is to balance effective open space preservation, environmental protection, and the preservation of rural character, while still allowing for growth in a controlled manner. When these actions are in balance, the Town will be able to continue providing the high-quality environment that exists today.

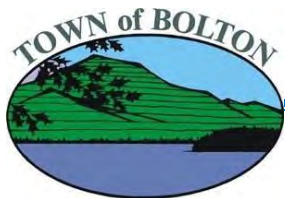


Figure 6 – Depiction of Lake George Watershed. Source: Lake George Watershed Atlas.









### **Water Resources/ Surface Water Bodies**

Lake George is 32 miles long and averages roughly one mile wide, with 130 miles of shoreline. The Lake occupies a 28,160-acre footprint in the southeast corner of the Adirondacks in eastern New York. Surrounded by steep, mountainous slopes, the Lake is centered within a 149,332-acre basin, which is a very small watershed compared with most waterbodies of comparable size.

Lake George receives water through three primary sources: streams (57%), direct precipitation (25%), and groundwater (18%)<sup>3</sup>. There are five major sub-basins around the Lake. Most settled parts of Bolton are within the Dome Island major catchment. The eastern side of Tongue Mountain, which is primarily State Parkland, is in the Narrows Basin major catchment. Smith Brook, which runs along Diamond Point Road in the Town of Lake George, is in the Caldwell Basin catchment. A very small area within Bolton south of Coolidge Hill Road is in the Smith Brook sub-watershed within the Caldwell Basin.

Other main standing bodies of water in Bolton include:

- Trout Lake
- Edgecomb Pond (with an impoundment);
- Wing Pond
- Pole Hill Pond
- Indian Pond

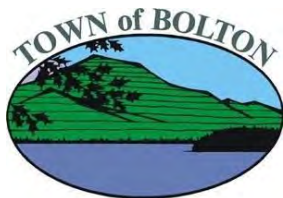
The **Natural & Environmental Resources Map** depicts these water bodies, although they are not individually labeled. It also depicts numerous streams in the community which are perennial, meaning they flow year-round. When these flow into Lake George, they are categorized as Class AA-special — the highest quality rating and assigned as drinking water — and are also indicated to usually support trout spawning.

Sub-watersheds are labeled on the **Natural & Environmental Resources Map**. The western side of Town is situated within the broad Hudson River Watershed. Using the labeled sub-watersheds, the Alder Brook-Schroon River Watershed and the Big Brook-Schroon River Watershed flow into the Hudson River Watershed. These watersheds are not part of the jurisdiction of the Lake George Park Commission (LGPC), as that regulating entity is focused on the direct drainage areas going into Lake George.

The Highest order stream in the community is the Schroon River. It is in the Hudson River Watershed, and forms part of the Town's western boundary. There are multiple streams tributary to the Schroon. These typically are class C and

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<sup>3</sup> New York State Department of Environmental Conservation and the Lake George Park Commission. 2022. Harmful Algal Blooms (HABs) Action Plan for Lake George. Page 10



they often are shown to support trout spawning. Examples of streams flowing west include Alder Brook and the outlet from Sherman Lake.

Tributaries to Lake George cover many miles. Some main tributaries to Lake George in Bolton include:

- Northwest Bay Brook
- Indian Brook
- Finkle Brook
- Huddle Brook (the outlet for Trout Lake)
- Stewart Brook
- Edmunds Brook

### **Freshwater Wetlands**

There are relatively low levels of wetlands within Bolton based on the steep topography. Some examples of areas of significant size wetlands include:

- In basins within the middle sections of Cotton and Homer Points on Lake George.
- By Trout Lake, including south of South Trout Lake Road.
- Around Wall Street by and west of the Dickinson Road intersection.
- By Edmunds Brook west of Lake Shore Drive and south of Coolidge Hill Road.
- West of Potter Hill Rd and around Edgecomb Pond in Finkle Brook watershed.
- West of the intersection of New Vermont, Federal Hill and Sawmill Roads around Indian Brook, as well as north and south of North Bolton Road (CR#41) also around the stream.

As defined by the Adirondack Park Agency (APA) Act, wetlands are

“(A)ny land which is annually subject to periodic or continual inundation by water and commonly referred to as a bog, swamp or marsh which are either (a) one acre or more in size or (b) located adjacent to a body of water, including a permanent stream, with which there is free interchange of water at the surface, in which case there is no size limitation.”



**Table 1: Federally Defined Wetland Categories in Bolton**

Wetland Type	Area (Acres)
Freshwater Emergent Wetland	150.7
Freshwater Pond	197.7
Riverine	804.3
Freshwater Forested/Shrub Wetland	1,783.9
Lake	29,149.1
<b>TOTAL</b>	<b>32,085.7</b>

According to the Lake George Association (LGA) website, the Bolton Swamp is a Black Spruce-Tamarack Bog, which is a conifer forest that occurs on acidic peatlands in cool, poorly drained depressions, with the characteristic trees being black spruce and tamarack. There is also a wetland complex around Northwest Bay Brook.

### **Floodplains/ Flood Risk**

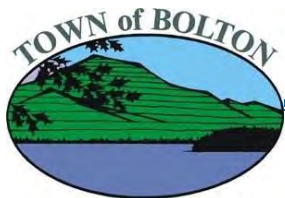
Based on information in the Warren County GIS and 2023 County Hazard Mitigation Plan, steep topography in Town provides for limited and well-defined floodplain areas, including areas of sharply descending streams. This translates into moderate flood hazard risks, outside State Parklands. Also, it appears that since Lake George flows out of the La Chute River in Ticonderoga, its levels do not vary much, so there is not much added flood risk along its shoreline in terms of Zone X. This is defined as designated 500-year floodplain, which has a 0.2% chance of flood inundation each year, as opposed to 100-year floodplain, which has a 1% chance of being equaled or exceeded in any given year.

Locations identified with significant floodplain include:

- Around Schroon River (on the western side of Town besides I-87);
- Around tributaries to Northwest Bay Brook, primarily within State Parkland, at points Route. 9N passes over Special Flood Hazard Areas and runs within or contiguous to floodplain;
- On the west side of Padanarum Road and the eastern side of Trout Falls Road, including around their intersection, by Amy's Park, within the top of the Indian Brook watershed;
- On the edges of Trout Lake; and
- On low lying Cotton Point on Lake George.

### **Bedrock Geology**

The generalized bedrock geology of this area is termed crystalline, attributed to Grenville Orogeny, and was part of the Grenville Province. Tongue Mountain is an example of large contiguous uplifted area of bedrock. There was a period of glacial activity between 10,000 and 12,000 years ago, so in terms of surficial deposits, the bedrock of the Lake Champlain-Lake George lowland is mantled, or framed, by a variable thickness of glacial drift.



### Topography & Slopes

The surface level of Lake George is at 320 feet above sea level and the surface of the Schroon River is roughly 680 feet above sea level. The highest elevation is on Cat Mountain, at 1,954 feet above sea level, according to the Chamber of Commerce's website. The lands rise up between these two locations within steep, mountainous ridges that have a north-south declination. According to LGA's website paraphrased (<https://lakegeorgeassociation.org/science-protection/citizen-science/lake-george-formation>):

*Lake George is a sunken basin surrounded by mountains on either side, which is known as graben (basin) and horsts (mountains). The Lake George basin was influenced and formed by faults. There is a fault running along the eastern shoreline of the lake. The bed of the lake slipped down on the west side of the fault. On the east side of the fault, the mountains remained at the same elevation or rose. On the western shoreline, the same process occurred.*

The Town is known for its mountainous environment and characteristic rugged surrounding topography which descends to meet Lake George's shoreline. As shown on **Natural & Environmental Resources**, the steepest areas correspond with State lands and are situated all along Tongue Mountain, especially on its eastern side, and surrounding Cat Mountain. The peaks of Cat and Thomas Mountains provide the highest elevations in the Town and create the watershed divide between waters flowing generally east into Lake George, and eventually the Saint Lawrence River, versus those flowing west of this ridge and into the Hudson River's watershed within its Schroon River subbasin. Descending west from these two peaks, there is rugged topography extending on the hillside that descends down towards the Northway and the valley floor within the Schroon River's floodplains.

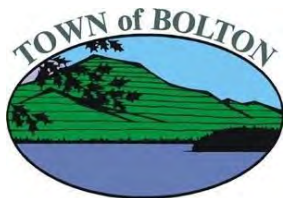
There are significant areas within the community where slopes are in excess of 8%, with some in excess of 15%. Outside of parklands and the larger patches of conserved lands, there are sizable areas of steep topography around the northwest part of Edgecomb Pond Road and west northwest of Trout Lake and north of Lamb Hill Road. Land developments on sites where slopes exceed 10% are regulated more strictly through the local zoning code and the Stormwater and Erosion Control Law.

### Soils

Granitic gneiss, a coarse to medium grained metamorphic rock, is the most common parent rock type in Bolton. Soils in this area reflect parent materials from which they emanate. The most prevalent soil type in the Lake George basin is glacial tills which are usually sandy, with moderate permeabilities. Around Lake George there are primarily unsorted sandy tills, and more isolated coarser grained deposits<sup>4</sup>.

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<sup>4</sup> Lake George Park Commission. 2021. Total Phosphorous Budget Analysis Lake George Watershed. Page 2-2.



**Table 2: Common Soils Types in Bolton Types Outside of Parkland Cores**

Soils Map Unit Symbol	Soils Map Unit Name	Area of Interest (AOI) (Percent - %)
BdC	Bice very bouldery fine sandy loam, sloping	23.9%
BdE	Bice very bouldery fine sandy loam, steep	16.9%
WoE	Woodstock-Rock outcrop complex, steep	13.2%
W	Water	11.6%
BeE	Bice-Woodstock very bouldery fine sandy loams, steep	5.6%
WoC	Woodstock-Rock outcrop complex, sloping	3.2%
BeC	Bice-Woodstock very bouldery fine sandy loams, sloping	2.4%
BcB	Bice fine sandy loam, 3 to 8 percent slopes	2.4%
BcC	Bice fine sandy loam, 8 to 15 percent slopes	2.3%
<b>Sub-Total of Analyzed 30,730 Acre AOI</b>		<b>81.5%</b>

The US Dept of Agriculture’s Natural Resources Conservation Service’s Web Soil Survey online mapping application was consulted for generation of information on soil characteristics in and around Bolton. A rectangular 32,730-acre (51.1 square mile) Area of Interest polygon was drawn around parts of Bolton southwest of Tongue Mountain using the Web Soil Survey Tool for the purpose of describing soils features within the Town and south of Tongue Mountain parkland areas. Table 2 depicts the eight most prevalent soils. These are usually sandy with varied levels and types of till and silts/clays and are frequently part of steep slopes greater than 15%.

As discussed in other parts of this Profile, soil erosion can have a profound effect on Bolton’s Lake environment. The 2012 Stewart Brook/Dula Pond Watershed Assessment analyzed the Stewart Brook perennial stream and its 450-acre watershed that is located north of Mohican Road within Bolton Landing Hamlet’s south side. The area corresponding with this sub-watershed straddles Lake Shore Drive and contains light residential (59.6%) and vacant residential uses (33%). The soils around Stewart Brook are primarily sandy loom, as is typical in Warren County. The Report addresses potential streambank erosion, stormwater runoff from roadways and properties, and water quality impacts in the watershed, including concerns for siltation in the Pond, and overall impacts that could be transmitted to Lake George. This report analyzed potential stormwater infiltration and retrofitting projects as a means of mitigating such issues. Soil qualities influence the design of stormwater management systems when development occurs, and influences the ability to provide stormwater retrofits that could be used to enhance stormwater management.

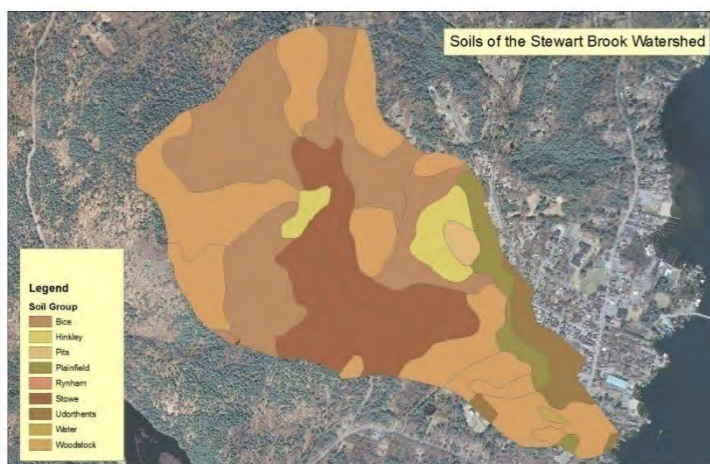
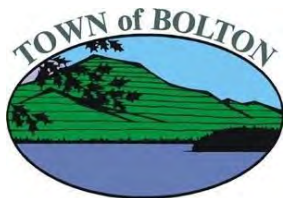


Figure 7 - Soils in Stewart Brook Watershed

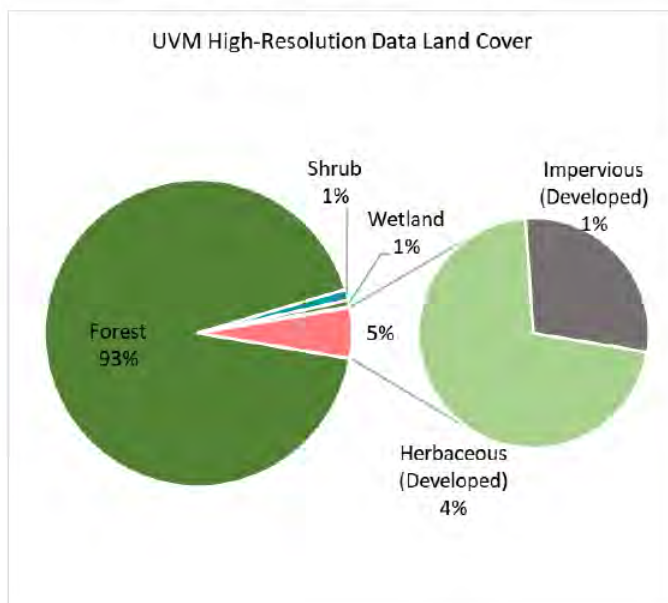


### Ecology/ Habitat

Bolton is in the eastern Adirondack foothills. This area has extensive forest coverage, both within large contiguous patches, within the open space cores that center on the broad swaths of State Parkland, on vacant lands, and even within lower density areas of settlement.

The most common forest type is the northern hardwood forest at elevations below 2,500 feet and the Appalachian Oak Hickory Forest<sup>5</sup>.

As shown on **Natural & Environmental Resources**, there is one Critical Environmental Area (CEA) in or overlapping Bolton<sup>6</sup>. The Lake George Park Commission designated 'Waters & Wetlands of Lake George' a CEA in 1988 with the objective to protect resources of the Park.



A CEA is an area of this State designated by a local or state agency to recognize a specific geographical area with one or more of the following characteristics:

- A feature that is a benefit or threat to human health;
- An exceptional or unique natural setting;
- Unique social, historic, archaeological, recreational, or educational value; or
- An inherent ecological, geological, or hydrological sensitivity to change that maybe adversely affected by any physical disturbance.

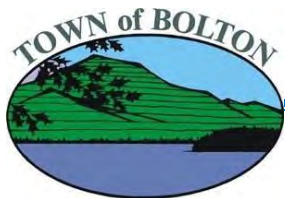
Coverage by a CEA serves to alert project sponsors to the Agency's concern for the resources contained within it. Once a CEA is designated, potential impacts on the characteristics of that CEA become relevant areas of concern that warrant specific, articulated consideration in determining the significance of any Type I or Unlisted actions that may affect the CEA.

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<sup>5</sup> Lake George Park Commission. 2013. Lake George Aquatic Invasive Species Prevention Plan & Generic Environmental Impact Statement. Page 2-1 (citing the Lake George Wild Forest Unit Management Plan, 2006).

<sup>6</sup> NYSDEC. Critical Environmental Area (CEA) inventory maintained by NYSDEC (<https://dec.ny.gov/regulatory/permits-licenses/seqr/critical-environmental-areas>). Accessed in March 2024.





Lake George is a two-tiered fishery because it supports both cold water and warm water fish<sup>7</sup>. Lake George itself has ‘Significant Natural Communities’, but it does not come up as containing ‘Imperiled Mussels’ (nor does the Schroon River environment)<sup>8</sup>. In addition to lake trout, other examples of fish in the lake are (Salvelinus namaycush), landlocked Atlantic salmon (Salmo salar), rainbow smelt (Osmerus mordax), smallmouth bass (Micropterus dolomieu), largemouth bass (M. salmoides), northern pike (Esox lucius), chain pickerel (E. niger), yellow perch, brown bullhead (Ameiurus nebulosus), pumpkinseed (Lepomis gibbosus), rock bass (Ambloplites rupestris), and black crappie<sup>9</sup>.

The areas upland and adjacent to Lake George’s shore are identified as ‘Natural Communities Near This Location’ There is also a large contiguous area labeled ‘Significant Natural Communities’ extending over Huddle Brook (roughly 0.8 miles north of the northern tip of Trout Lake) northerly and on the west side of Edgecomb Pond Road and the west side of Edgecomb Pond, as far north as County Route 11<sup>10</sup>.

A variety of bird and mammal species are found in the Lake George area, including a few endangered, threatened, and special concern species.

Bird species found in Bolton include ones which rely on shoreline for foraging, rooting, and nesting:

- Common Loon (Gavia Immer)
- Great Blue Heron (Ardea Herodias)
- American Bittern (Botaurus Lentiginosus)
- Mallard Duck (Anas Platyrhynchos)
- American Black Duck (A. Rubripes)
- Common Merganser (Mergus Merganser)
- Peregrine Falcon (Falco Peregrinus)
- Bald Eagle (Haliaeetus Leucocephalus)
- Osprey (Pandion Haliaeetus)
- Red-Shouldered Hawk (Buteo Lineatus)

Mammalian species found in the Lake George watershed include:

- White-Tailed Deer (Odocoileus Virginianus)
- Black Bear (Ursus Americanus)
- Moose (Alces Alces)
- Coyote (Canis Latrans)

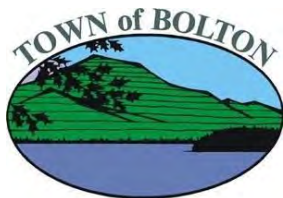
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<sup>7</sup> Lake George Park Commission. 2013. Lake George Aquatic Invasive Species Prevention Plan & Generic Environmental Impact Statement. Page 2-1.

<sup>8</sup> NYSDEC. NYS Environment Resource Mapper (<https://giservices.dec.ny.gov/gis/erm/>). *Accessed in March 2024.*

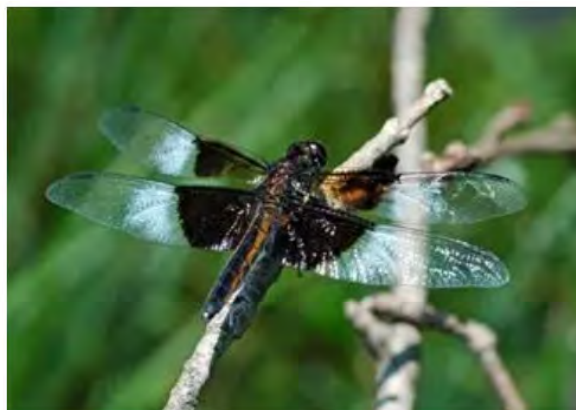
<sup>9</sup> NYSDEC and Lake George Park Commission. 2022. Harmful Algal Blooms (HABs) Action Plan for Lake George. Page 14.

<sup>10</sup> NYSDEC. NYS Environment Resource Mapper (<https://giservices.dec.ny.gov/gis/erm/>). *Accessed in March 2024.*



- Raccoon (*Procyon Lotor*)
- Fox (*Vulpes*, *Urocyon Cinereoargenteus*)
- Bobcat (*Lynx Rufus*)
- American Beaver (*Castor Canadensis*)
- River Otter (*Lontra Canadensis*)<sup>11</sup>.

Lake George itself harbors eight plant species that are classified as endangered, threatened, or rare by New York State. Within uplands and riverine corridors there are locations identified as having, or being in the vicinity of plants listed as Endangered, Threatened, or Rare this includes areas by the base of Finkle Brook and west of Trout Lake. Within the vicinity of the Schroon River there are listings for rare Dragonflies and Damselflies, which are categorized as Special Concern by NYS<sup>12</sup>.



**Widow skimmer dragonfly**  
Image credit: Emily DeBolt, Viridescent Journeys

Figure 8 – Dragonfly. Photo source: LGA

### **Invasives/ Invasive Species Management**

The Lake George Park Commission (LGPC) is the agency charged with the prevention and management of invasive species in Lake George. Meanwhile, the Adirondack Park Invasive Plant Program (APIPP) is one of the eight Partnership for Regional Invasive Species Management (PRISMs) Statewide. The APIPP operates with funding administered by the NYSDEC, which is a major cooperator, along with the Adirondack Park Agency, and others, while organizations, such as the Lake George Land Conservancy, Lake George Association, plus volunteers, are helping APIPP's mission to work in partnership to minimize the impact of invasive species on the Adirondack region's communities, lands, and waters.

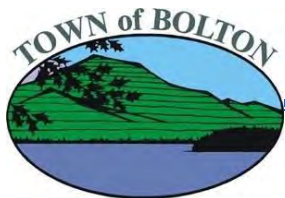
Invasives are species that are non-native to the ecosystem under consideration whose introduction causes or is likely to cause economic or environmental harm or harm to human health. There are classes used in defining management approaches for different species of concern based on whether they should be prevented, eradicated, contained or suppressed.

Since the waters of Lake George involve unique ecology, are classified as drinking water, and underpin recreation, there is focus on monitoring for the appearance of aquatic invasives within this waterbody and controlling ones that are indicated as presenting high concerns. The LGPC is currently highlighting its focus on addressing Eurasian watermilfoil

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<sup>11</sup> NYSDEC and Lake George Park Commission. 2022. HABs Action Plan for Lake George. Page 15.

<sup>12</sup> NYSDEC. NYS Environment Resource Mapper (<https://giservices.dec.ny.gov/gis/erm/>). Accessed in March 2024.



(form dense vegetative mats that degrade habitat and reduce recreational access) and Asian Clam (displace highly vulnerable native mollusks that are often already threatened, reduce biodiversity, and alter the food chain).

There are also land based invasives that are in focus. The Lake George Land Conservancy is involved in monitoring and managing terrestrial invasives including but not limited to Hemlock Woolly Adelgid (HWA), shrubby honeysuckle, garlic mustard, and Japanese knotweed. Eastern hemlock trees make up significant portions of the forest cover in Town. As of 2024 the APIPP lists the HWA insect as an invasive that should be contained and to halt its spread in order to mitigate change in the area's forest habitat and water quality environment.

### **Water Quality/ Water Environment Protection**

The Town of Bolton is promoting comprehensive stormwater management and is acting to improve the water quality environment in this community through the LWRP, municipal operating practices, and the management and regulation of development. It is involved in efforts to prompt and incentivize upgrades of onsite septic systems within the extensive areas that are outside the existing sewer service area in Bolton's core. The Town has also participated in sub-area studies and secured funding for stormwater infrastructure upgrades, retrofits and extensions from area non-profits and regional governments and authorities, such as the Lake George Park Commission.

Lake George is located within a small sub-basin within the broader Lake Champlain Drainage Basin. A defining feature is the small watershed size that is linked with the steep and mountainous terrain surrounding the Lake.

According to the NYSDEC, Lake George is rated as 'Class AA-Special'. This is the highest rank. It is typically assigned to drinking waters. This is the same status provided to its main tributaries located in the Town. Lake George is required to support its best uses of drinking water supply source, primary and secondary contact recreation use, and fishing use.

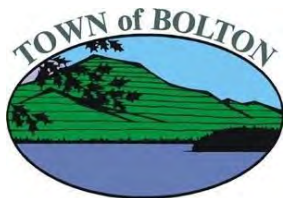
Despite its pristine attributes, there are concerns with water quality impacts on Lake George<sup>13</sup>. These concerns include the following water bodies:

- Lake George (1006-0016) and tributaries;
- Huddle/Finkle Brooks and tributaries (1006-0003); and
- Indian Brook and tributaries (1006-0002).

The Huddle/ Finkle Brook set was assigned this listing based on a 'cause/ pollutant' of silt. The other sets were assigned a cause/ pollutant of silt/ sediment. They were all linked with a source defined as 'Urban/Stormwater, Erosion'.

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<sup>13</sup> NYSDEC. Final 2018 Section 303(d) List for Impaired Waters Requiring a Total Maximum Daily Load (TMDL)/Other Strategy, 2020. Page 5.



### Working Lands

#### Forestry/ Logging

There is extensive forest cover in Town, with large stands of deciduous as well as conifer tree species. Outside parklands, per assessment data, private lands specifically managed as forest resources and which periodically receive timber harvesting in their woodlands are concentrated south of Coolidge Hill Road and north of New Vermont Road. It is roughly estimated this acreage is on the order of 1,000 acres, represents 25 parcels, and covers 3.5% of private lands. There are also significant forest expanses on numerous vacant, large residential, and other lots, which also periodically are logged.

When there may be tree cutting, the Town regulates lumbering so there is not contiguous clearing which can expose extensive sensitive soils and result in erosion and siltation in the water resource environment, or where tree cutting may negatively influence visual aesthetics. For the part of Town in the jurisdiction of the Lake George Park Commission, starting in 2021, it is required for a Notice of Intent (NOI)/ Soil Conservation Plan Form” to be filed for operations prior to the use/construction of a log landing, header, skid roads or trails. According to LGPC permitting data, there were an average of five Logging NOIs submitted per year in the whole basin of which Bolton is one part. Actions which comply with NYS Forestry Best Management Practices for Water Quality are not subject to LGPC’s stormwater and stream corridor regulations, but do need to meet stormwater management requirements of the Town.

#### Agriculture

Topography and soils in Bolton are not highly conducive to agriculture, at least in terms of having large areas of soils that are productive for this purpose. This may be why there does not appear to be an agricultural district program within this part of Warren County.

There are not farming/ agricultural land uses identified in this community based on assessment data classifications; however, there may be some limited farming activities, as well as tree-farm or nursery operations. One example of a small craft farm is at Sweet Pea Farm Perennials on Federal Hill. As means of supporting area producers, there is a

### Town of Bolton Stormwater Retrofit Opportunities

Prepared by the

Warren County Soil and Water  
Conservation District

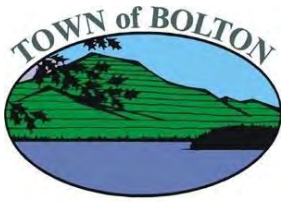
For the Town of Bolton under the Lake George Park  
Commission Community Stormwater Grant Program

April 2013



Figure 9 – Now over a decade old, this plan focuses on alternative stormwater retrofits around Finkle Brook in the Bolton Landing Hamlet followed on from a 2012 analysis of strategies to improve the Stewart Brook/Dula Pond Watershed.





seasonal farmers' market held in the Bolton Landing hamlet on Fridays, which enables visitors to interact with farmers, community organizations, and crafts people.

## Sustainability

### *Water Environment Protection*

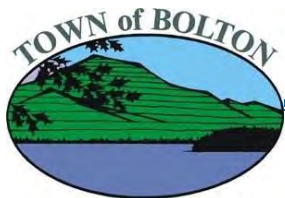
The Lake George Association (LGA) indicates untreated stormwater is the largest factor impacting water quality. The LGA identifies a concern for runoff and siltation from stream erosion, and associated with physical development. They note a slow water exchange rate in the watershed means pollutants are not rapidly attenuated. Sources of impacts on water quality include potential contamination from deicing chemicals or phosphorus from fertilizers found in many landscaping applications. There are also some cases of pathogens being introduced from disrupted septic systems and sewer system overflows.

Numerous studies and projects have been performed in stream basins and stream corridors to advance stormwater management and minimize urban stormwater runoff. Of particular concern is the advent/ growth of sandbars at the base of major tributaries. One local example is at Finkle Brook's outlet into Lake George, adjacent to Veteran's Memorial Park and just north of Norowal Marina in the lee of Green Island on Bolton Landing's north side.

**Stormwater Planning** - The Town has a Stormwater Management Plan. It outlines strategies for managing, treating and directing stormwater. It provides guidance on practices that are intended to be used for keeping the roads and drainage infrastructure in good working order and for managing storm sewers and Town roads so there is a minimized potential for pollutants to enter stormwater. It also addresses ways to guide and manage land development so it does not cause or result in increased rates of runoff which can impact downstream street and drainage infrastructure, or generate siltation or other water quality impacts in streams and waterbodies.

Many aspects of stormwater management regulation involving land development are carried out per Town Chapter 125 Stormwater & Erosion Control, as adopted in 2021. This law is consistent with the Lake George Park Commission stormwater regulations. It is organized to ensure that storm flows throughout Town are managed so there is acceptable water quality. Currently, Lake George, as a receiving body is classified as among the highest quality water within all of the State, as are its tributaries. Development for housing, logging and other activities can influence the amount of sedimentation and erosion that occurs in a watershed. It is important to monitor the quantity and quality of stormwater flows and ensure that sedimentation and erosion from development do not have any adverse effects on the pristine quality of the waters of the Lake George basin.

The 2003 Comprehensive Plan recommended review of the Town's vegetative clearing regulations as a means of protecting environmental resources. The Plan also suggested exploring the effectiveness of the local stormwater law to ensure it is functioning to protect the environment. There have been municipal reviews of how existing requirements could be modified, plus some local development policy changes were enacted. Going forward, topics to examine could include: whether to refine requirements for stormwater plan submissions to encapsulate smaller developments per §125-9; considering when to require onsite soils analysis as part of development review; whether to provide for stream buffer protection covering all streams in Town; and consideration of possible ways to guide the use of green stormwater



infrastructure (GI). GI can be used to assist the quality of treatment and attenuation of peak flows, plus depending on the application it may generate high levels of co-benefits, such as by improving or creating habitats, or providing landscaping that delivers shade or improves the attractiveness of a site.

Town Code Chapter #126 Stream Corridor Management Regulations, adopted in 2023, establish permit requirements and standards for protection of stream environments adjacent to perennial streams assigned a AA-special water quality rating by the NY State DEC. For these designated riparian corridors, in the Lake George watershed, there is a prohibition on land disturbance and development in a stream buffer extending thirty-five (35) feet on each side. This law mimics LGPC efforts and has exceptions for the approval of stream crossings, such as using bridges or culverts. It also provides for timber harvesting/ silviculture provided such actions comply with specified standards. This would include confirmation that a development is qualified for an exemption from the Town's stormwater regulations, such as because there will be compliance with NY State Forestry Voluntary Best Management Practices for Water Quality: BMP Field Guide 2018 Edition.

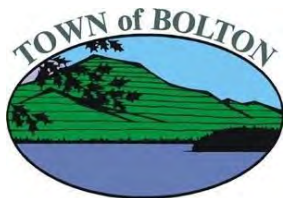
**Road Salt Initiative** – One focus among parties in the Lake George basin has involved defining how actions can be structured to minimize the use of road salt and find ecologically safer substitutes. This has involved establishing and extending the use of best management practices (BMPs), such as through the promotion of highway officials using proven alternative chemicals and techniques that minimize potential salts application. It has also involved advocacy to implement technologies to pretreat roads and deploy equipment in order to plow snow and ice more effectively, so that lower overall volumes of deicers are required to be applied. This Plan emphasizes the continuing examination and deployment of BMPs which will mitigate this issue.

**CSLAP & LG Watershed Conference** – The Citizens Statewide Lake Assessment Program is a volunteer lake monitoring program conducted by NYSDEC and the NYS Federation of Lake Associations (FOLA). The CSLAP provides a database to help lake associations understand lake conditions and foster sound lake protection and pollution prevention decisions. It also is used to inform Priority Waterbody Listings.

The 2007 Interpretive Summary Abridged Report is the latest volume addressing Lake George. In 2006, the Lake George Watershed Conference produced the report 'Status of Accomplishments & Future Priorities', addressing elements of regional resource planning and management, invasive species, stormwater management, and wetland protection. However, this latter effort experienced organizational problems and has since ceased operations and subsequently disbanded.

Fortunately, overlapping with this period and progressing since that time, parties like the Lake George Association/ Fund for Lake George, the Darrin Fresh Water Institute, and Waterkeeper have emerged in more prominent assessment and resource management planning roles. In addition to the efforts by the Lake George Park Commission and the regional Soil & Water Conservation District, these non-profit, education and advocacy organizations have conducted various forms of water resource testing and monitoring, as well as public education and engagement.

There is not an appointed conservation advisory board or committee in Bolton. However, the Town Planning Board and LWRP Advisory Committee are in positions to work collaboratively with all of these parties to identify needs and



address water resource management strategies for the community's watersheds and its riparian environment, inclusive of the main body of Lake George.

The Planning Board is particularly well positioned to advocate for improving green infrastructure during development. It can promote resource conservation through preservation of open space and natural resource features, as well as identify ways for adding and improving green infrastructure when properties are developed. While it could benefit from the backing of a local climate protection plan, it will be particularly beneficial for the Planning Board to guide landowners in resource management, conservation and addressing stormwater by treating the flows, adequately attenuating them, and infiltrating flows into the ground as a way to sustain watershed quality.

**Harmful Algal Blooms Prevention** - Per the Harmful Algal Blooms (HABs) Action Plan for Lake George:

Harmful algal blooms (HABs) in freshwater generally consist of visible patches of cyanobacteria, also called blue-green algae. Cyanobacteria are naturally present in low numbers in most marine and freshwater systems. Under certain conditions, including adequate nutrient (e.g., phosphorus) availability, warm temperatures, and calm winds, cyanobacteria may multiply rapidly and form blooms that are visible on the surface of the affected waterbody. Several types of cyanobacteria can produce toxins and other harmful

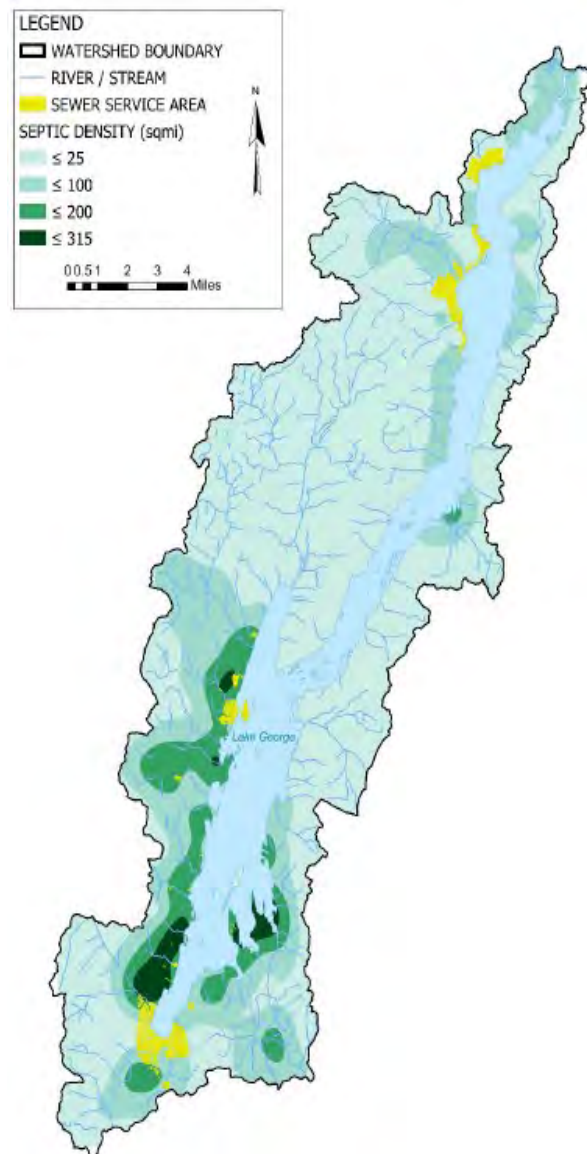
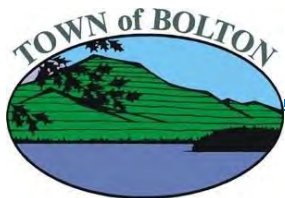


Figure 10 Densities of Septic Systems and Sewer Districts in the Lake George Basin (Source: 2022 HABs Action Plan)



compounds that can pose a public health risk to people and animals through ingestion, skin contact, or inhalation<sup>14</sup>.

As a means for local stakeholders and the NYSDEC to prevent and combat HABs, the HABs Action Plan defines Lake George conditions, including physical and biological characteristics, summarizes research on HABs, identifies potential causative factors that may contribute to HABs, and provides information on the Lake's recorded HAB outbreaks. It culminates with specific recommendations and implementation measures to minimize the presence, frequency, duration, and/or intensity of HABs and to protect the health and livelihood of residents and wildlife.

Generally, as a way to maintain water environment quality, the HABs Action Plan provides for stormwater management controls and regulates the siting and operation of onsite sanitary (septic) systems to help assure that future land development does not contribute to undesirable changes in the highly valued Lake George water environment. Accordingly, stormwater management controls provided in association with new land development can be structured to aid in slowing the rates and volumes of stormwater flows. Stormwater controls can also be used to improve the water quality related to stormwater runoff during construction as well as after the point construction is completed.

The HABs Action Plan addresses Lake Management / Water Quality Goals, including incorporating stormwater management facilities into developed land to minimize nutrient concentrations within runoff<sup>15</sup>. Thinking broadly, beyond just the scope of the HABs Action Strategy, the design of stormwater management features and controls can be applied to assist with ground infiltration of storm flows and structured to ensure that water temperatures are not elevated, and as a means of avoiding the introductions of contaminants, solids, or excess nutrients. These types of measures can ensure that stormwater flows in and around land developments will not be prone to contributing to potential changes in the water quality environment which may influence the ability for HABs to take hold.

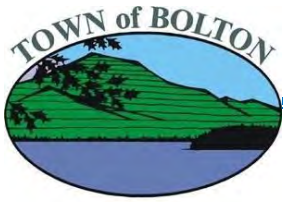
Likewise, designing onsite sanitary systems to effectively treat and polish effluent, and prompting routine maintenance of systems so they function properly, can aid in maintaining a stable water environment. With a warming climate, improving green infrastructure, and residents' participation in these types of efforts can help ensure sound land-use and quality stormwater management. It can also aid and increase resiliency to extreme weather events, ranging from droughts to intense or prolonged rain events.

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<sup>14</sup> NYSDEC and Lake George Park Commission. 2022. HABs Action Plan for Lake George. Page 7.

<sup>15</sup> Ibid. Page 54.





### **Onsite Septic Systems**

Outside of the Sewer District, large areas containing residential development are served by individual onsite septic systems. It is an imperative to maintain such systems in good working order so as to ensure that nutrients do no impact waterbodies or ineffectively treated sanitary wastes do not contaminate wells on or near such septic system.

In 2019, the "Bolton Septic Inspection Program" local law was enacted. This townwide septic system inspection program covers all properties serviced by an onsite wastewater treatment system and it requires that in advance of any transfer of ownership of real property that is serviced by a septic system, that as part of the sale or conveyance there be a pre-transfer inspection. The Lake George Park Commission began a program in 2023 that requires all septic systems that are within 500 feet of the Lake George shoreline or within 100 feet of a DEC regulated stream flowing into Lake George be inspected every five years. Both programs require inspections by qualified individuals and parties certified by the LGPC to perform this analysis are also able to generate Town-triggered inspections.

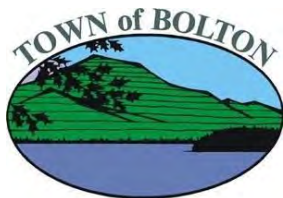
**Lake George Septic Replacement Grants** – There is a Septic Replacement Program that offsets some of the cost of new, high functioning systems, which is an objective promoted by the Town, the Lake George Association and the non-profit Waterkeeper. This County-operated Program can provide up to 50% of eligible costs for septic system upgrades, with a maximum reimbursement of \$10,000 per project. Parcels with faulty septic systems within 250' of Lake George are eligible for grant assistance towards septic replacement. Property owners must complete an application and provide all necessary documentation in order for their grant request to be considered. Applicants will be asked to provide a letter from a qualified engineer stating the septic system is failing or deficient.

### **Flood Damage Prevention**

Regulations covering flood damage prevention are encapsulated in Town Code Chapters 200, 125 and 150. It makes sense to promote development and redevelopment where infrastructure is adequate and sustainable, and not at serious or unique risk of flooding disruption. The Town does not maintain a list of properties damaged by flooding, so tracking this could be informative. It is also warranted for the Town to ensure development does not impact, or overly rely on, undersized bridges or culverts. Likewise, there can be care to manage growth on private flood prone roads, or public roads which lack an alternative reliable source of access in case of flooding.

### **Regional Stream Buffer Program**

The Lake George Park Commission established permit requirements for protection of stream corridors to conserve riparian and aquatic ecosystems and provide environmentally sound use of land. The stream corridor regulations establish 35-foot buffers along DEC protected AA-Special streams flowing into Lake George. Regulations limit the construction of impervious surfaces and vegetation removal within this 35-foot buffer. There are also standards limiting modifications of stream channels and design criteria for culverts and crossings. The Town can begin to plan for greater community resiliency in the event of severe or long duration heavy rains, by assessing potential risks in unmapped stream corridors—increasing the understanding as to whether significant risks exist to persons or properties in the case



of severe storms. The assessment should also identify and characterize potential at-risk infrastructure and possible methods to reduce and mitigate such risks.

### Green Infrastructure

It is likely that this community will experience the effects of climate change, whether through dry periods, heat waves, or extreme precipitation. Green infrastructure can improve communities' resiliency by helping manage flood risks, prepare for droughts, reduce urban heat island effects, and ultimately protect Bolton's shoreline. Low impact, natural design solutions can also aid in community character and livability. This may include adding vegetation that supplies shade or improves habitat, all while providing cost savings both in terms of capital costs and/or the facility's or equipment's operation and maintenance costs.

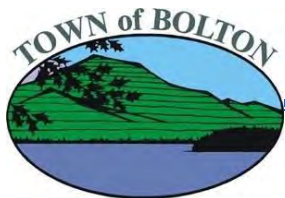
### Sustainability Practices

**Climate Smart Communities (CSC) Program** - In February 2022 the Town registered in NY State's Climate Smart Communities (CSC) Program. This initiative of the NYSDEC provides local governments with guidance and funding to plan for a changing climate—helping to formulate strategies to lower greenhouse gas emissions and adapt infrastructure and local operations so that the community is more resilient in the face climate change. Since the Town has a planning staff, the resources of the Planning Department can assist the Town in aligning actions and coordinating efforts with Warren County and the County Board of Supervisors, which established a multiparty Climate Change Task Force and charged it with prioritizing techniques that support a more climate resilient community. The County's Climate Smart Coordinator is based out of the County Planning Department and is the point of contact for Sustainable Warren County. The Town Planning Director is a member of the Warren County Climate Smart Task Force and seeks to create a Town CSC committee and work towards Bronze Certification.

As a means for promoting the long-term health and welfare and protecting the economic base, Town planners and elected leaders can engage the community in ways to increase local resiliency to extreme weather events. The 2023 Warren County Hazard Mitigation Plan includes a comprehensive risk assessment of hazards of concern<sup>16</sup>. It discusses the potential impacts of climate change upon such hazards, with an analysis that defines risk using an equation that takes the probability of a hazard event arising and multiplies it by the potential impact. Impact is the considered the estimated effect on people, property, and economy of a particular planning area).

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<sup>16</sup> Tetra Tech, Inc. 2023. Hazard Mitigation Plan – Warren County, NY: Volume I. See Section 5. Risk Assessment.



The 2023 Warren County Hazard Mitigation Plan Jurisdiction Annex provides local profiling, capability assessments, and risk characterization around possible hazards<sup>17</sup>. Included are possible mitigation strategies that can aid long-term resiliency. The Annex's lists a broad set of potential Proposed Hazard Mitigation Initiatives and a Summary of Prioritization of Actions. Examples of actions it assigns high scores include but are not limited to: Flood Education and Outreach; a Flood Damage Prevention Ordinance Update; Stormwater Engineering Reviews; and capital expenditures, such as to upgrade Edgecomb Pond Dam facilities, or secure emergency electrical power generators for critical facilities.

### **Renewable Resources**

**Clean Energy Communities:** As a means of prompting a healthy and sustainable environment and investment in future-focused clean energy solutions, the New York State Energy Research Development Agency's (NYSERDA) Clean Energy Communities (CEC) initiative provides resources to help municipalities execute local sustainability goals. Through the support of Clean Energy Coordinators, communities subscribe within a metric-based framework which is used this to guide and define whether and how to advance high-impact clean energy actions, that will support compatible local development, and qualify it for funding based on progress with the available actions on this checklist.

The Town is seeking entry into the CEC program. Doing so fits within a smart growth principle to promote and integrate clean energy resources and related incentives. For Bolton, it may be feasible to package this effort along with the pursuit of State or Federal grants in order to qualify for low or no cost electric or hybrid passenger vehicles or light duty pick-up trucks. There is a good chance these could be cost-effective and easily deployed for use by municipal staff in planning for recreation maintenance roles. Likewise, it may be possible to obtain electric landscaping equipment, or vehicles, for use by personnel in buildings and grounds duties.

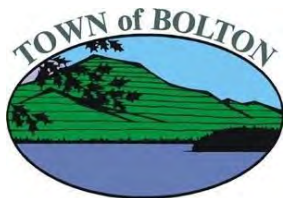
NYSERDA has 15 categories of possible action<sup>18</sup>. The following are some select examples of categories for action available in the CEC initiative:

- Benchmarking and annually reporting of energy used in municipal buildings, or large private buildings.
- Providing Build Readiness, which can help define how to advance compatible large-scale renewable energy projects at locations involving underutilized lands, landfills or parking lots

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<sup>17</sup> Tetra Tech, Inc. 2023. Hazard Mitigation Plan – Warren County, NY: Volume II. See Section 9.2 – Town of Bolton Jurisdictional Annex. Pages 9.2: 1 to 47.

<sup>18</sup> NYSERDA High Impact Actions. <https://www.nyserda.ny.gov/All-Programs/Clean-Energy-Communities/High-Impact-Actions>



- Renewable Energy, where the Town helps extend the use of clean energy technologies by subscribing municipal accounts with clean, community distributed generation (CDG) sources, such as community solar. Alternatively, the Town could explore hosting or installing solar or wind power on its property.
- Clean Energy Upgrades & Municipal Building Demonstrations, which reduce emissions from public properties and show what is possible for the community. Retrofits of existing public buildings may involve deployment of energy efficiency technology, such as heat pumps, to achieving net zero energy use.
- LED Streetlights.
- Thermal Energy Networks (shared systems can promote sustainable compact neighborhoods).
- Clean Fleets, including electric vehicles and charging infrastructure to reduce greenhouse gas emissions and pollutants.
- Electric Landscaping Equipment:
- Municipal Clean Fleet Inventory.

### **Electric Vehicle Infrastructure**

The Rural Electric Vehicle Charging Station Assessment, 2023, by the Adirondack/Glens Falls Transportation Council (A/GFTC) provides local and regional assessment and strategy that can aid in the transition to a high prevalence of EVs and promote and integrate clean energy resources and related incentives. Within this regional plan, Bolton's Hamlet core is characterized as one of the key pockets of

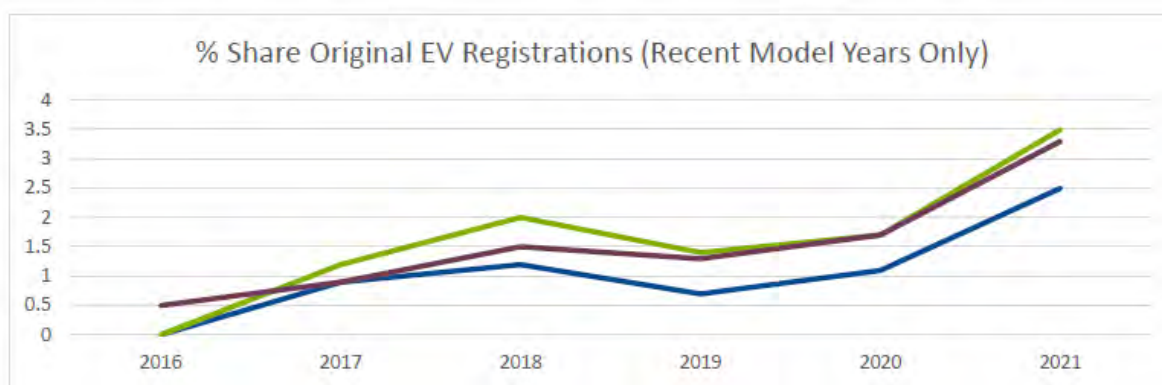
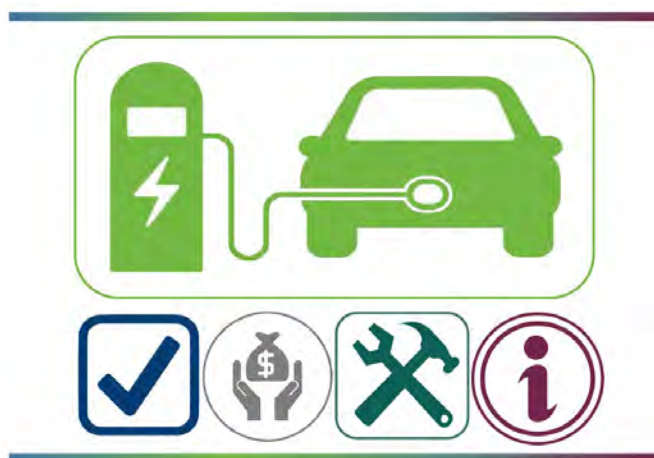
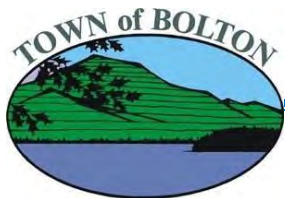


Figure 11 - NYSDERDA depiction via EValueNY





charging infrastructure in the region<sup>19</sup>. Within this core there are seven Level 2 chargers and no fast chargers<sup>20</sup>. Two of the Level 2 chargers are open to the public and situated west of Cross Street in the public parking area behind Town Hall, while the others are at the Sagamore. The study notes that it includes within the inventory, locations where charging stations are available primarily for patrons of specific businesses, or for Tesla vehicles only. This means that in some of these instances the assessment does not define the cases where facilities may not be easily accessible by the general public.

The study notes the best locations for charging stations address convenience, safety, user-friendliness, and efficiency<sup>21</sup>. Examples of good candidate locations may include:

- Public venues such as town halls, libraries, and museums, and public parking areas near walkable downtown clusters (information on summertime levels of use for existing charging stations at Town Hall can provide perspective on whether and when to consider adding more).
- Parking areas for long-duration venues (restaurants, theaters, tourist attractions, medical clinics).
- Public parks and/or boat launches with sufficient access to electric infrastructure (Norowal Marina may be a candidate, which may support to the emergence of clean electric boats).
- Large employers.

As a way to prompt more widespread deployment of EV charging technology, where demand is expected to escalate as the percentage of EVs grows, there could be consideration for zoning standards that require onsite charging stations be identified during site plan review, perhaps with a certain number of parking spots as the threshold.

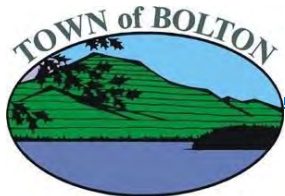
It might also be feasible to plan for deployments of public as well as private charging stations within and around the public street grid and public properties. This could be done in conjunction with a broader hamlet area parking and/or intermodal study, that looks at the supply and demand of parking, potential pricing for and time limits on public parking, perhaps with the use of meters, as a way to promote optimal usage and turnover. Consideration of an EV shuttle to aid users in easily accessing either parking on the fringe of the hamlet or destinations on the Route 9N corridor might also be part of this study.

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<sup>19</sup> A/GFTC. 2023. Rural Electric Vehicle Charging Station Assessment. Page 6.

<sup>20</sup> Ibid. Page 9.

<sup>21</sup> Ibid. Page 7.



## **Goals & Strategies for the Living Environment**

### **LE1 - Conserve and protect natural resources such as shorelines, areas adjacent to streams and wetlands, and forest edges.**

#### *Strategies:*

- Update the zoning regulations to protect shoreline, stream, and wetland buffers from land development.
- Empower Soil & Water Conservation District and non-profits to educate residents about the value of natural resources.
- Consider establishing a Climate Smart Task Force.
- Establish practical zoning standards that limit development activity along steep slopes; discourage significant grading overall.
- Advance practices and standards to prevent or manage invasive species during land development.

### **LE2 - Guide land use change/ development to fit Bolton's unique rural, residential and environmental character and blend with its scenery.**

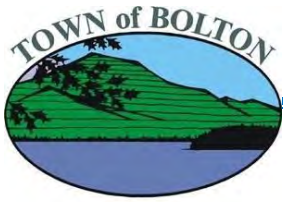
#### *Strategies:*

- Limit visible development along ridgelines and mountaintops through the development of guidelines or standards that avoid removal of vegetation and screen new structures.
- Provide lighting regulations that avoid light spill and are consistent with dark sky strategies.
- Update drainage, grading, and tree clearing regulations for land development.
- Monitor implementation of short-term rental regulations and consider updates as needed.
- Discourage the development of roads, including access roads, on steep grades that may be inaccessible to emergency responders.

### **LE3- Ensure water resource protection.**

#### *Strategies:*

- Form a new Stormwater Management Plan addressing topics such as lake and watershed protection, municipal drainage enhancements, and flood resiliency.
- Improve zoning or other municipal policies to manage runoff during small rain events or deluges, protect water quality, and achieve specific objectives in Stormwater Management Plan.
- Consider water and/or sanitary sewer service extensions and upgrades that help protect the natural environment.



- Advance planning and implementation for capital improvements in the Stormwater Management Plan and aligned regional studies.
- Regularly invest in road and drainage network to bolster facilities resilience and enhance flows management and treatment.

### **LE4 - Structure and promote hazard resiliency.**

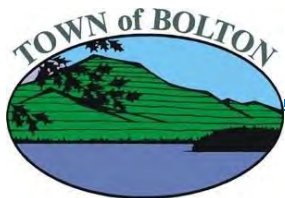
#### *Strategies:*

- Continue to upgrade Edgecomb Pond Dam to provide safety and resiliency improvements.

### **LE5 - Foster substantially lower greenhouse gas emissions in the community.**

#### *Strategies:*

- Strive for Climate Smart Community Bronze Certification or greater by focusing on municipal actions that help to reduce public expenditures.
- Promote green building and energy star ratings within new development.



## **COMMUNITY CIRCULATION**

*Promote a safe and diversified transportation system to serve the needs of all residents and visitors.*

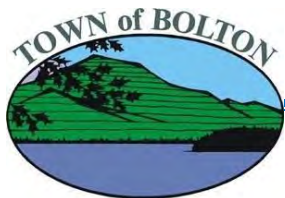
### **Community Circulation Profile**

The transportation system's features influence and are influenced by land use, making these important inter-related topics. The activity patterns in and around the Bolton community are made possible by a multifaceted transportation network and systems. These can influence the connections between people and land uses. In Bolton, trails represent an overlap of transport and recreation. Trails are an important part of the economic base as well, and cultivating trail opportunities is essential to aiding and enhancing tourism.

### **Transportation System**

The attributes and character of the transport environment influences local and regional land use relationships and overall development. People experience Bolton as they travel along its corridors. Visitors often travel great distances to be here, so connectivity with areas outside the community are important to consider, as well as the patterns of mobility inside of the Town. Moreover, it is important to contemplate how the road system influences sense of place in Bolton's different settings, as well as to recognize how regional transport policies and planning may influence area activity patterns.

Effective transportation, across all modes, is critical to connecting people and sustaining and growing the local and regional economy. The Transportation System discussion describes the regional planning context and features of the road system. The part on Connections focuses on non-motorized and transit mobility and ways residents rely on the regional transport system to access jobs, as well as goods and services. Transit can potentially provide a form of cost-effective transport for the workforce, as well as supporting tourism mobility. Notably, the Greater Glens Falls Transit (GGFT) service has seen increased ridership trends over the last few years, indicating that demand for transit to tourist centers in Lake George and Bolton continues to grow.



### **Regional Transportation Plan & Program**

The Long-Range Transportation Plan (LRTP) that is periodically updated by the Adirondack/ Glens Falls Transportation Council (A/GFTC) sets the direction for major transportation investments with the region's planning and programming area using a 20-year horizon. The LRTP lays out transport principles and performance measures for the region by addressing topic elements, such as:

- Infrastructure Conditions;
- System Reliability & Performance;
- Freight Movement;
- Public Transportation;
- Complete Streets; and
- Environmental Sustainability.

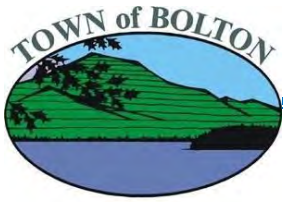
Using this framework, the LRTP addresses:

- A priority to continue to support innovative efforts to address rural mobility needs through technical assistance, collaboration, and coordination with relevant partners.
- That (73.3%) of 312.6 miles of federal aid eligible roads have pavement conditions assigned below a “Good or better” ranking, with an LRTP priority to support pavement preservation.
- Continuing to prioritize the maintenance and expansion of bicycle and pedestrian facilities within pavement preservation and rehabilitation projects.
- Commitment to increasing the use of alternative modes, including public transportation, bicycle, and pedestrian infrastructure, and including ridesharing options.
- A five-year average annual rate of non-motorized fatalities and serious injuries throughout the County of 14.6 as of 2021. It sets LRTP priorities to continue to use engineering to identify safety improvements and to collaborate with the LC-LGRPB on development of a Comprehensive Safety Action Plan.

Linked with the Long-range Plan is the NY State Transportation Improvement Program (TIP), which lists federally-funded transport projects that are programmed for design, construction, or purchase in the next five-years. Federal law requires publication of an Annual List of Obligated Projects that are partially or wholly federally funded. There are no projects identified for Bolton in the Annual List of Obligated Projects Federal Fiscal Year 2022-23.

The 2024-2025 Unified Planning Work Program (UPWP) is also linked with the LRTP. The UPWP's purpose to define the transportation planning and programming activities that are intended to be undertaken by A/GFTC in the next year. There are no initiatives identified for Bolton in the current version. Going forward, proposing studies for placement in the UPWP may supply a mechanism for conducting beneficial transport planning and budgeting. A completed plan can be used to pursue federal and state support for implementing measures laid out within it.

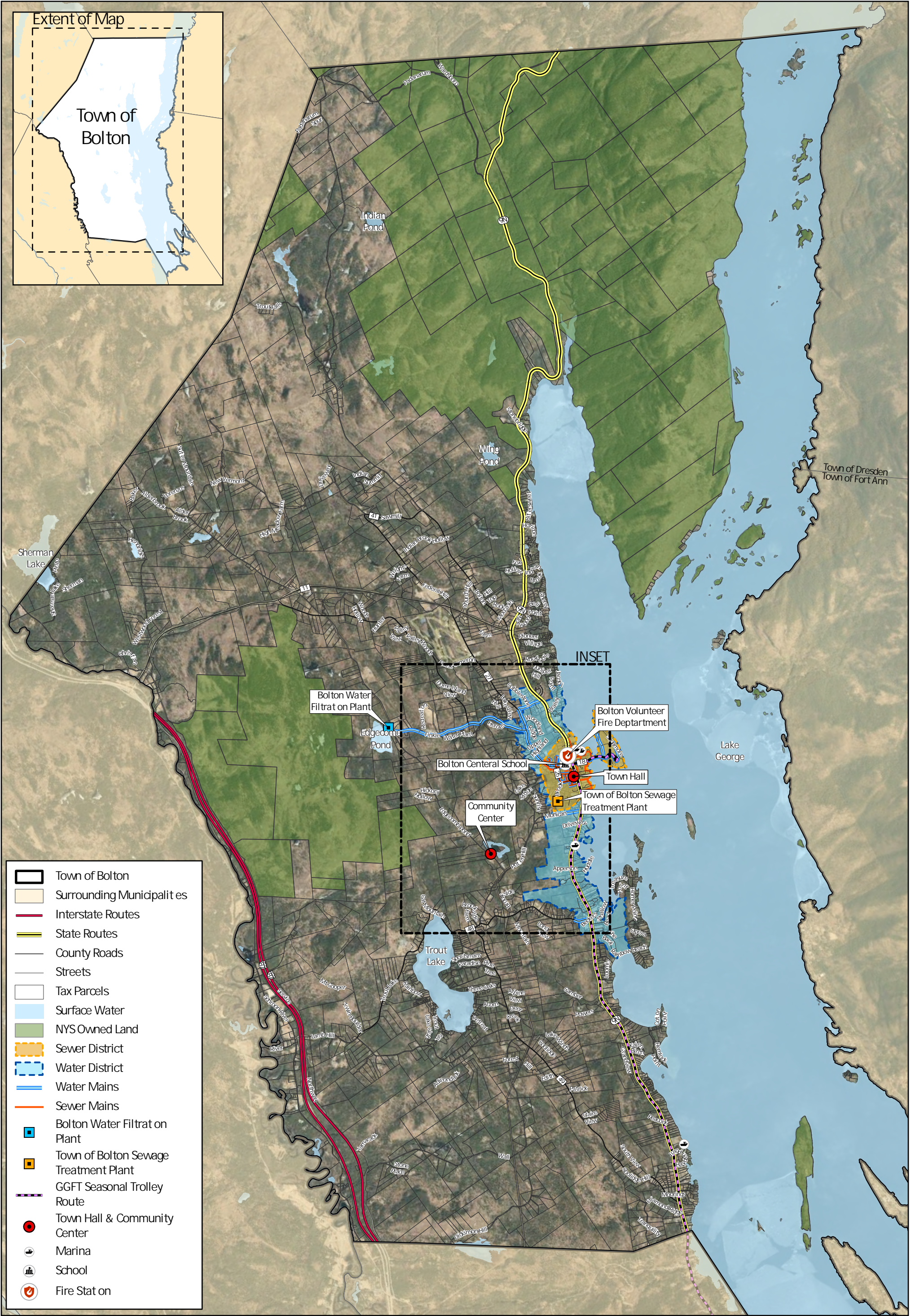




Examples of topics which might be covered within the UPWP for Bolton could include:

- Mobility study – addressing the potential for some type of micro transit to identify the need to change offerings formerly supplied through the seasonal trolley. This could potentially assist tourists and/or workers in reaching destinations without the use of personal autos.
- Updated hamlet area multimodal plans that address the Route 9N corridor, complete streets, traffic safety programming, and advance hamlet area sidewalk extensions and management.
- Parking study –to analyze supply and demand and the alternative techniques and policies for optimizing systems of parking in and around the Hamlet.





# Transportation & Infrastructure Map

Town of Bolton, Warren  
County, NY





### **Road Transport System Attributes**

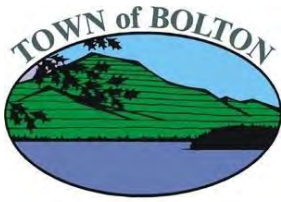
The major transport routes running through Bolton include:

- **Interstate: 87 (“Adirondack Northway”):** This super-highway runs along the western edge of Town. There are two adjacent limited access interchanges that service the Bolton: 1) Exit 23 in Warrensburg/ Lake George is southwest of Town; and 2) Exit 24 is by the Riverbank Hamlet and the Schroon River Road west of Town. There is not a park and ride lot at Exit 23, but there is one near Exit 24.
- **State Route: 9N (Lake Shore Drive):** This major community artery runs north-south along Lake George’s western shore. It is a gateway from the Town of Lake George in the south and the Town of Hague to the north. Rte. 9N meanders along Lake George. A majority of population and development is situated near it. Roughly three miles beyond the Town’s southern boundary, 9N provides a southerly-connection with I-87 in the Town of Lake George, where there is a park and ride. In 2022, the Annual Average Daily Traffic (AADT) on the segment south of Horicon Avenue in Bolton Landing Hamlet was 5,045. North of there it was 3,486, with a further decrease in the volume to the north of the intersection with Bolton Landing Drive – Riverbank Road. Sustained, elevated peaks occur on both of the southern segments when visitation is high during summer.
- **County Routes: 11, 41, 27, 25, 18, 48 & 49 -** County Route 11, the Bolton Landing Drive – Riverbank Road is the main east-west connection in more northerly parts of Town, connecting with the Northway north of Bolton. Its AADT is 2,503.

**Table 3: Local & Regional Road Miles**

Type of Roads	Length (miles)
County Roads	22.6 miles
State Roads	13.0 miles
Interstate Routes	14.7 miles
Local/ Town – Streets/ Roads	107.7 miles

Measured with centerline miles calculated using a Geographic Information System (GIS), there are a total of 145 miles within the four road types within this community, as shown in Table 3. By far the majority of these are Local Roads operated by the Town of Bolton.



The Town Highway Superintendent is in charge of maintaining local streets. The Highway operations are provided out of the Town of Bolton Highway Garage at 87 Finkle Road. Town staff serves to pave roads, clean streets, install or repair culverts, as well as manage street shoulders and appurtenant systems, including guard rails and street signs. The staff also seasonally plows and de-ices these routes to aid the availability of year-round safe passage.

## Connections

### *Traffic Safety*

Based on a focus group meeting conducted in Spring 2024 with the Chief of Police and Chief of the Volunteer Fire Department, there are no particular locations identified that seem to be prone to vehicular accidents and which may be considered as locations to study and consider for retrofits as a means to aid and enhance traffic safety. They note there have been some crashes on rural segments of Route. 9N, prior to the border with Hague. When these occur, they may involve high speeds.

The Police frequently position an electronic sign board that captures actual versus posted vehicle speeds in the southern hamlet gateway along Lake Shore Drive, in the vicinity of Sacramento Lane. The posted speed of 30 mph extends well south of Mohican Road. The electronic warning board is quite effective in prompting rapid slowdowns in traffic flowing northerly through there. The reader boards are used in other locations as well.

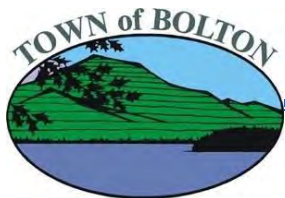
The Police Chief indicates there are not many incidents involving pedestrians and vehicles. In terms of pedestrian safety, most main vehicular routes with higher AADT's and pedestrian volumes are either State or County operated and maintained. Local officials do identify a continuing need for frequent repainting of cross-walks, particularly on Route 9N. There is also a need to establish and maintain high visibility pedestrian signage.

### *Pedestrian & Bicycle Environment/ Amenities*

The Town does not have an adopted complete streets policy. As described by Smart Growth America, advancing complete streets involves an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

The Town Planner has indicated interest in establishing a local complete streets policy. Achieving more complete streets in Bolton is consistent with promoting:

- Walkable / bikeable neighborhood designs;
- Development/ redevelopment where infrastructure is adequate and sustainable; and
- Sustainable mass transit that reduces the local levels of greenhouse gas emissions, such as by encouraging new streetscape infrastructure installations in the hamlet where there are bus stops.



Pedestrian volumes are highest in the core, denser parts of the grid, especially by the public school campus, along Lake Shore Drive, and extending on CR#18 around FR Smith's Marina/ Norowal Marina and the Sagamore. Pedestrians are often observed along the entire length of Route 9N, particularly during periods of peak tourism as users wait for the seasonal trolley. Pedestrian activity is present near camps and the higher population densities around Trout Lake Road. One specific segment lacking a sidewalk and which is often cited as needing one due to a high amount of observed walkers combined with vehicles traveling at higher speeds, is on Lake Shore Drive from Mohican Road extending south towards the Sembrich/ Chic's Marina/ the Algonquin.

The County developed a database identifying the locations of sidewalks and other pedestrian system features. The Town may use this tool to routinely track sidewalk widths, surface treatments, conditions, and the presence of ramps or crosswalks. Ideally, the inventory could also capture the locations of attributes such as street lighting, street trees, pedestrian controls, or nearby ADA assigned parking, as applicable. This information can assist planning sidewalk maintenance/ rehabilitation as well as new sidewalks. It could also be used by the Planning Board as it considers requirements for frontage or streetscapes during new development and as it pursues easements and donations of land for sidewalk installations or widening, traffic safety improvements, potential drainage or streetscape upgrades, and in stewarding access management.

Within Bolton there is a Town Recreation Commission as well as a Conservation Park Advisory Committee. People under 18 or who do not drive can are more likely to walk or bike. As part of safe routes to parks, trails, and schools planning, it may be advantageous in the future for these parks and recreation-oriented bodies to consider sidewalk or other pedestrian and bicycle safety needs.

Bicycles, as a mode of transportation appears somewhat limited. This may be in part to the presence of steep grades in many parts of Town and the long winter seasons. However, providing bicycle friendly designs and incorporating bicycle infrastructure at public facilities and major land uses can ensure there is convenience and opportunities for such users. As the use of personal transport grows and as there are increases in the use of electric assisted bicycles, stakeholders should assess whether and how these modes can be integrated into a multimodal transport framework for Bolton. Advancing opportunities to bicycle safely is an important part of providing for a versatile system of streets. Providing for walking- and bicycling friendly transportation environments is a topic that can be used to promote community and stakeholder collaboration in planning. It is expected that parties at the regional transportation council, the County highway/public works and planning divisions, and at NYSDOT have worked on multi-modalism throughout the region and would all be prepared to assist with data development, analysis and planning that can aid in promoting walkable/ bikeable neighborhood designs.





### **Bus Services & Regional Transit**

**Seasonal Trolley:** The Capital District Transit Agency (CDTA) was recently organized and will replace the former Greater Glens Falls Transit (GGFT), which was merged into it. The CDTA now collaboratively serves the 11 municipalities that were in the GGFT service area extending from Bolton south to Moreau and Fort Edward. Prior to the CDTA takeover, the GGFT operated 18 transit vehicles and it carried 350,000 riders per year. The main GGFT service within Bolton was GGFT's seasonal bus service. The GGFT Trolley operated along Route 9N between Bolton Landing/Lake George and Glens Falls from late June through Labor Day (and on weekends in spring and fall). There should be a determination whether that service is intended to be continued by CDTA, and whether significant adjustments are contemplated. If warranted, local officials may seek to advocate for local interests surrounding this service.

**Intercity Bus:** Intercity motorcoach bus services are supplied by Adirondack Trailways and Greyhound. The former has a hub in Glens Falls and stops in Warrensburg. The latter services stops in Chestertown. Regional buses enable travel south into Albany and northerly towards Canton and Plattsburg. There are available connections in Glens Falls for travel towards Albany, the airport, and points south.

**CDTA Regional Transit** - Within its broader regional, year-round service, the focus is on providing access within an urbanized area extending around Glens Falls/ Queensbury/ Hudson Falls. Generally, bus routes operate from 6:30am through 10:00pm Monday through Friday, with more limited schedules on Saturdays. In 2023, GGFT and CDTA, working with the City of Glens Falls, merged these transit providers after receiving approval from the Warren County Board of Supervisors. Under terms of this transition, GGFT routes will be operated by CDTA; with GGFT vehicles incorporated into CDTA's fleet and re-branded. In order to accommodate CDTA operating procedures, operations will be shifted from "flag-down" to fixed-stop service. CDTA signs have begun to be installed and more operational changes may be undertaken as this transition progresses.

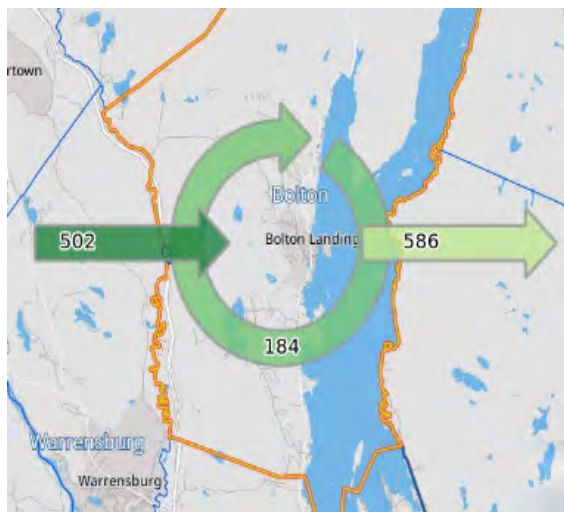
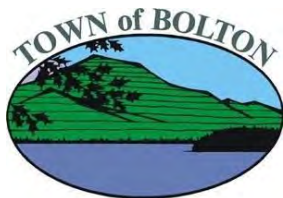


Figure 12 Source: <https://onthemap.ces.census.gov/>



### Workforce Mobility

The average commute time for employed people living in Town is 23.4 minutes. This compares with 20.6 minutes countywide<sup>22</sup>. Within this group, 9.1% - nearly one in ten - worked from home. As shown in the graphic, the vast majority, 81% drove alone to work, while 5.1 walked and none took transit.

According to 2021 census data, 586 residents of Bolton commute outside Town. Most are employed south of the Town

Means of Transportation to Work (Workers 16 Years and Over) in Bolton town, Warren County, New York

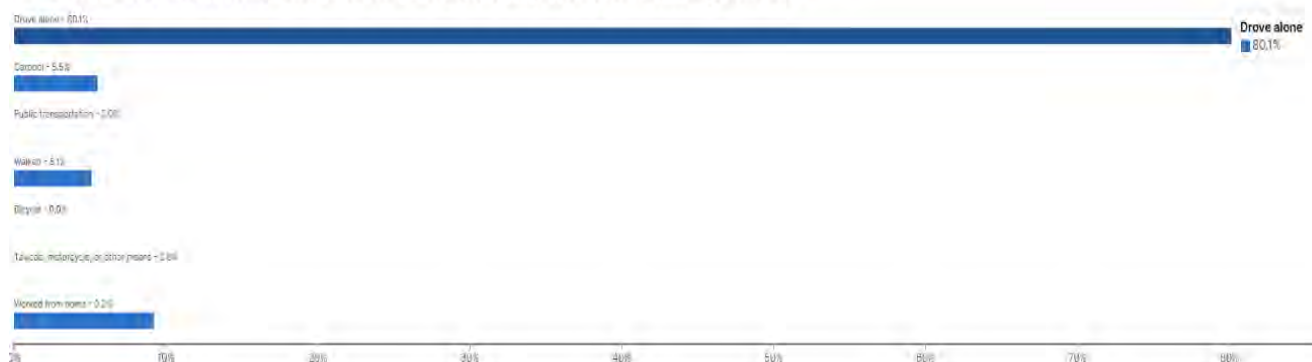


Figure 13 - Mode of Transport to Work in Bolton

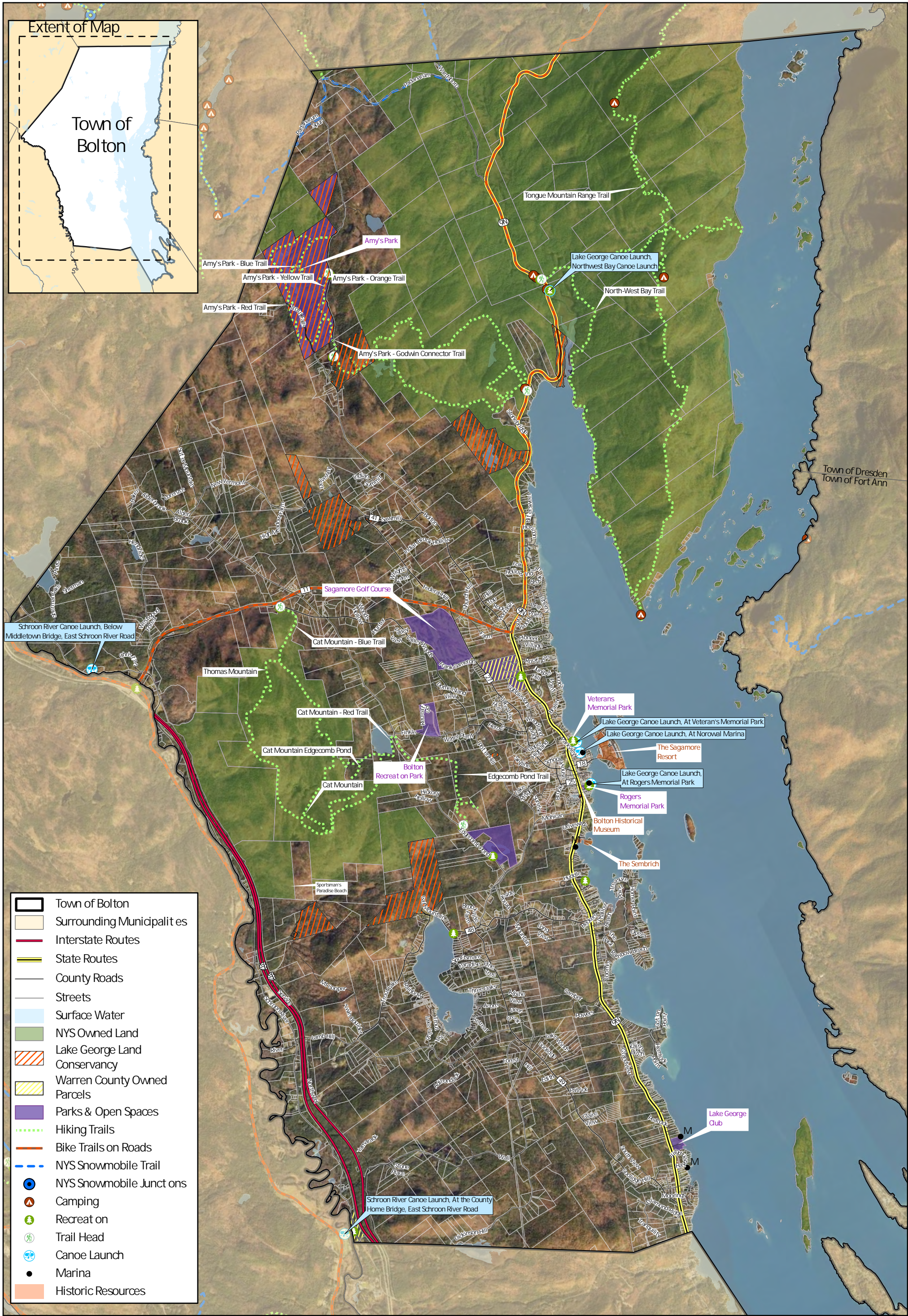
in the greater Glens Falls area, but there is a smaller set which works in destinations near Saratoga and Albany. Bolton is unique and is its own employment hub, with an inflow of 502 employees into the community from the adjacent region. Inter-town connectivity with surrounding municipalities year-round can help workers to travel on a daily basis.

The Rural Workforce Transportation Plan, 2023, by the AGFTC and Lake Champlain-Lake George Regional Planning, has goals to:

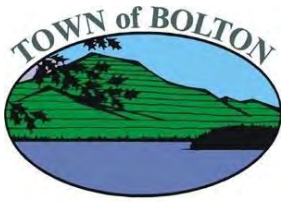
- Understand transport needs and gaps for the regional workforce.
- ID ways to connect workers to employment centers.
- ID potential transformative transportation projects.

<sup>22</sup> U.S. Census. 2022. American Community Survey (ACS) 5-Year Estimates, file B08141.









The Rural Workforce Transportation Plan notes the central portion of Warren County, centered around Warrensburg and extending east to Bolton and south to Lake George, is an area of opportunity with demographic and economic conditions pointing to a need for additional transport services in general, and specifically regarding workforce transport. It notes municipal leaders and stakeholders in Bolton have sought out opportunities for expanded transit service.

The study recommends examining potential Warrensburg / Central Warren County: Community-based Microtransit / Mobility Management. It calls for dedicated service planning analysis that would examine possible ways to support a significant number of workers through robust and ongoing rideshare system to complement year-round transit in Lake George. The analysis would also consider or a community-based microtransit service that could provide rides to/from Glens Falls or Lake George in the morning/evening commute, while also providing local rides for general transport needs in Warrensburg and Bolton during the day.

## Trail Opportunities

The “Recreational Hub Vision”, as presented in the 2019 Bolton Recreation Hub Strategy, is:

*The Town will become a year-round outdoor recreation hub, with a quality network of trails and recreational attractions that will provide amenities to residents, foster stewardship and awareness of the environment, create opportunities for sustainable economic development, and strengthen the Town’s position as a high-quality tourism destination and place to live.*

### Footpaths/ Trails

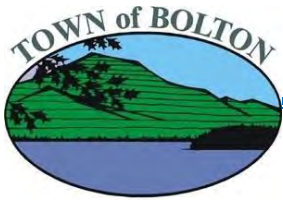
**Map 3: Recreation & Open Space** shows trails, and local ‘Parks & Open Spaces’. The latter consists of select conservation-oriented properties, including conservation easements or land owned by the LGLC, as identified using readily available sources, such as the Hub Strategy.

Trails in Bolton are a combination of State assets, Town-owned facilities, and trails developed by non-profits, such the Lake George Land Conservancy (LGLC). These include:

- The Pinnacle
- Cat & Thomas Mountain Trails
- Amy’s Park
- Godwin Preserve
- Pole Hill Pond

Outside of but often adjacent to State lands, there have been valuable and unique open space preserves and conservation areas established in Bolton. These reinforce the open space cores that center on State parklands. As shown on **Map 3: Recreation & Open Space**, as well as on the Recreation Plan map in the HUB Strategy, they include extensive preserved lands around LGLC’s Amy’s Preserve and Goodwin Preserve in the vicinities of Padanarum Road and High Nopit Mountain.





As presented in 2019, the Hub Strategy contained six sets of opinions of probable cost totaling roughly \$1,250,000. These identified possible trails capital improvements and appurtenant facilities at six locations as depicted on correlated concept maps. The Town Planner does not believe these advanced past the original landscape plans and budgets. Notably, the Hub Strategy also displays a notion for a proposed trail on County-owned land south of and partly adjacent to County Route 11. Although not providing a cost estimate, it could enable a connection between the Schroon River valley floor and highpoints on the divide between the Lake George-Lake Champlain watershed along the ridges and highpoints on Thomas and Cat Mountains. Three examples of trails capital programs in this study are:

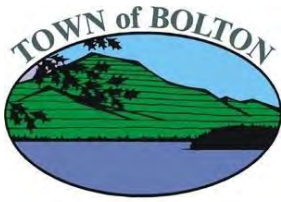
- **Pinnacle & Conservation Park** (\$289,000 as estimated in 2018) – At least partly on Town land and includes the construction of: a restroom, shared access segments, new trail surfaces and signage.
- **Edgecomb Pond** (\$142,000 as estimated in 2018) – At least partly on Town property, and includes the construction of: a seasonal outhouse, signage, parking area and shared access.
- **Valley Woods** (\$151,000 as estimated in 2018) – This includes the construction of: a parking lot, signage, kiosk, and shared use paths along the Town's Valley Woods Road.

The Town has five-member Conservation Park Advisory Committee, which includes one Town Board liaison. It can make sense for stakeholders, including members of this Committee and the Recreation Commission, to assess whether there may be an opportunity to advance the 'Upper Hudson Woodlands' trail concept as part of Warren County's Outdoor Recreation Economy Plan formulation.

Town recreation stakeholders could also provide input on whether there is one or more priorities among the six capital programs presented in the Hub Strategy as a means of attempting to get traction with one or more trails enhancements. Given inflation in the construction sector and economy, there should be an annualized, calculation of escalated costs for these estimates to ensure that any grants appeal does not underestimate a project's financial needs.

### **Snowmobile Trails**

There are maintained, marked snowmobile trails within the Town. As displayed on **Map 3: Recreation & Open Space**, these trail corridors run through the Town within the northwest quadrant. However, there are not any formal snowmobile parking and access areas established within the Town. Rather access is provided in the Towns of Warrensburg and Horicon.



## **Goals & Strategies for Community Circulation**

**CC1 - Attain more complete streets and safely accommodate walking as part of living, working, and playing, as well as accommodate the safe use of bicycles, increased use of public transit, and other forms of personal transport.**

*Strategies:*

- Adopt a Complete Streets resolution and consider development of a Complete Streets Plan.
- Plan sidewalk and traffic calming on Route 9N extending 0.4 mile south from Mohican Road to vicinity of the Sembrich.
- Provide for improvements to pedestrian and bicycle safety while supporting use alternative transport.
- Advocate for the continuation and improvement of regional transit that serves the Town, including trolley and year-round routes.
- Update policies to require sidewalk development and land easement dedications for pedestrian connections.
- Support regional transport investments and innovations that improve worker access and mobility to and from Bolton.
- Plan/ define potential pedestrian connections between the Huddle, north to the Sembrich, along Lake Shore Drive.
- Prioritize and form plans and budgets for sidewalk projects, including new sections or upgrades to existing sections.

**CC2 - Enable people to easily connect to and access recreational areas.**

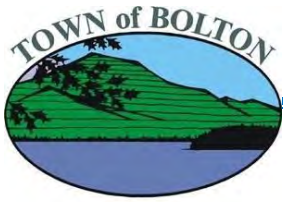
*Strategies:*

- Develop the Town-wide recreational trail system, including multifaceted trailheads, advancing the HUB strategy.

**CC3 - Improve public access to the shoreline of Lake George and other water bodies.**

*Strategies:*

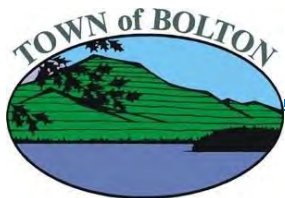
- Establish a waterfront public access plan to increase the number of points anyone can use.
- Develop a paddling trail with expanded canoeing/ kayaking access points/ put-ins and support resources such as signage, boat storage, and access to lavatories/drinking water.



**CC4 - Plan and balance parking across neighborhoods and when land development is proposed.**

*Strategies:*

- Develop a downtown parking plan and implement findings.
- Update parking standards in zoning to attain balance and manage paved cover.



## **PLACEMAKING**

*Provide a place that is safe and healthy, as well as one that encourages a distinctive, attractive community character that builds upon the Town's historic development pattern and focuses on community life.*

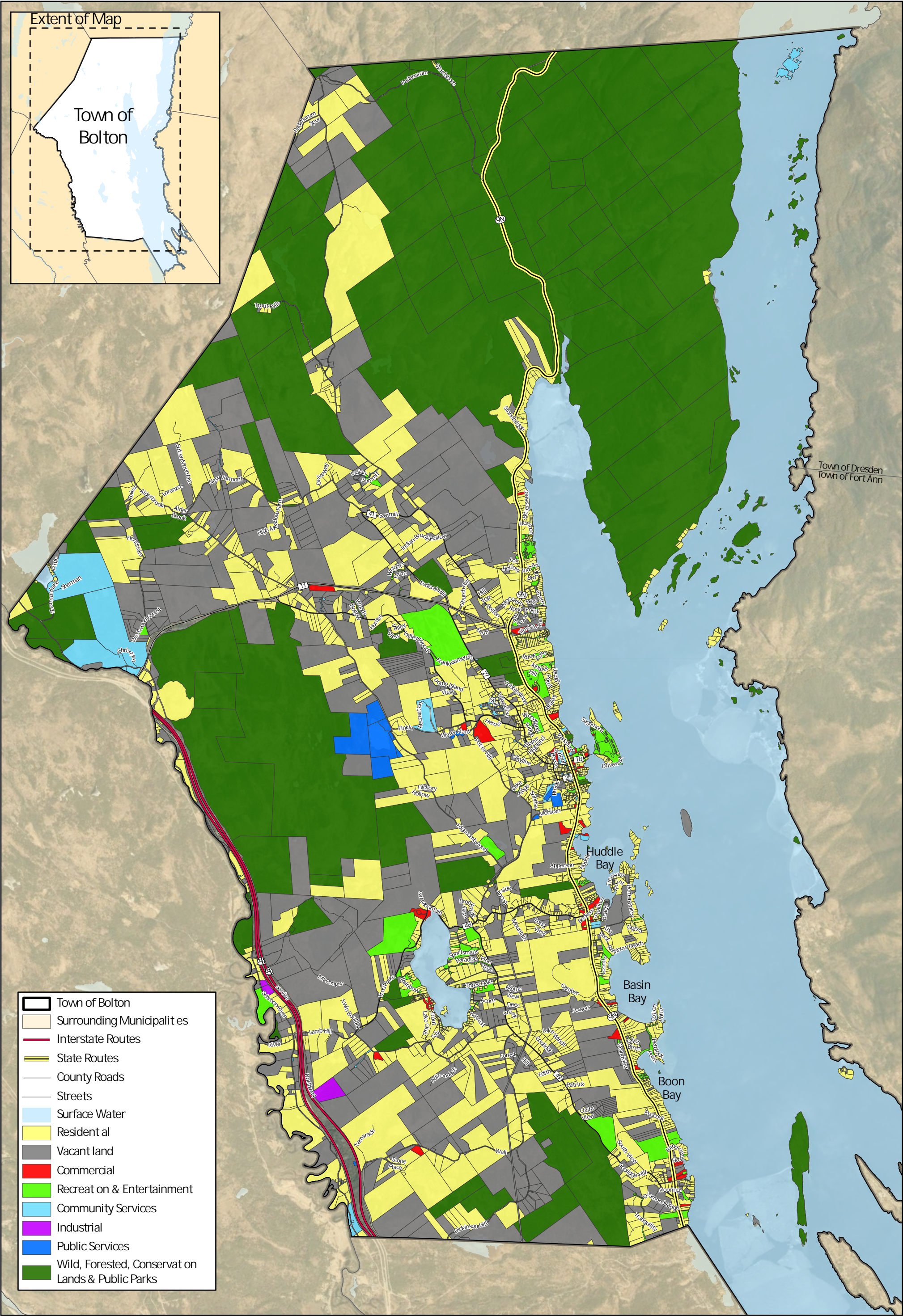
### **Placemaking Profile**

#### **Aspects of a Distinctive Community**

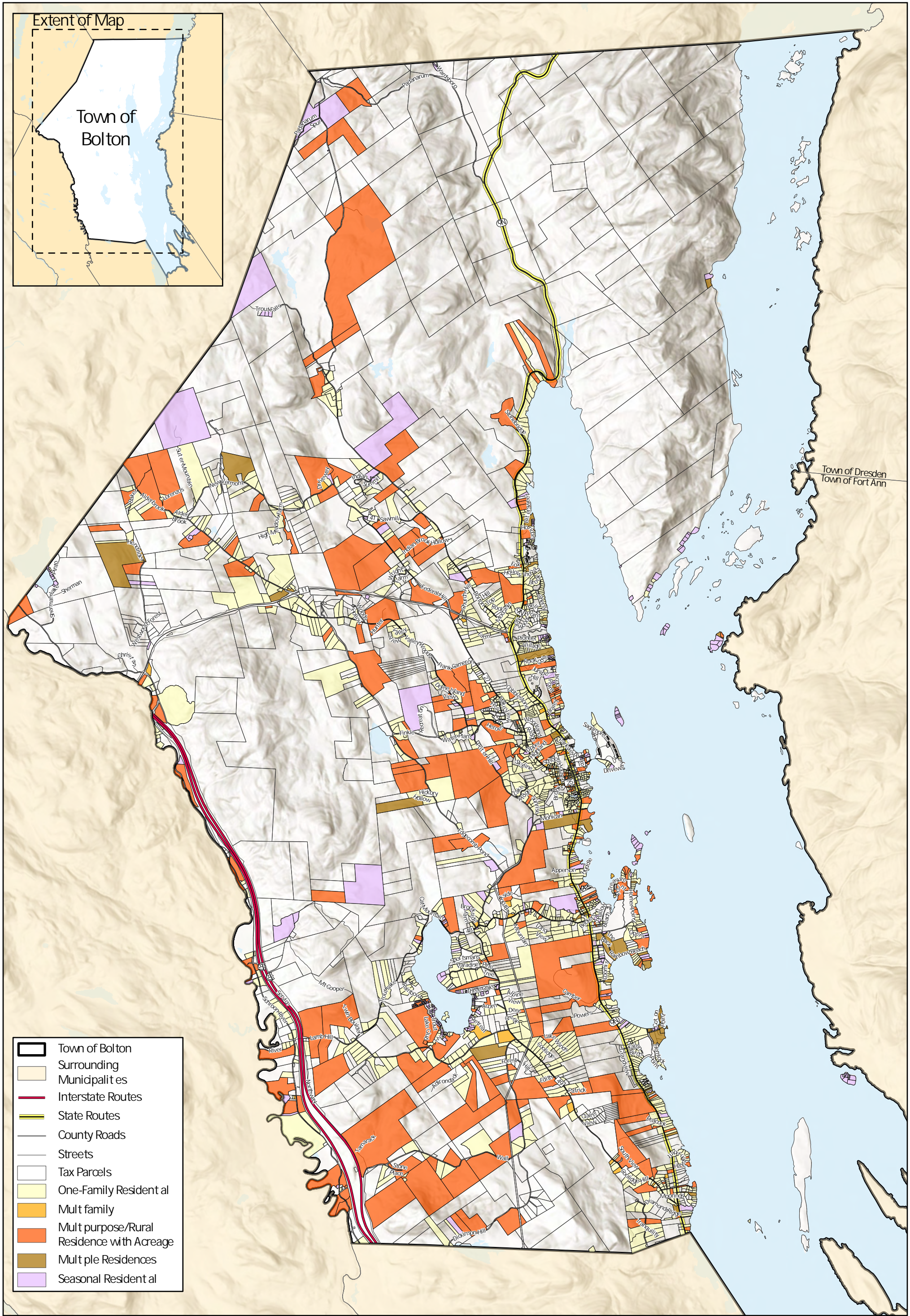
The form of development, patterns of land use, and the relationships with infrastructure are influential on many aspects of community development. In order to contemplate ways to conserve and enhance Bolton's landscape structure and guide growth, an examination of existing development patterns is worthwhile. Accordingly, this part contemplates the features of existing buildings and different types of land uses and growth trends. Likewise, it reviews aspects of the system of zoning. By defining attributes of land use and different zoning districts, insight can be gained that will assist in contemplating future changes to the land use law framework, which is an important basis of advancing the comprehensive plan.

Besides a review of land-use and zoning districts which follows, there is a separate, high-level zoning assessment. The assessment describes zoning standards and other laws affecting the use of land. Through a review of how land use codes are currently structured and intended to perform, the zoning assessment provides insights about possible ways to adjust local land-use codes to improve as expected, based on the goals, recommendations and strategy prescriptions of the new comprehensive plan.













## **Land Use**

**Map 5: Land Use** depicts the pattern of land use in Bolton. The defining land use feature in the Town of Bolton is the extensive open and natural lands. Nearly half (45.9%) of this community's land surface is State parkland that is either designated Wild Forest, or part of a very small area assigned Intensive Use in Lake George's Narrows and at NY State DEC's operations facility on Green Island in Bolton Bay.

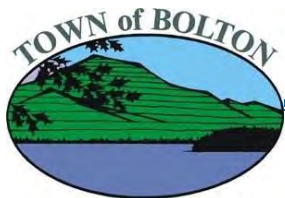
Often adjacent to State parklands, but distributed all around Town, there is a large set of properties classified as vacant, undeveloped land. Together State and vacant lands represent 70.3% of the community's land area.

**Table 4: Existing Land Uses**

<b>Land use Categories</b>	<b>Area (Acres)</b>	<b>Percent (%)</b>	<b>Parcel Count</b>
Commercial	157.0	0.4%	86
Community services	614.1	1.5%	48
Industrial	46.7	0.1%	3
Public services	231.5	0.6%	14
Recreation & entertainment	770.2	1.9%	105
Residential	10,077.4	25.1%	2,341
Vacant	9,802.4	24.5%	833
Wild, forested, conservation lands & public parks	18,380.0	45.9%	196
<b>TOTAL</b>	<b>40,079.3</b>	<b>100.0%</b>	

**Table 4: Existing Land Uses** breaks down categories of use based on land assessment classifications data. There is significant residential land use in Bolton, with 25.1% of community land area, or 10,077 acres representing parcels with at least one dwelling unit on them (inclusive of Seasonal Residential lots). There are also substantial open and low-density lands in this Residential land use category, exemplified by many large lots containing limited development west of the community's watershed divide. These include areas around Wall Street and Lamb Hill, New Vermont Road, and areas on the northern side of County Route 11 as it descends towards the Schroon River. Likewise, low density development is a feature of the Recreation & Entertainment land use category, exemplified by the significant acreage associated with the Sagamore Golf Course on Federal Hill.

In Bolton, more compact community form and the bulk of property development and infrastructure centers on the Bolton Hamlet and extends south and north along the Route 9N Lakeshore Drive corridor. The land use in this stretch contains the majority of all parcels, with lots in these locations being smaller in size than those further west) All around Route 9N, starting in the Town's southern boundary with the Town of Lake George, extending northerly for roughly eight miles to just north of Bolton Road by Indian Brook, there is moderate and sometimes higher intensity land use. Within this broad swath around Route 9N there is a general pattern of houses on smaller lots



The area surrounding Bolton's core, around Mohican Avenue, Route 9N, Horicon Hill, and to an extent Federal Hill, contains most Commercial and Institutional uses. In addition to hosting the community's higher land use densities, which center on the Bolton Landing and Huddle Bay hamlets, these locales are places demonstrating mixed uses.

There are commercial and motel lodging properties interspersed within this pattern of residential land use along Route 9N. The commercial and community services land uses, together, cover only 1.9% of all land uses and occupy a small number of parcels.

As noted, recreation and entertainment land-use make up less than 2% of all lands and includes Sagamore's golf course. It is also assigned to the land used for the recreational zip line located in the northwest by Northway Exit 24. Separately, there are less than 50 acres of lands classified as industrial, which makes sense given the sensitive nature of the area's landscape and given the proximity to the Adirondack Parklands and positioning of large parts of the community within the jurisdiction of the Lake George Park Commission.

### **Residential Land Use**

Residential land use is extensive, covering 25.1% of all land area, and a large proportion of all parcels. The residential properties are usually single family. **Map 5: Housing** displays different types of residential uses based on NY State assessment classifications depicted across Bolton's landscape.

The residential land use pattern is based on the breakup of estates, rural density more to the west, the slow conversion of seasonal residences, plus a sizable set of lots containing multiple buildings dating back decades. The majority at 5,152 acres out of a total of 10,115 acres analyzed, or 50.9% of total residential land uses depicted, are classified as 'Multipurpose/ Rural Residence with Acreage'. The Rural Residence are 10 acres or more and represent large parcels with at least one but up to three year-round dwelling units. This set also includes lots defined as multiple-purpose/ multi-structure. Another related but separately depicted category is 'Multiple Residences', occupying 396 acres, or 0.4% of all residential land uses. These Multiple Residences are defined as properties with more than one residential dwelling on one parcel of land. Parcels in this latter set are often by Lake George adjacent to Route 9N.

There are another 3,474 acres, or 34.4% of all residential land uses, that are single family properties with one housing unit on the parcel (there are 16 lots with single mobile homes on lots included in this set).

There is 10.2%, or 1,031 acres, out of all residential properties are classified as seasonal residential uses that are not used all four seasons. Seasonal residences per assessment data are not constructed for year-round occupancy. Some of the properties provided this classification are on Lake George or Trout Lake, while the bulk of this acreage is situated in more remote locations on the west side of Town and especially in its northwest quadrant. As described in the Demographic & Economic Profile report in Appendix 2, the proportion of properties being used year-round appears to be growing slowly.

This means a small percentage of residential classified properties are termed multifamily, which covers two- and three-family unit houses, or buildings of four or larger units. These are efficient land uses and only cover 62.2 acres, or 0.6%





of all residential land use. They are generally grouped north of Diamond Point or on or near Coolidge Hill, plus they are situated around the hamlets, with some on Brook Street, Horicon Avenue, and Trout Lake Road.

### **Residential Development**

**Table 5: Residential Growth**

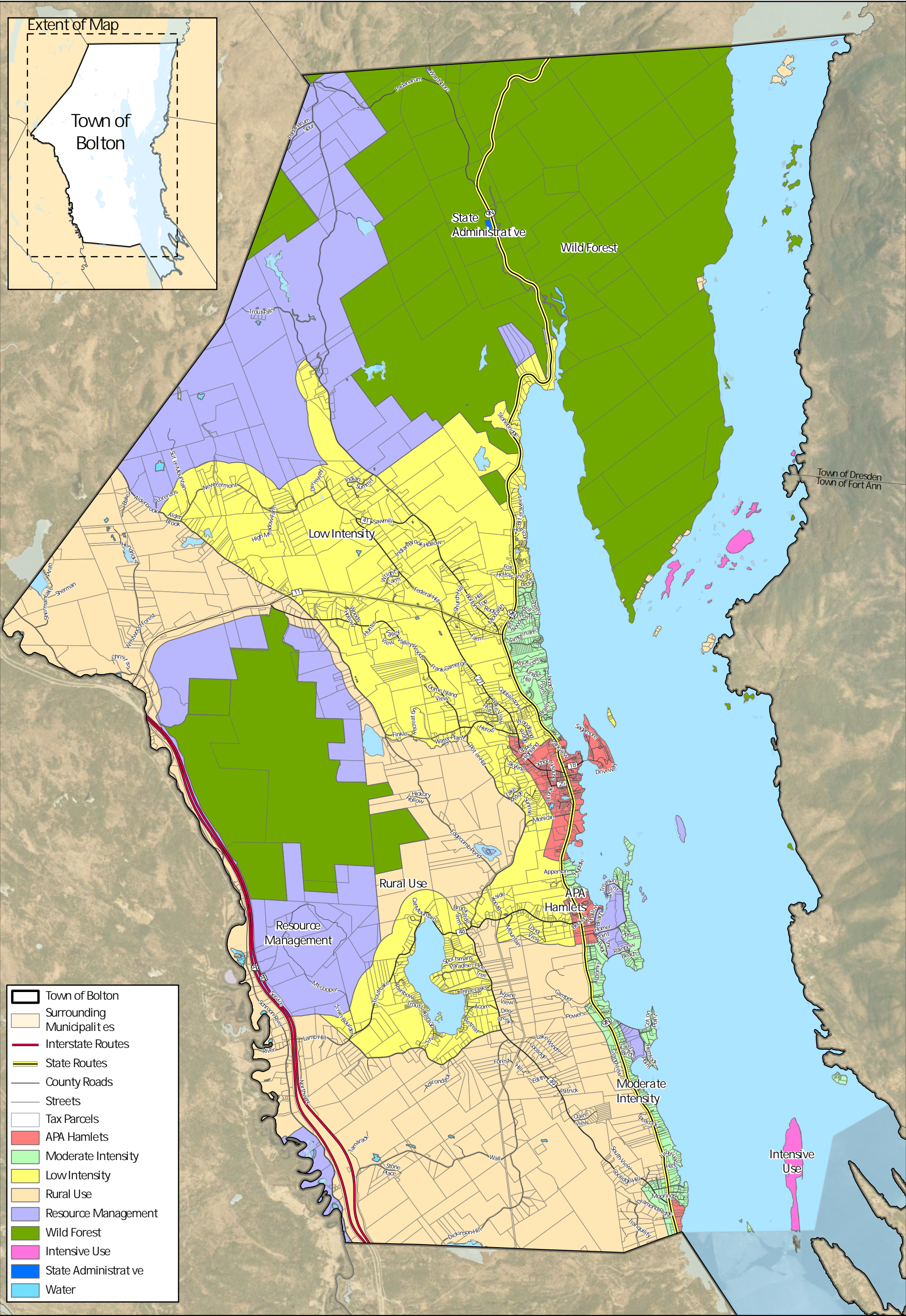
<b>Year</b>	<b>Major Residential Building Permits</b>
2018	10
2019	14
2020	13
2021	19
2022	17
<b>TOTAL</b>	<b>73</b>

There has been a moderate pace of new residential development in the Bolton community. Based on information prepared by the Town Planner using Warren County building permitting data, new residential growth over the last five years predominantly involved the construction of new single-family dwellings. Within the last five years, which included a slowdown in building activity during the COVID pandemic, there was an average of 15 new residences permitted per year.

The locations of new residential building are distributed all around the community. There were numerous properties where new homes were sited along Lake Shore Drive, which is the main corridor and which runs adjacent to Lake George in many locations. Growth included four new homes constructed on Basin Shore Lane. Two or more new houses were also constructed during the last five years on higher-order thoroughfares, such as Horicon Avenue (part of CR11) and Wall Street.

Within the set of newly constructed or substantially reconstructed residences, three of these were ‘Residential Group’ occupancies, and as such include motels or structures for congregate living. On the other end of the housing spectrum, approximate 10% of these new residences, were large structures that exceeded 5,000 square feet in size, which is a pattern that matches the large seasonal residences and estates and dates back practically centuries in this community.





- Town of Bolton
- Surrounding Municipalities
- Interstate Routes
- State Routes
- County Roads
- Streets
- Tax Parcels
- APA Hamlets
- Moderate Intensity
- Low Intensity
- Rural Use
- Resource Management
- Wild Forest
- Intensive Use
- State Administrative
- Water











## Adirondack Park Land Use Framework

The Town is within the Adirondack Park; which has its own regulatory framework. Therefore, the Town is subject to the Adirondack Park Agency's (APA's) land classification system as set forth in the APA's official "**Land-use & Development Plan Map**". Per this APA framework, all private lands are classified into five categories ranging from dense designated hamlets, to low density rural use, and open resource management lands.

As shown in the pie chart for Bolton, there are 58,325 acres (91.13 square miles) of total area in Town and just under half, or 45.3% (26,394 acres) are classified as Private Lands as per the APA Land Classification System. The remaining lands or the other 54.7% is either classified water (blue) or State lands (green), which breaks out as 29.9% (17,464 acres) and 24.8% (14,467) respectively.

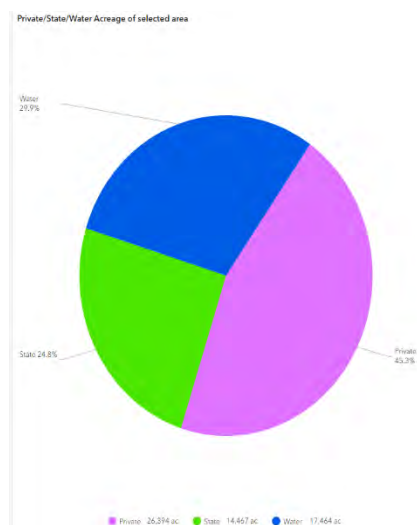


Figure 14 – APA Broad Classifications for Private versus Public Lands in Bolton

Going from most intensive to least intensive APA private lands classifications, the categories are:

- Hamlet
- Moderate Intensity
- Low Intensity
- Rural Use
- Resource Management

Considering these five private lands classifications as they apply in Bolton, by far the largest private classification is Rural Use Areas at 10,645 acres (40.3% of 26,394 acres of private lands). Another 6,579 acres (24.9%) are assigned in the Resource Management land classification, which means roughly 2/3 of all private lands in Bolton are geared to open and conservation-based land classifications.

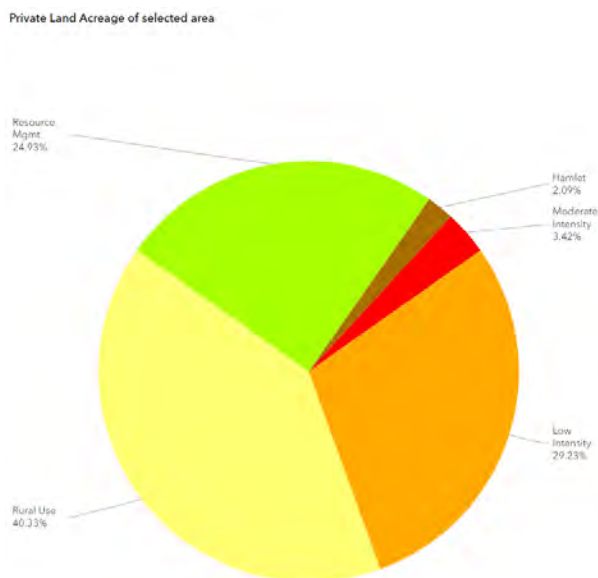
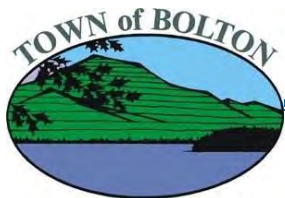


Figure 15 – Breakout of the Private Lands Classifications in Bolton



The Hamlet and Moderate Intensity APA land classification categories cover a quite limited 551 acres (2.1%) and 903 acres (3.4%) respectively of all private lands. Often adjacent to these there are Low Intensity Lands, which is the second largest private land classification category in Bolton with 7,716 acres or 29.2% of all private lands.

**Map 6: APA Land Use** depicts all APA land use categories in Bolton, with State parklands (Wild Forest area) public lands centering on Tongue Mountain and Cat Mountain environments depicted in green. Adjacent to these are Resource Management areas, which are the lowest intensity use and displayed in purple. The large coverages by Rural Use lands are colored tan.

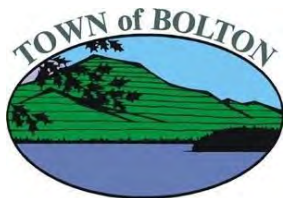
This **APA Land Use Map** displays the APA Hamlet and Moderate Intensity areas on both sides of Route 9N, extending in the north from Indian Brook south to the Town of Lake George border in Diamond Point, in light green. The Bolton Landing and Huddle Bay hamlets are set amidst this corridor in red. The Low Intensity lands are yellow and are grouped west of Rte. 9 and surrounding Trout Lake and North Bolton.

**Adirondack Park Agency Approved Local Land Use Program** - Town has an approved local land use program (ALLUP) with the Adirondack Park Agency. This is one of 18 ALLUPs within the 101 towns and villages that are in the Adirondack Park and which are subject to the APA's jurisdiction. This means the Town administers the Adirondack Park Agency's regulations through the Town zoning law. Under this system the Town acts on, administers and enforces Class B regional projects, instead of the both entities, with one permit required from the Town. The Town also receives enhanced involvement in the review of Class A regional projects based on the ALLUP designation.

### **Zoning**

Local land use laws are a main mechanism used to implement the community's Comprehensive Plan. The Plan and the attendant zoning ordinance, subdivision regulations, stormwater policies, and other development codes guide municipal leaders and the community in sustaining and enhancing desired land use patterns. Through their regulatory framework, these policies help ensure that community needs are met, now and in the future.

Within the Town Code, the Town's zoning law is Chapter 200 Zoning. The Zoning Ordinance is Chapter 200. Article III – Zoning Maps, sets zoning district footprints, displaying the areas that are assigned within each respective base Zoning District. Each of Bolton's Zoning Districts is provided with a unique mix of use regulations, dimensional standards (such as lot size, max height, max density, setbacks), and supporting regulations. The 'Use schedules' are provided within Article IV – Zoning Districts & Regulations (see 200-14 Use Regulations).

**Table 6: Town of Bolton Existing Zoning**

Zone	Acres
General Business (GB)	86.6
Land Conservation (LC 25)	6,621.0
Land Conservation (LC 45)	10,476.8
New York State (NYS)	10,671.2
Planned Unit Development (PUD)	281.7
Residential Low Density (RL 3)	5,097.2
Residential Medium Density (RM 1.3)	1,045.6
Residential-Commercial Hamlet (RCH 5000)	133.9
Residential-Commercial Low Density (RCL 3)	1,139.0
Residential-Commercial Medium Density (RCL 1.3)	469.2
Residential-Industrial Low Density (RIL 3)	189.9
Rural Residential (RR 5)	2,432.9
Rural Residential (RR10)	2,785.7
<b>TOTAL</b>	<b>41,430</b>

There are 13 base zoning districts. The footprints for these are shown on **Map 6: Zoning**. The zoning framework corresponds with the Adirondack Park Agency land-use framework.

Consistent with land uses, zoning is arranged with large areas of low-density residential zones assigned surrounding New York State Parkland. The locations adjacent to Parkland areas are zoned as LC-45 (the lowest density 45-acre Land Conservation District). There are significant areas zoned LC25 adjacent to these (25-acre densities). Including New York State owned land and the LC 45 and LC 25 zoning districts, the parkland and these two adjacent LC Zones combined cover over 2/3 of the whole land mass of the Town at 27,769 acres, or 67% of Bolton' land surface.

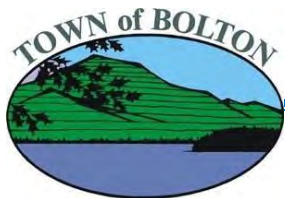
Within the center of the community there are extensive areas zoned RR 10, RR 5 and RL3. These generally correspond respectably with ten, five, and three-acres zones. Based on a buildout analysis that compares assigned zoning with existing building patterns, the features of the landscape, and the presence of open or constrained lands, there is shown to be a substantial future development potential in these areas, which are shaded yellow and tan on the Zoning Map.

Another zone with a moderate, residential-oriented character surrounds Trout Lake. Around Trout Lake the Zoning District is RCL 3 (Residential-Commercial Low Density, which covers 1,1139 acres.

Along Lakeshore Drive, zoning provides for generally higher densities. This is the case along the whole of the Lake Shore Drive/ Route 9N corridor.

The highest zoning district densities are evident in the Bolton Landing Hamlet, which contains General Business Zoning. This GB Zone is a mixed-use type zoning district.





Green Island, where the Sagamore is located in, is a Planned Unit Development zone. North of Bolton Landing General Business zoning district there is RCL 1.3 Zoning - Residential Commercial Medium Density 1.3, which covers a large part of the total of 469 acres within this zone overall. This RCM 1.3 is situated on the east side of Route 9N from roughly Finkle Brook all the way north of County Route 11's intersection with Route 9N. There is another patch of RCM 1.3 zoning assigned in the southern point of the community at the base of Coolidge Hill Road and adjacent to the Diamond Point hamlet in the adjacent Town of Lake George.

The other node of higher density zoning within the generally higher density Route 9N corridor is at the base of Trout Lake Road. This area is zoned RCH 5000 – Residential-Commercial Hamlet. It defines the higher intensity character area around the southern part of Huddle Bay and the Homer Point residential zones which extends east of there.

### **Planning Board**

The Town Planning Board has seven members, plus it may have up to two alternate members. It is involved in long-range planning, inclusive of implementing the local zoning law by providing for the review of land development applications covering subdivisions and site plans. The Planning Board may provide recommendations to the Town Board on potential zoning changes, the modification of other land development regulations, or on any other matter that can assist with orderly growth.

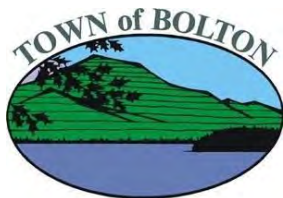
### **Zoning Board of Appeals**

The Town Zoning Board of Appeals (ZBA) has seven members and its primary role is to review and decide cases where relief from the zoning ordinance is sought or where there is an alleged error in a zoning decision. Generally, the ZBA hears appeals of decisions rendered by zoning administrators, interprets unclear provisions in zoning, and decides on applications by landowners to permit building or uses that vary from the zoning regulations.

According to data supplied by the Town Planner in Spring 2024, there were 37 applications active for some aspect of zoning relief with the Town's ZBA in calendar 2023 through 2024. All were requests for dimensional relief. None were requests for use variances (a much less common form of request for zoning relief all throughout NY State).

It is not possible with the available information to assess features of these cases in detail and whether there are particular parts of the zoning code which are more frequently a focus of relief. Yet, generally it appears:

- There were multiple requests for relief from shoreline setbacks.
- There was one case which was not approved based on a finding that the benefit to the applicant is outweighed by the potential detriment to health, safety and welfare of the community.
- Another case approved locally may have been overturned by the Adirondack Park Agency.
- Roughly 10% of cases involve requests by the ZBA for more information in order to proceed with considering applications.



Based on the recent cases approved by the ZBA, in about 25% of instances the ZBA attached specific conditions to the approvals, in an attempt to mitigate any potential adverse effects that could be caused by the relief. These often involve ensuring there are measures provided to ensure there is sufficient management of stormwater onsite, visual buffering from adjacent uses, and augmented plantings in the vicinity of water resources.

### Attractive

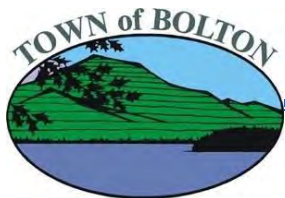
#### History

Lake George's iconic landscape is known throughout the State, the Country, and beyond. Bolton's natural resource environment is the basis of this community's history and sense of place and continues to sustain and inspire people today, just as it has for centuries. The historic built environment is also considered part of Lake George's rich landscape.

There are opportunities to articulate and reinforce the area's history, conserve stunning vistas, and plan development so it complements the unique natural landscape that underpins the economic base. Within local and regional planning, there is a strong desire to protect and enhance traits that make this a distinctive and attractive community. This can involve identifying historic character defining traits and resources, highlighting special places, important landforms, and community landmarks. It can also entail focusing on places that are suitable for growth and providing guidance for structuring development so it fits into the historic landscape, or helps promote well-planned and well-placed public spaces.



Figure 16 Lake George' by John Frederick Kensett (American), 1869, sourced from <https://www.metmuseum.org/art/collection/>



Native Americans inhabiting Bolton were Prehistoric Stone Age “Woodland” Indians, and that the iconic Mohican Point received its name based on an indigenous legend associated with the location.

23

As North America was colonized in the 1600s and 1700s, the focus was on waterways within a geographically distinct triangle within what is now New York State, Quebec Province, and New England. Power centered on controlling the St. Lawrence River, and select waterbodies and surrounding lands on and around Lake George and Lake Champlain, and the Hudson River. There is a rich local and regional history surrounding this period. The area is steeped in this pre-colonial and French and British colonial history and the America’s push for independence.

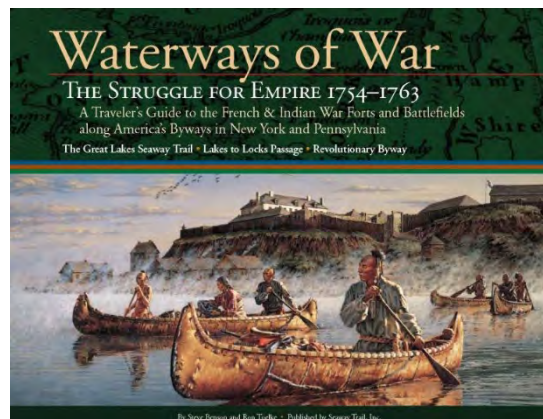


Figure 17 – Cover image from Lakes to Locks guidebook on the region in the 1600s/1700s (<https://passageport.org/>)

Members of the Comprehensive Planning Committee (CPC) point out that following the war period and during early Colonial settlement, there were many land grants made as part of military commissions by King George, as well as by the State of New York. They still shape the settlement patterns evident today. They include lands that have been conserved as State parkland and the configuration of properties, including those near Northwest Bay.

According to the Town’s website, Bolton became known as Bolton Landing because it was the place where steamships landed. In the late 1800’s and early 1900’s Bolton became a popular place for the wealthy to vacation for the summer. Many hotels were built along the shore, which became known as Millionaires Row. There were also lodging facilities on several islands.

The Town of Bolton was formed as a distinct incorporated jurisdiction in 1799. According to the Chamber of Commerce website, it was separated from the Town of Thurman. Hague broke away from Bolton in 1807; Caldwell (south in what is now the Town of Lake George) broke away in 1810; and Horicon separated in 1838, with no boundary changes since then. Remarkably, the Town covers major portions of the Lake George waterbody including 125 islands, some of which are privately owned.

Bolton’s population grew in the 1800’s, and hotels and lodges were built to accommodate the growing population of summer visitors. Steamboat travel began in 1817 and made Bolton more accessible.

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<sup>23</sup> Chamber of Commerce <https://www.boltonchamber.com/>





The Victorian-era “Sagamore Resort” is a major community and regional landmark which opened in 1883. The Sagamore is on the National Register of Historic Places and was originally an excellent example of Queen Anne-style architecture (it is now defined as Colonial Revival-style in its rebuilt form). Still operating, and a main tourism hub along the Lake, this major hotel and conference venue is on Green Island, easily accessible to the center of the Bolton Landing Hamlet. The main building is massive and ornate, with grand porches and landscaping that faces prominently onto the Lake. The Sagamore Golf Course, on Federal Hill, became part of this property in the 1930s. It has a historic landscape character with soaring views over the Lake and surrounding mountains. It was designed by Donald Ross, renowned 20th century golf course architect.



Figure 18 – The Sagamore.

Source: Opal Collections Hotels & Resorts  
<https://www.opalcollection.com/sagamore/gallery/#gallery-52>

The Lake environment has played a significant role within art, culture and art history, covering a variety of genres. The geography inspires artists, and artists of many types have flocked here, taken up residence, or performed here, just as many famous personages have travelled here, including Thomas Jefferson and then Vice-President Nixon. Some of these artists-in-residents add to the Town’s landscape, history, and charm

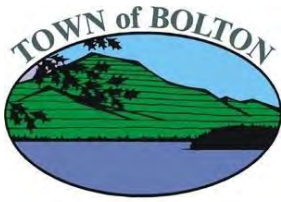
American sculptor David Smith (1906-1965) did extensive work here. Smith was an influential American abstract expressionist sculptor and painter, known for creating large abstract geometric sculptures out of steel.<sup>24</sup> Smith was introduced to Bolton by Wilhelmina Weber Furlong, an American avant-garde painter who pioneered the modernist movement in Bolton at Golden Heart Farm. Smith’s studios were on Edgecomb Hill.



Figure 19 - David Smith's Cubi XII (1963). Source: Wikipedia

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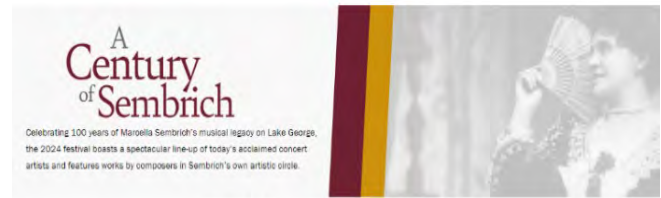
<sup>24</sup> [https://en.wikipedia.org/wiki/David\\_Smith\\_\(sculptor\)](https://en.wikipedia.org/wiki/David_Smith_(sculptor))



The Marcella Sembrich Opera Museum, is on Huddle Bay, less than a mile south of Bolton's core. It commemorates internationally known Polish soprano Marcella Sembrich (1858–1935). Sembrich had a career in Europe and performed 450 times at New York's Metropolitan Opera. The lakeside summer mansion museum opened in 1937 and is on the National Register of Historic Places.<sup>25</sup>

The Bolton Historical Society and its Bolton Historical Museum at 4924 Main Street (Route 9N), serve as a cultural and arts hub. They house a substantial collection of materials relative to the history of the Town and surrounding area.<sup>26</sup> Among its goals are to:

- Locate and preserve any materials that may relate to the natural, civil, artistic, and ecclesiastical history of the Town and its environs.
- Identify and mark places of historic interest and encourage the preservation of historic sites and buildings.
- Bring together people interested in local history.



2024 Festival Events



Figure 20 - The Sembrich's is observing a 100th Anniversary in 2024 and is a local cultural asset on Lake Shore Drive.

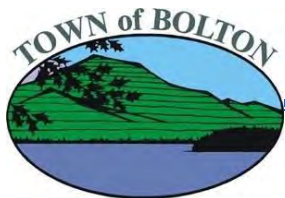


Figure 21 - Bolton Historical Museum

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<sup>25</sup> <https://www.thesembrich.org/>

<sup>26</sup> <https://www.boltonhistoricalmuseum.org/>.<sup>26</sup>



Given its sweeping history, many structures in this community are over 50 years old. These add to the character of hamlets and interesting road frontages.

Also notable is that Lake George's recreation history covers boating, including the advent of power boating. Prior to that, steamships plied the Lake transporting guests to hotels and lodging houses. The community still hosts the stately Lake George Club and many marinas date back decades. Wooden power boats are iconic (with a manufacturing history surrounding Hacker Crafts) and power boat racing plays a notable role in the area's legacy. There have been champion power boat captains as well as water-skiers. Boathouses that dot the Lake are a unique aspect of the community's architectural form and character.

- Considering Bolton's and Lake George basin's history and landscape provides useful insights for structuring comprehensive planning. The visual environment is varied and its conservation and enhancement are of critical importance



Figure 24 – The Point (<https://www.boltonchamber.com/business/>)

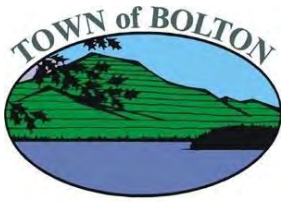


Figure 23 - Image from Warren County Historical Society's Exhibit "The Legend of Lake George"

### **Historic Resources**

Bolton has been a refuge and resort community/ tourism destination since the 1800s. There are estates, many unique boathouses adjoining Lake George, and older, more utilitarian/ vernacular structures that contribute to architectural and landscape character. Such features contribute to an interesting and varied sense of place. The US Census data notes that 45% of housing units in the Town are over 50 years old.






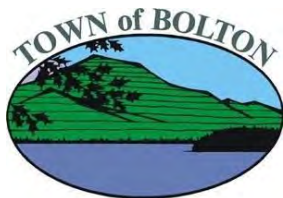
There are three properties in Town that are listed on the National Register of Historic Places. They include:

- The Sagamore Complex;
- Macella Sembrich Opera Museum; and the
- Gates Homestead.

Currently, there is no process for consideration of impacts from development or other initiatives on historic resources. Nor is there an official inventory of historically important or sensitive properties.

An online review of the Cultural Resources Information System maintained by the NY State Office of Parks, Recreation & Historic Preservation, provides examples of properties over 50 years old which may be eligible for historic recognition, or listing. This list may include but is not limited to the following:

- Tree Brothers Island, an example of primarily Tudor and Late Gothic Revival architectural styles as implemented in an early twentieth century Adirondack retreat. It embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose component may lack individual distinction.
- 
- Figure 25 - Three Brother's Island
- Various motels that may have distinctive characteristics of a type, period or method of construction; which may be associated with events like tourism, that have made a significant contribution to the broad patterns of our history.
  - “Nirvana Farm” as a structure for agriculture and for its role as a farm associated with the Sagamore Hotel, possibly also having a role in the history of Entertainment/Recreation. It is an intact example of a homestead/farm in the area of Lake George and the lower Adirondacks that was built circa 1927.
  - Pine Hill, on Lake Shore Drive, which was the summer home of Juliet deCoppet Stengel and is eligible for the National Register of Historic Places for its architecture. This circa 1920s two-story building has numerous character-defining features of the Spanish Revival style. It was also affiliated with the life of Marcella Sembrich.
- 
- Figure 26 "Nirvana Farm" House on Huddle Bay



### *Scenic Drives & Vistas*

For many people, the experience of Bolton and perceptions of Lake George (and the southern Adirondacks) are partly formed based on travel into and through the community by auto, or sometimes on tour boats operated by the Sagamore or Lake George Steamboat Company. When going by car, there are a variety of interesting settings. For instance, there are unique views and glimpses of Lake George along Lake Shore Drive. There are also numerous roads with views of Lake George available from higher elevations, including points along Coolidge Hill, Edgecomb Pond and Federal Hill, and County Route 11.

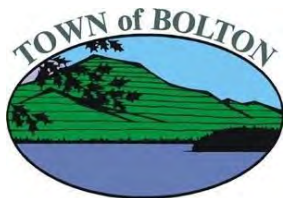
Tourism websites promote scenic tours of the area. Moreover, Lakes to Locks Scenic Byway is organized to aid and promote tourism. It has a National Scenic Byway at its core that spans parts if the US (in NY and VT) and adjacent parts of Canada. The Byway's stewards have provided scenic resource planning and management, including tourism promotion and resource interpretation. They have financially supported visitors' centers, museums, exhibits and tourism curriculum, plus formed subject-based brochures, and guides for driving tours.

Locations with notable views may offer places to contemplate the area's surroundings and aid sense of place. Within its discussion of rural character, open space, and the environment, the 2003 master plan promotes establishing a scenic overlook along County Route 11. It may be advantageous to identify scenic views/ viewsheds available from public roads that are important to the community. This could be used as a resource to consider whether it may be feasible to establish small pullovers, or practicably attempt to conserve views, if and when development adjacent to roadsides may be proposed.

The Town's Scenic Travel Corridor Overlay District, is a special zoning district that applies along 24 designated major roads in Town. It includes County Route 11, for which the law provides supplemental regulations for enhanced frontage buffer criteria.



Figure 27 Map of Lakes to Locks Region



Designated Town Scenic Travel Corridors	
New York State Route 9N	Mohican Road
County Route 11	Dixon Hill Road
Homer Point Road	Braley Hill Road
Padanarum Road	Federal Hill Road
Trout Falls Road	Valley Wood Road
New Vermont Road	Finkle Road
Alder Brook Road	Edgecomb Pond Road
Sherman Lake Road	Potter Hill Road
South Trout Lake Road	Trout Lake Road
Coolidge Hill Road	Lamb Hill Road
Church Hill Road	Wall Street
Cotton Point Road	North Bolton Road

## Culturally Rich

### **Recreation & Historic Resources**

Since this community is a major regional tourism destination, it is important to plan for visitor use of parks and trails, as well as for the recreation needs of residents across four highly varied seasons. People living here year-round, seasonally, or visiting have demonstrated an interest in the deep and varied history of this region, as well as seek involvement in a multitude of cultural offerings.

Based on the scenic nature of this community and diverse recreation demands, profiling this part of the environment involves addressing factors ranging from the pursuit of water-dependent activities, to outdoor and winter sports. The Hub Strategy, overviewed earlier, and discussed more below, is a sound framework for the development of open space, recreation, hiking and trail amenities. The LWRP provides focus on Lake George's shoreline parks and managing the high volume of users accessing the water and pursuing activities on it.

The 2003 Comprehensive Plan called for an open space, parks and recreation master plan. The community has used the HUB Strategy and LWRP to provide analysis, while it has pursued grants for advancing specific recreational programs and projects.

Warren County Planning and its outdoor recreation consultants are currently forming an Outdoor Recreation Economy Strategic Plan<sup>27</sup>. Its goal is to provide a County-



<sup>27</sup> <https://warren-county-outdoor-recreation-economy-warrencountyny.hub.arcgis.com/>





wide perspective on outdoor recreation priorities for county government and municipal, business, and nonprofit partners. The plan will identify the status of outdoor recreation opportunities, economic impacts, and assets in Warren County, plus guide how to make it better based on input from partners. This can provide a further opportunity for stakeholders in Bolton to consider strengths, outstanding needs, and to form local strategies that dovetail with County focuses and investment objectives.

## **Parks**

**State Parklands** – Bolton is fully within the Adirondack Park, the largest park in the continental U.S. Under jurisdiction of the Adirondack Park Agency (APA) and NYSDEC, the Adirondack Park has a mix of public and private lands. In Bolton, State parklands comprise nearly ½ of all lands and forms the heart of the conservation core in this community.

Most State lands in Bolton are in the Lake George Wild Forest, that overall covers 75,543 acres of land according to a 2018 State Land Map. Most of the Lake George Wild Forest also lies within the Lake George Park which is under the jurisdiction of the Lake George Park Commission. The Lake George Wild Forest extends across the adjacent municipalities of Lake George, Warrenburg, Queensbury, Fort Ann and Putnam. As noted in the 2019 New York Adirondack Park State Land Master Plan, land resources in Wild Forests are expected to withstand more human impact than the highly protected ‘wilderness’ designated State lands. The primary wild forest management guideline is to protect the natural wild forest setting and provide those types of outdoor recreation that will afford public enjoyment, without impairing the wild forest atmosphere.

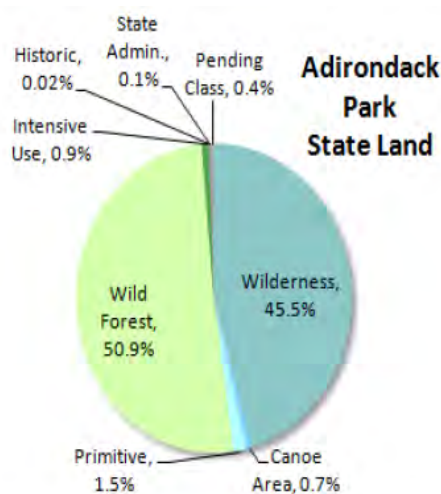


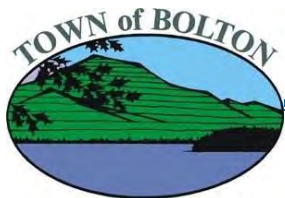
Figure 28 – Classifications of State Lands

There are 393 acres of State Parklands designated for intensive public use within the Lake George Islands Campgrounds management unit. This covers the Lake George islands campgrounds centered around Glen Island and the associated day use areas along the eastern shore at the bases of Erebus and Black Mountains.

**Map 3: Recreation & Open Space** shows parklands as well as trails and recreation assets. The State’s Wild Forests cover 14,074 acres in Town. There are two main areas within this set of State parklands.



The larger of these areas of State parkland overlays Tongue Mountain. There are extensive trails around Tongue Mountain, including along its highly scenic ridgeline, with lean-tos and primitive camping sites. The main roadside parking and access into this area is from the northern part of Town along Route 9N, north of Northwest Bay. All around Tongue Mountain there are natural areas and vistas, with access to Lake George’s undeveloped shores. There



are docks at the southern tip of the point of land which enable motorized or non-motorized boating access via the southern part of Tongue Mountain peninsula. Further north, at Northwest Bay Brook, which is accessed off Route 9N, there is a public boat launch / fishing access available for putting in generally smaller motorized and non-motorized crafts.

Cat and Thomas Mountains are prominent features within the other major piece of State parkland that is situated in Town on its west side. This patch of Wild Forest also has extensive trails and contains the highest elevations within this community, which provide spectacular views.

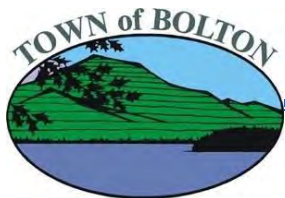
### **Town Parks**

There are two main Town-owned parks, plus two other recreation-oriented Town facilities in Bolton. Following are basic descriptions of these properties; however, there is a separate discussion on bathing beaches at the two park locations and on trails.

The Town has a Recreation Department Director and a Buildings & Grounds / Parks Director. The Town Recreation Commission is directly responsible to the Town Board, has seven members, and meets monthly in order to fulfill its charter to plan, promote and deliver recreational activities and educational programs for the youth of the community and their guests. The Recreation Commission works in collaboration with Town recreation staff. The Town maintains a recreation calendar and substantial recreation programming provided directly by the Town, and cooperates extensively on programming, with the Lake George Land Conservancy (LGLC) activities at Up Yonda Environmental Education Center.

**Roger's Memorial Park:** Located in the more southern part of the Bolton Landing Hamlet core, there is a visitor center facility with restrooms on a separate contiguous parcel that fronts on Lake Shore Drive (9N). Additional restrooms are located by the Lake. Amenities available include public docks, picnic tables, a pavilion, bandstand, and a gazebo on a pier. There are two tennis courts and one basketball court. The Pier is a great viewing location. People fish there as well as on the docks. Large tourist boats can pull up in deep water besides the pier. There is a parking area near the Lake and where it is possible to launch canoes and kayaks. The docks serve motorized recreational boats (there are not boat services, only dockage). The remaining proposed improvements are addressed earlier in this Profile within the LWRP overview.

**Veteran's Memorial Park:** Situated in the northern part of the Hamlet core and also fronting on Lakeshore Drive as well as on Lake George itself, this park has a basketball court, volleyball net, public docks, picnic tables and grills, a children's playground, and a pavilion. As part of the budgeted Town parks improvements underway at this facility, the upgrades will include establishing year-round public restrooms, a new covered pavilion, pedestrian circulation to the Lake, a new playground, and stormwater management improvements. The Town is undertaking a major renovation of Veterans Park utilizing LWRP funding.



**Bolton Community Center & Conservation Park** – Located at 56 Edgecomb Pond Road, the community center building accommodates 87 people and features a full kitchen along with tables and chairs. It is available for reservation for community and group events. The building has a side facing Edgecomb Pond, a lawn that can be used for outdoor events, and a community garden space.

**Finkle Road/ Town Dump Road Baseball Fields** - There are multiple public properties in the vicinity of Edgecomb Pond Road and Finkle Road. Behind the Town's transfer station there are two baseball fields.



### **School Outdoor Facilities**

There is a grass soccer field at the Bolton Central School property on Schoolhouse Road. There is also a separate softball field north of the main building at that location. However, these facilities are not open to the public after school hours. Achieving an ability for structured joint use by the community outside of school hours or during the summer when the school is not in session would require the establishment of corresponding policies by the School Board.

### **Public Bathing/ Swimming Uses**

There are publicly-accessible beaches in Bolton on the shorelines of Lake George at Rogers Memorial Park Beach and Veteran's Park. Both are manned by lifeguards during summer. There are also numerous beaches associated with hotel, motel, and campground facilities located in Bolton. These include island campgrounds within Bolton's waterside and within the State's facilities. These are concentrated around Glen Island in the Narrows Islands, and at Long Island.



Figure 29 - Summer at Roger's Memorial Park Beach (source:

<https://www.boltonchamber.com/beaches-and-parks/>)

### **Watersports/ Boating/ Fishing**

The LWRP notes that the primary tourist attraction to the Town of Bolton is the waterfront access to Lake George and its 27 miles of shoreline. Besides swimming and nature viewing, there is an array of water-based recreational activities typically pursued on Lake George, including boating (inclusive of sail sports), fishing, jet-skiing, kayaking, and paddle boarding. Importantly, there are two public boat launches in Bolton – one at Town controlled Norowal Marina, and the other at State parklands at Northwest Bay Brook.

There is limited public access directly to Trout Lake. There is a 10-foot-wide easement to the shoreline that the New York State DEC maintains on the Lake's northeast side, but it is not designed for boating access. It could be an objective to have more public boating access points on both lakes within Bolton.





The Town owns and facilitates contract operations of Norowal Marina. This facility is in Bolton Landing and accessed off of Sagamore Road via Sawmill Lane and it is situated on the west shoreline inside of Green Island north of the bridge leading to the Sagamore within a zone of high activity within the Hamlet. The LWRP describes this property as the largest public lake access site on Lake George. There are extensive docks, boat maintenance and fueling facilities, and aligned retail services. There are multiple dock slips and parking areas. The Town is facilitating ongoing public improvements and coordinating upkeep of this property using the Town's Local Development Corporation (LDC).

There are numerous organizations that operate water recreation–related properties in the Town, including organizations like the Lake George Club and multiple hotel and motel properties with their own dock systems and arrangements of property which enable access to the water. All of this extensive infrastructure combines to enable broad access to the water for active water sports as well as more passive recreation and leisure.

The private marina operations in the Town of Bolton include:

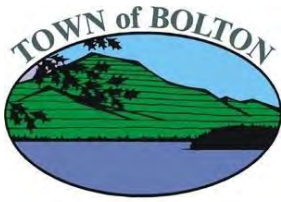
- Beckleys/Little Harbor Boat Rental
- Bolton Landing Marina
- Chic's Marina
- F. R. Smiths & Sons
- Yankee Marina and Boat Rentals

### **Non-Profit & Community Organizations**

Bolton has many groups, almost too many to attempt to list at the risk of not including a notable entity:

- Bolton Free Library
- Bolton Landing Business Association
- Bolton Chamber of Commerce
- Bolton Historical Museum
- Bolton Landing American Legion
- Darrin Freshwater Institute
- Lake George Association
- Lake George Club (& Foundation)
- Lake George Fire Department and EMS Auxiliaries
- Lake George Land Conservancy & Up Yonda Farm Environmental Education Center
- Lake George Mirror (newspaper)
- Lake George Waterkeeper
- Marcella Sembrich Opera Museum





- The Historical Society of the Town of Bolton
- The Chronical (newspaper)
- The Post Star (newspaper)
- Warren County Children's Committee.



Religious institutions, such as: Assembly of God; Bolton Community Church; Blessed Sacrament; Church of St. Sacrament; Diamond Point Community Church; and Emmanuel United Methodist Church.

## Goals & Strategies for Placemaking

### **P1 - Preserve and enhance unique qualities of Bolton Landing for the benefit of the entire community.**

#### *Strategies:*

- Update zoning to guide and incentivize desired growth to aid in achieving community goals.
- Develop Hamlet and Route 9N Architectural and Site Design Guidelines.
- Prepare to update the Local Waterfront Revitalization Plan.
- Update signage regulations.

### **P2 - Align and facilitate development in and around Bolton Landing to ensure growth compliments the pattern of natural resources, existing building, and available infrastructure.**

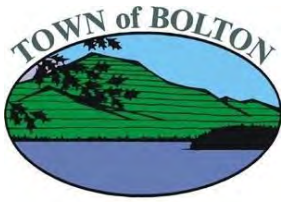
#### *Strategies:*

- Update Hamlet Plan to guide urban design, main street programming, and advance projects.
- Define buildout impacts if permissible zoning density were increased in the Hamlet.
- Explore allowing strategic density in zones around developed cores consistent with the Adirondack Park Agency framework.

### **P3 - Define ways to upgrade user experiences and sustain a vital business environment on Lake Shore Drive/ Route 9N, and especially in Bolton Landing's core and civic destination.**

#### *Strategies:*

- Provide Hamlet gateway enhancements as part of corridor upgrades and/or new development.
- Enhance wayfinding and access to shoreline, public places, and trailheads through more interpretive stations/ experiences.
- Promote water enhanced dining and uses benefiting from water views while maintaining primacy of water dependent uses on water.



- Plan parking management, sidewalk upgrades and civic space additions/ enhancements in hamlet to aid pedestrian focus.

**P4 – Respect landmarks, special places and unique buildings to reinforce Bolton’s unique qualities, sense of place and history.**

- Develop roadside scenic overlooks, including on CR 11 (and explore vista pruning by Route 9N intersection).
- Form a historic structures and landscape inventory identifying categories of resources, asset locations, and features descriptions.

**P5 - Bolster and diversify recreation resources as a means of supporting tourism, varied demands, sense of place, and a healthy community.**

*Strategies:*

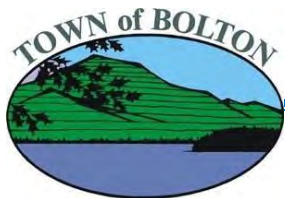
- Develop a comprehensive recreation plan.

**P6 - Protect cultural resources to ensure a high quality of life for residents as well as unique visitor experiences.**

*Strategies:*

- Enable flexible (but not lax) zoning when development might impact large estates, historic landscapes, and historic buildings.
-





## ECONOMIC VITALITY

*Promote efforts that attract, retain, and expand a diversified business sector for the Town, including efforts to provide appropriate infrastructure and encourage related services to support these efforts.*

### Economic Vitality Profile

A discussion of economic vitality covers community infrastructure, the service environment, attributes of the workforce, and ways changes may be arising in the existing economic base leading towards the future economy. This part touches on aspects of employment and the community and regional economic composition.

### Community Infrastructure

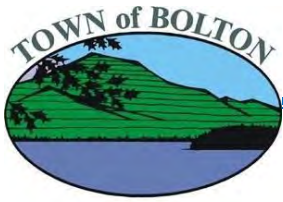
#### Water District

Bolton has municipal water utility service (Public Water Supply ID#: NY5600101). As shown on **Map xxx: Transportation & Infrastructure**, it serves the Bolton Landing Hamlet and roughly 715 properties in broad swaths on either side of Lake Shore Dr (a total of 1,061 individual service connections are managed using water meters). There is one district and regulations are in Town Ordinance #39.

The water is sourced from the 35-acre Edgecomb Pond which flows into Finkle Brook. A Town operated drinking water treatment facility in that vicinity is capable of processing up to one million gallons per day using sand filters. The finished water flows by gravity to a 500,000-gallon clearwell where there is further chemical adjustment and from there it flows by gravity to the distribution system. In 2023 the average daily demand was 161,642 gallons. The single highest day was 450,000 gallons.

A water main flows downhill within Finkle Road and County Route 11 (Valley Woods Rd). Lines extend from there north and south along County Route 27 (Federal Hill Road). Service in the north is provided on Cobble Stone Court. Service on the east extends to the shoreline and overlays Brahly Point Road. It covers all the way south, along Lake Shore Drive, about 3.25 miles extending to parts of Homer Point near Lake Shore Drive, covering Beckers Drive and The Back Road. A main also extends approximately  $\frac{3}{4}$  of the way up Mohican Road. The water service area extends north and south of a smaller area that is also served by sewers.

Edgecomb Pond is confined behind a 13-foot-high concrete dam. The Pond's capacity is 143 million gallons. This appears to be an excellent surface water supply per the Town's 2023 Annual Drinking Water Quality Report. Lands in

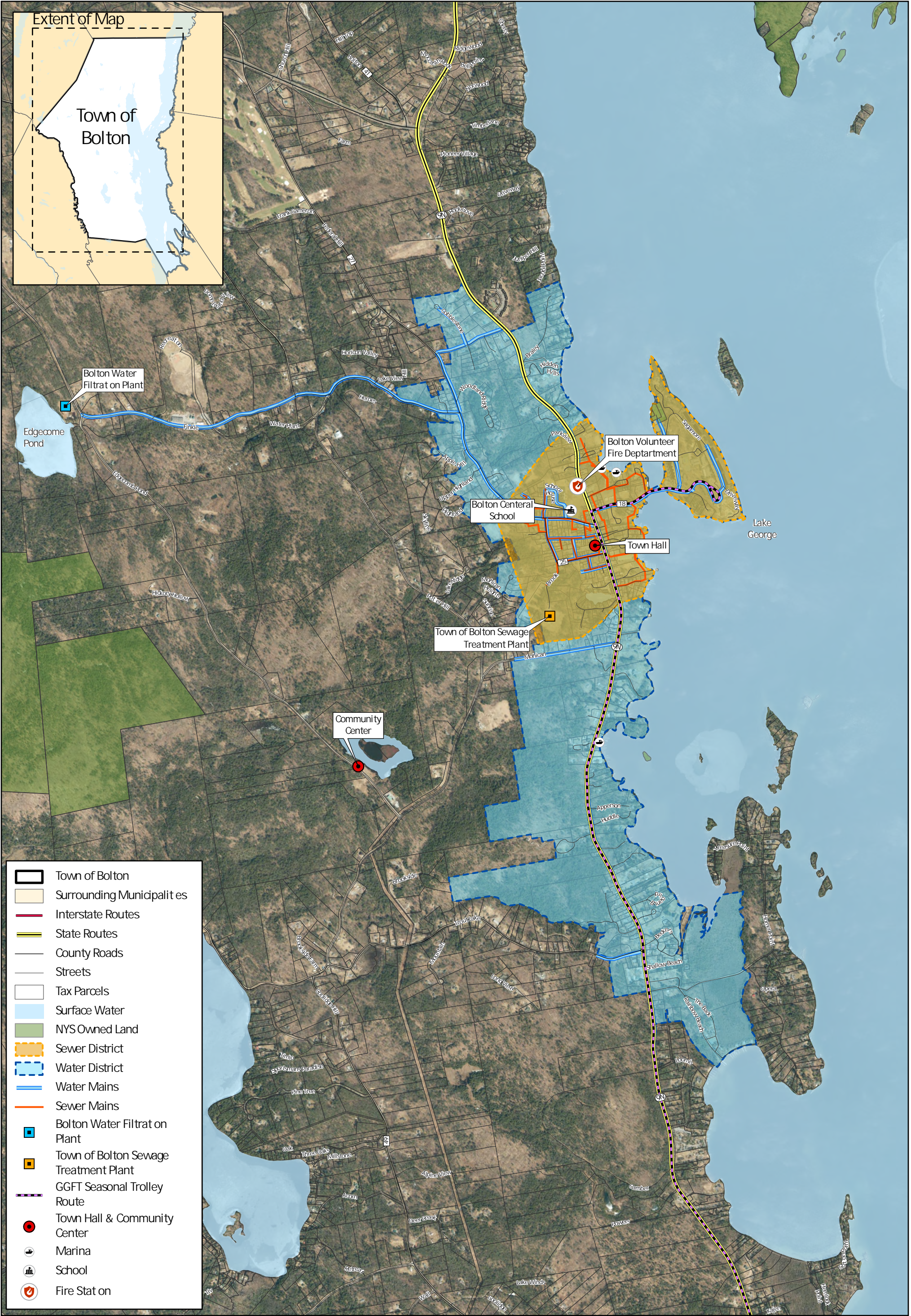


its watershed of 1,152 acres appear sufficiently protected based on a combination of Town ownership (the Town owns all shoreline around the Pond and 25% of all land directly in this watershed) and permanent protection by the non-profit Lake George Land Conservancy. The watershed mainly exhibits forested open space character within its uplands and there are no regulated facilities within in the watershed.

This district has many capital needs. Importantly, there are efforts to bolster the dam and spillway to ensure its resiliency and protect people and infrastructure at lower downstream elevations from a potential breach. There are also needs to upgrade treatment, storage, and distribution facilities.

According to the Annual Drinking Water Report for 2023, there was a treatment technique violation for high turbidity from the filters in the plant during the months of May and June. The violation was assessed and corrected.





# Transportat on & Infrastructure Inset Map

Town of Bolton, Warren County, NY





### **Sewer District**

The Town operates a sanitary sewer system and wastewater treatment facility within Bolton Sewer District No. 1. As shown on **Map 8: Transportation & Infrastructure**, these sewers serve a focused footprint in the Hamlet core, with roughly 535 service connections. The sewage system regulations are in Town Ordinances #5 and #18.

The service area displayed on **Map 8: Transportation & Infrastructure Inset** has a footprint that covers all of Green Island (including the Sagamore), north in the Hamlet to Parkside Drive (just south of the Darrin Freshwater Institute). Coverage also extends southwesterly over the school and base of Horicon Avenue, inclusive of 2<sup>nd</sup> Street, and extends further south over an area west of Brook Street, then cutting east toward Lake George on the rear property lines of parcels fronting on Mohican Road, fully covering Heritage Village and Anchorage Road, and extending to the Lake halfway between Anchorage Road and Bixby Beach Road.

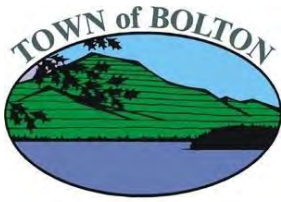
The Sewage Treatment Plant is located on a large property at the southern side of Brook Street Extension (County Route. 25) in the Hamlet (north of Mohican Road). This Plant discharges into the ground, rather than Lake George, as per the Class AA-Special regulatory protections of the NYSDEC. According to the 2016 LWRP, the Plant is designed to process 300,000 gallons per day. While flows are below that level in winter, during peak periods the Plant is near or at full utilization, so capacity is an issue. Since there is in-ground deposition of treated effluent, operations are impacted by periods of high groundwater and runoff. The residual sludge generated at the plant is trucked out of Town for disposal at a landfill.

A “green technology” woodchip bioreactor, which was designed to remove nitrate-nitrogen from plant effluent was installed. As described in the 2021 ‘A Monitoring Program to Evaluate the Efficacy of a Woodchip Bioreactor Installed at the Bolton Wastewater Treatment Plant’ by the Lake George Association and Town, this was designed to reduce those parameters up to 41%. Since then, there has been slow progress implementing facility treatment upgrades using bioreactors.

There continues to be issues with groundwater entering the sewer collection system. It is a policy focus to eliminate such inflows as a means to claw back valuable treatment capacity that is otherwise provided for groundwater infiltration. In 2023 the Town was awarded \$381,000 from the USEPA for assisting corrections and in April 2024, the Town was awarded a \$124,000 NY State Adirondack Park Smart Growth Grant for a Wastewater Mitigation Project. Aspects of these may cover a **proposed Wastewater Main Pump Station Upgrade** which will provide a new enclosure housing two (2) new pumps, switches, and a new generator. While there are objectives to expand sewer service, it will be important to ensure that the program and plan for bolstering existing sewer lines and ensuring that the plant has adequate treatment capacity is realized before any expansion takes place

### **Drainage**

The largest capital asset of the Town is its road system. With 107.7 centerline miles of local roads, there is an extensive municipal separate storm drainage system that includes swales, culverts, and outfalls. Since topography is steep in



locations, the Highway Superintendent and staff are rigorously involved in maintaining streets and appurtenant drainage systems in order to ensure adequate access, and maintain infrastructural systems in good working order.

The Town has a Stormwater Management Plan. It outlines strategies for managing, treating and directing stormwater. One major focus it provides is on guiding the types of practices that are intended to be used for the upkeep of the road and drainage infrastructure and for managing storm sewers and Town roads so there is a minimized potential for pollutants to enter stormwater.

There have been some efforts to explore the potential retrofit of roadside drainage systems in order to slow flows, achieve infiltration, and minimize potential erosion. Locations examined around the Bolton Landing Hamlet through the assistance of Warren County Soil & Water Conservation District include at the Town Garage near Finkle Brook, and on Frank Cameron Road and Valley Woods Road. Also, as a way to enhance snow and ice clearance plus cut down on the need for deicing, the Town recently collaborated with Warren County which helped assemble beneficial financing terms for acquiring a specialized live edge, articulated snow plow blade which will improve operating performance.

## Services

### Gas & Electric

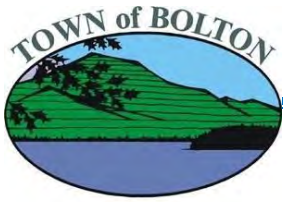
Electric service in Bolton is provided by National Grid (formerly Niagara Mohawk). Aspects of regional electrical service operations by this utility are supplied out of a facility on Main Street in Warrensburg, with some smaller-scale regional transmission lines within the community. Natural gas is not available.

### Public Safety

**Policing:** The Town has its own police force which is led by a Police Chief and serviced by part-time officers who are employed during peak season. Operations are provided out of a secure space at the Town Hall at 4949 Lake Shore Drive. Regional Law enforcement is provided by the Warren County Sheriff and New York State Police, with strong cooperation between these agencies.

**Bolton Volunteer Fire Department:** This agency oversees fire protection coterminous with the Town boundaries. The station at 5003 Lake Shore Drive is on land owned by the School District but within a building owned by the corresponding Fire District. This facility has five bays with offices and training spaces on the second floor. There is an average of 150 calls per year. There are 34 individuals on the roster. Fire inspections for new homes or additions is provided by Warren County building service. There are concerns with both the age of the volunteer force and the ability to house certain apparatus. The volunteer base is trending towards older age individuals, although some





new younger members have joined the corps and received training. The overhead doors of the station are too low to accommodate typical apparatus.

**Bolton Emergency Medical Squad:** This EMS service involves a taxing district and a not-for-profit organization that operates out of the fire station using space leased from the Fire District. Operations include two ambulances operated by paid staff and supplemented by volunteers— ensuring coverage at all times.

### *Library Services*

Bolton Free Library is in the center of the community at 4922 Lake Shore Drive adjacent to the Historical Museum and near the Visitor Center which is next to the Museum on the north. The library has a number of programs including the Annual Book Sale event and After School Program. There is a small meeting room and a display case which is used for exhibits. <https://boltonfreelibrary.org/>. The Library's governance includes a Board and is guided by its Bylaws, Policies, and Long-Range Plan, which was drafted in 2020. The Library has a website that provides monthly calendars, digital download access, fundraising information, as well as information about upcoming events: <https://boltonfreelibrary.org>





## **Communications**

**Table 7: Area Broadband Providers**

Provider	Type	Max Download (Mbps)	Max Upload (Mbps)
Spectrum	Fiber	1,000	1,000
Spectrum	Coax	1,000	35
Starlink	Satellite	350	40
ViaSat	Satellite	50	3
HughesNet	Satellite	25	3
Verizon	DSL	15	1

Access to the internet is a component of modern household activity patterns.. Access to the internet is also essential for community and economic development.

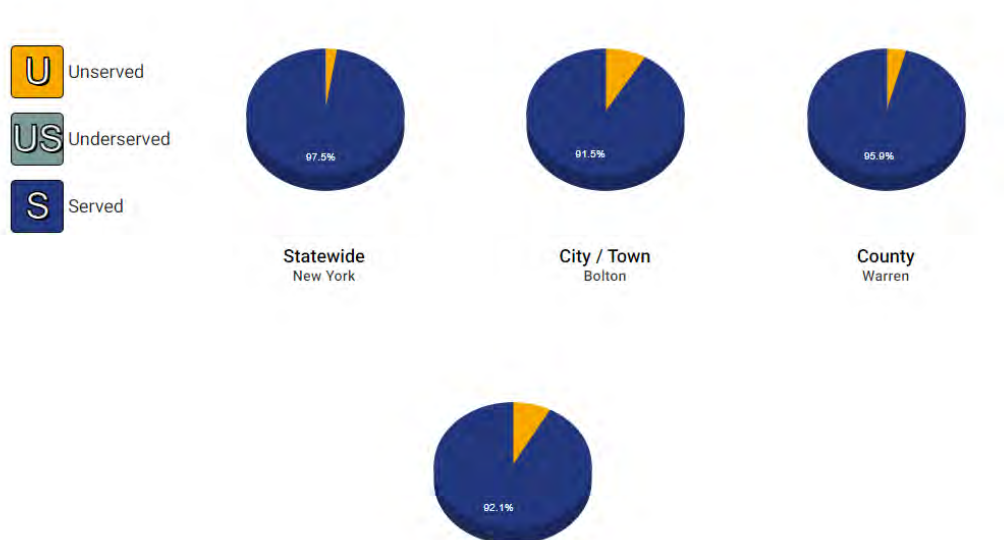
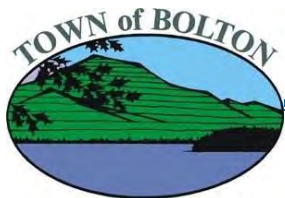


Figure 30 – Features of Underserved Internet Connectivity per National Standards per the NYS Broadband Initiative

Within Bolton there are a number of underserved locations, in terms of internet availability, including that are in unique and remote locations, including the Narrows and private islands within Lake George<sup>28</sup>. The community could collaborate with regional economic development partners, such as at the County and/or Lake Champlain-Lake George

<sup>28</sup> <https://mapmybroadband.dps.ny.gov/explore?address=Bolton%20Landing,%20New%20York>



Regional Planning Board in accessing technical assistance and marshalling Federal and State funds to enhancing internet availability above the current service level of 91.5%, or 2,458 existing service connections in Town. According to the NY State Broadband Map, areas to focus on enhancing service availability include some parts of lower density areas including:

- Sherman Lake and Hendricks Road
- South of Lamb Hill Road
- Edgecomb Pond Road
- On Dickinson Hill Road

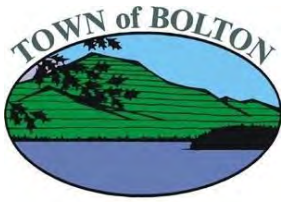
### **Cemetery**

Bolton Rural Cemetery is located on the east side of Route 9N and the northern corner with Homer Point Road in the Huddle hamlet. This is Bolton's Rural Cemetery. This cemetery is coming to a point of reaching capacity soon. The Bolton Rural Cemetery Association is working with Town of Bolton elected leaders identify alternative potential locations that can be used for resolving this conundrum.

## **Workforce & Economic Base**

### **Employment, Industry & Economic Environment**

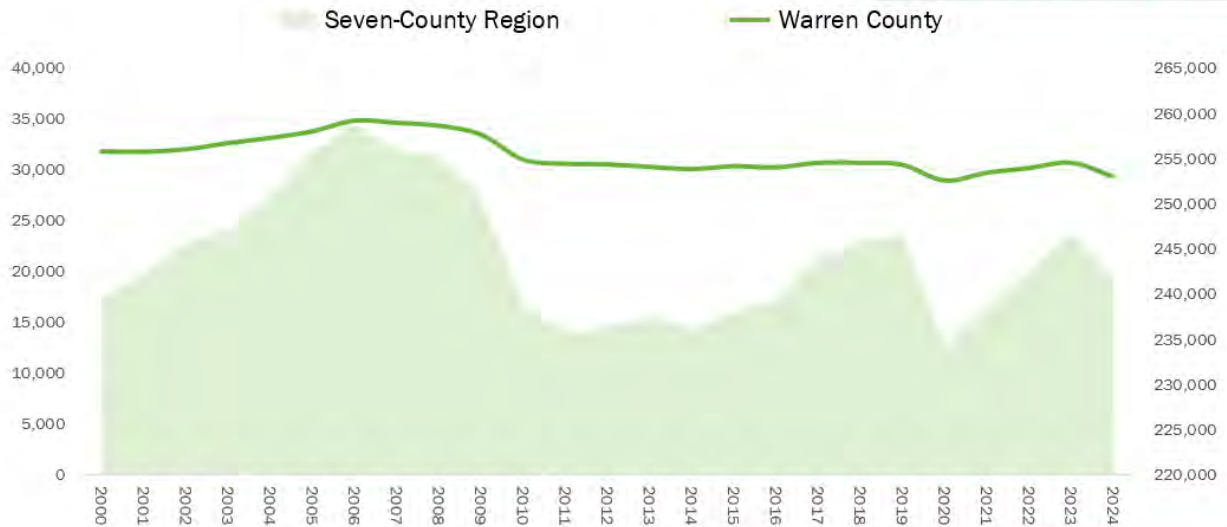
The resident population in Bolton, compared with all Warren County, shows a slightly lower rate of high school, college-age persons, young workforce entrants between ages 25-34, and persons between ages 35 to 44, who are typically in part of early-stage families. This results in a relatively small available local labor pool. Since there is a disproportionately large population in Bolton that is age 55 and older, this would not be expected to change much moving forward, unless more people of those ages move into Bolton.



## Employment Trends: Seven-County Region

### Employment Trends: Seven-County Region

Employment in Warren County and the Seven-County Region peaked in 2006 and was at its lowest in 2020, likely owing to pandemic-related impacts.



Note: Non-seasonally adjusted. Average 2024 data is as of February 2024.  
Source: U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics

As of February 2024, there were approximately 29,320 jobs in Warren County - 4,310 less than there were in 2006 for the same month.





## Industry Share by Employment

The accommodation and food services sector is the top industry by primary job employment share in both Bolton and the PMA, representing 45 and 35 percent of total jobs, respectively, in 2021 (compared to slightly more than 11 percent in Warren County). Meeting the housing needs of the workers who underpin the local economy will determine its long-term viability.

### Primary Job Share, 2021

	Bolton Town	20-Minute PMA	Warren County	Seven-County Region
Accommodation and Food Services	<b>45.0%</b>	<b>35.1%</b>	<b>11.3%</b>	<b>9.1%</b>
Educational Services	<b>11.9%</b>	<b>11.7%</b>	<b>7.3%</b>	<b>11.9%</b>
Retail Trade	<b>9.6%</b>	<b>15.9%</b>	<b>13.5%</b>	<b>12.0%</b>
Arts, Entertainment, and Recreation	<b>5.8%</b>	1.9%	1.3%	1.8%
Public Administration	<b>5.6%</b>	<b>6.0%</b>	6.0%	5.9%
Construction	<b>5.5%</b>	3.0%	3.8%	<b>6.0%</b>
Professional, Scientific, and Technical Services	3.6%	3.7%	3.6%	4.8%
Other Services (excluding Public Administration)	3.4%	<b>4.5%</b>	3.3%	3.0%
Manufacturing	2.8%	2.3%	<b>10.7%</b>	<b>11.0%</b>
Health Care and Social Assistance	2.5%	<b>6.7%</b>	<b>18.7%</b>	<b>14.6%</b>
Administration & Support, Waste Management and Remediation	2.4%	1.0%	<b>6.7%</b>	4.1%
Real Estate and Rental and Leasing	1.6%	1.5%	0.8%	1.2%
Information	0.3%	0.6%	1.9%	1.1%
Agriculture, Forestry, Fishing and Hunting	-	2.0%	0.5%	1.1%
Mining, Quarrying, and Oil and Gas Extraction	-	0.8%	0.4%	0.4%
Utilities	-	0.4%	0.6%	0.5%
Wholesale Trade	-	0.8%	2.7%	3.7%
Transportation and Warehousing	-	0.6%	1.4%	3.0%
Finance and Insurance	-	1.5%	3.3%	3.4%
Management of Companies and Enterprises	-	0.1%	2.2%	1.4%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

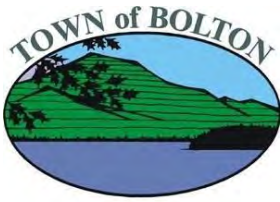
Note: A primary job is the highest paying job for an individual worker. Data for 2021 is the latest year provided for this geography. The top six industries by geography are highlighted in **bold**.

Source: U.S. Census Bureau, for Economic Studies, LEHD

Top Sector by Employment	Primary Jobs (2021)	Job Change (2002-2021)
Accommodation and Food Services	287	(197)
Educational Services	76	13
Retail Trade	61	(1)
Arts, Entertainment, and Recreation	37	24
Public Administration	36	7
Construction	35	22

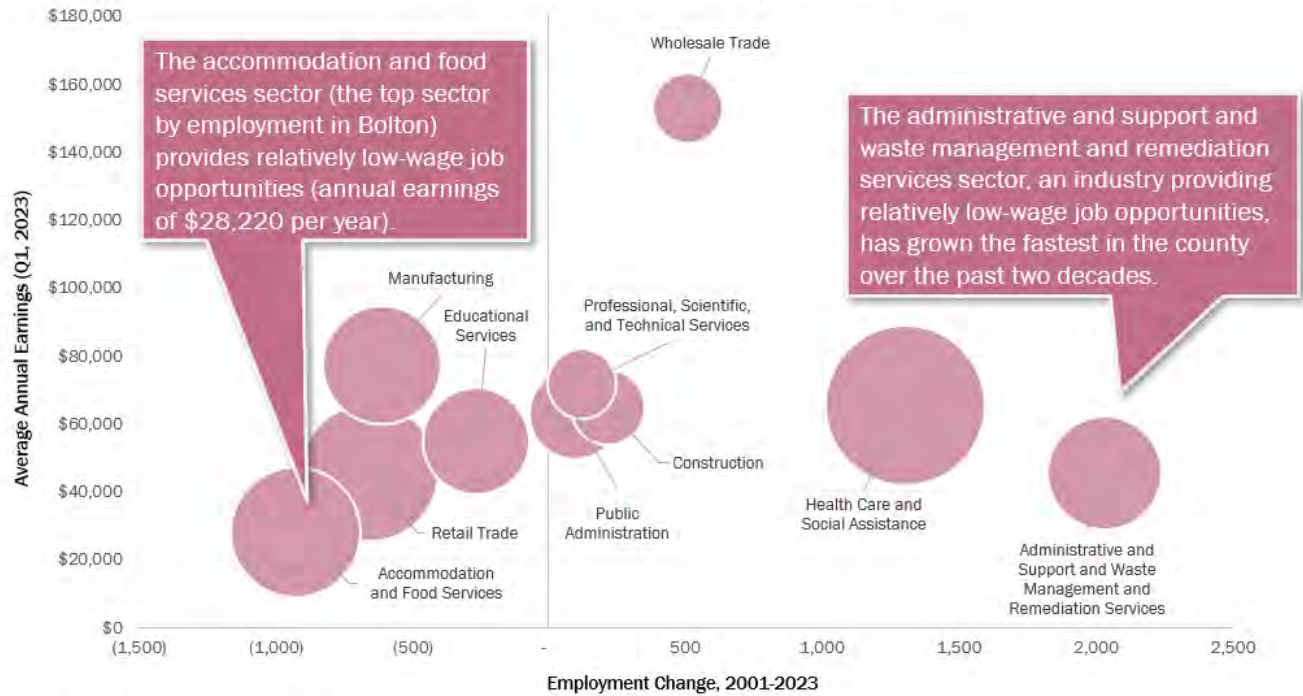
Figure 31 – Top Industries in Bolton (US Census Bureau – Longitudinal Employer-Household Dynamics (LEHD))

Bolton's top sector of employment, accommodation and food services, saw significant job losses after 2008, likely related to the national economic recession. In 2021, the accommodation and food services sector in Bolton employed nearly 290 primary workers, significantly greater than any other industry and reflective of a tourism-driven economy.

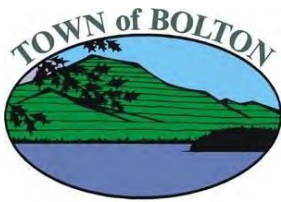


## Top Industries by Earnings: Warren County

### Top Six Industries by Total Employment

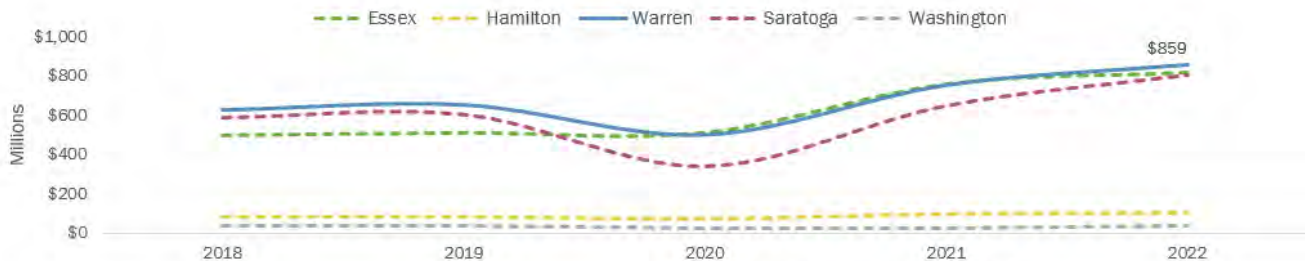


Note: Bubble size represents average 2023 employment.  
Source: U.S. Census Bureau, for Economic Studies, LEHD



## Tourism Economy: SMA (NY Portion)

Traveler Spending Trends



Traveler Spending, 2022

Visitor spending is a critical driver of Warren County's economy. In 2022, the county captured \$859 million in direct tourism spending, with the largest share of this spending associated with lodging (\$437 million or 51 percent of total spending).

Legend for Traveler Spending, 2022:

- Transport
- Recreation
- Second Homes
- Retail & Svc Stations
- Food & Beverage
- Lodging

	Warren	Essex	Saratoga	Hamilton	Washington
Transport	\$13	\$5	\$27	\$0	\$0
Recreation	\$17	\$49	\$53	\$3	\$1
Second Homes	\$86	\$74	\$54	\$54	\$25
Retail & Svc Stations	\$107	\$129	\$135	\$9	\$2
Food & Beverage	\$199	\$135	\$288	\$11	\$6
Lodging	\$437	\$425	\$250	\$27	\$3

Source: Tourism Economics, *Economic Impact Of Visitors In New York 2022: Capital-Saratoga and Adirondacks Focus*, September 2023

## Tourism

Visitor spending within Warren County is higher than even Saratoga County. Within Warren County there were \$859 Million in visitor-types expenditures in 2022.

The Occupancy Tax revenues received in conjunction with this visitation is substantial. The funding from these taxes helps to underwrite government operations, as well as provide special community events and activities that enhance the Town's unique tourism economy.

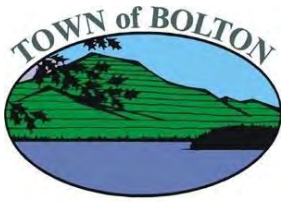
## Warren County

 **\$394.7k**

## Occupancy Tax

Figure 32 – Snapshot from Economic Indicators Dashboard on Warren County's GIS Hub using Office of State Comptroller, 2016-2023 Annual data.





### **Child Care**

According to a 2023 Child Care Needs Assessment Report, 60% of parents surveyed in Warren County indicated registered and licensed child care providers whom they called did not have openings for their child(ren) and there was a wait of several months in many programs, especially for infant care<sup>29</sup>. Part of this shortages is due to the retirement of some child care operators. The above referenced report also noted a shortage of childcare outside standard hours, such as early mornings, evenings, or on weekends. The short supply of child care can be a drag on the economy as it cannot meet the needs of many working families in this area.

High quality school age care, summer recreation, infant, and toddler opportunities are in high need within the Capital District. <sup>30</sup> Child Care Deserts, or locations with little or no available child care, include Bolton, Chestertown, Warrensburg, Lake George and Brant Lake.

Within Bolton, or in a five town area on the west side of Lake George, the need for more child care providers and more capacity overall is evident. While the problem is deep and expected to have a long -erm ramifications and timeframes for resolution, there have been efforts to propel workforce and educational training, as well as adjustments in State policies to remove obstacles the sector faces. Moreover, there are State various regional financial supports available to incentivize and assist in the start-up of new programs in the area. It will be advantageous for stakeholders, including at the Chamber of Commerce, to explore what opportunities and alternatives may be used to help catalyze expanded childcare offerings either directly in the community, or nearby.

### **Future Economy**

Change in the non-residential and residential economic sectors, both locally and regionally may be inevitable. Priorities for local action to take advantage of any such change should be identified. One such change that might be expected in in the energy sector as there is a move away from the use of fossil fuels. In addition to transitions in the economy based on preparation and adaption to the effects of climate change, there may be changes that link with the growing use of artificial intelligence.

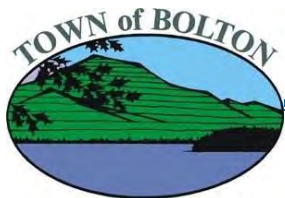
### **Local & Regional Economic Development**

The following agencies can aid planning for commerce and preparing a ready workforce.

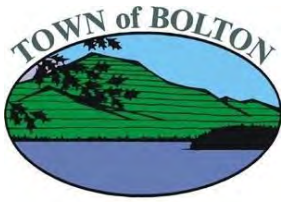
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<sup>29</sup> Southern Adirondack Child Care Network. 2023. Child Care Needs Assessment Report: Warren & Washington Counties.

<sup>30</sup> <https://ocfs.ny.gov/programs/childcare/assets/docs/deserts/CCD-Priorities-CapitalDistrict.pdf>



- **Town of Bolton Local Development Corporation (BLDC):** The BLDC is a not-for-profit corporation was created in 2004 through local legislation, managed by nine Directors that love and work in the local community. The purpose and charge of the BLDC is to promote business development in the Town of Bolton.
- **Warren/Washington IDA (Industrial Development Agency):** The IDA is a NY State public benefit corporation that provides incentive-based assistance to encourage and help businesses start, expand, or move into this region – creating jobs for local people and driving economic activity in local communities. This entity could be a source of financial assistance for workforce housing or key infrastructure upgrades which will aid in job creation and retention, or assistance with improvements to Town wastewater infrastructure.
- **Capital Region Economic Development Council (REDC):** The Regional Economic Development Council (REDC) is a key component New York State’s transformative approach to State investment and economic development. In 2011, the Governor established 10 Regional Councils to develop long-term strategic plans for economic growth for their regions. The Councils are public-private partnerships made up of local experts and stakeholders from business, academia, local government, and non-governmental organizations.
- The local REDCs are generally responsible for outlining priorities and overseeing funding for state-wide grant programs under the premise of working to promote local economic development. Last year REDCs provided \$81 million to shovel ready projects to stimulate New York’s Post-Pandemic Recovery. This is the largest financial support mechanism for local governments.
- **Saratoga-Warren-Washington Workforce Investment Board:** A private sector-led board that is appointed jointly by Warren, Washington, and Saratoga Counties and includes a number of other workforce related agencies. It shares responsibility with the counties for oversight of the local implementation of the Federal Workforce Investment Programs and funding. The Board, along with the counties, facilitate a broad range of workforce development services for both job seekers and employers. The Saratoga-Warren-Washington WIB is very active and has numerous partners in its efforts to support workforce development in Warren County.



## **Goals & Strategies for Economic Vitality**

### **EV1 - Enhance recreation and tourism assets and options. Strategies:**

#### *Strategies*

- Continue improvement and promotion of Town parks and beaches.
- Implement planned improvements at NoRoWal Marina.

### **EV2 - Bolster sewer treatment and water utility capabilities.**

#### *Strategies*

- Complete an overall evaluation of the wastewater treatment facility, main pump stations, and the wastewater collection system to identify specific deficiencies to address critical improvements.
- Continue to improve the wastewater system to reduce nutrients released in the Lake George Watershed.
- Upgrade or rehabilitate sewer pump stations to avoid system failure and/or significant water quality impacts.
- Continue to repair/ harden sewer distribution system, including reduction of Infiltration/inflow (I/I)
- Plan and sequence needed improvements to the water distribution system.
- Maintain up-to-date engineering reports and pursue state and federal funding in order to undertake critical drinking water infrastructure upgrades.
- Evaluate the potential economic impacts of expanding water and/or sewer system service area(s).

### **EV3 – Help sustain hotel, motel and multiple lodging uses.**

#### *Strategies*

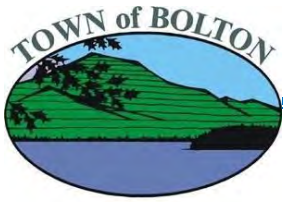
- Support regional efforts to assist and leverage owner investments in lodging facilities and sustain this economic sector.

### **EV4 - Support commerce/ commercial development.**

#### *Strategies*

- Support workforce training/ development and worker mobility for commercial and main street businesses to support the business needs of Bolton's retail, lodging, restaurants, and marinas.
- Attract compatible non-tourism or tourism-supportive businesses that diversify the local economy and promote economic resiliency.
- Support water dependent businesses and facilitate compatible development of expanded or new enterprises and marine businesses, such as involving boat tours, equipment rentals, guide services, and specialty retail.



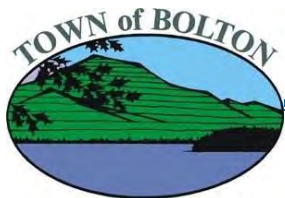


- Periodically solicit the business community for ideas to identify strategies to bolster or expand commercial businesses.
- Help facilitate reliable, reasonably priced high speed internet availability and good quality cellular coverage.

### **EV5 – Support residents in the workforce.**

#### *Strategies*

- Support enhanced local child care service options.
- Participate in partnerships and facilitate grants and private investments to improve local broadband delivery and help establish reasonably priced, high speed broadband availability in all parts of Town consistent with regional strategies.



## **LEADING FOR THE FUTURE**

*Promote the stewardship of the Town through policies and strategic capital planning that seek to reduce financial burdens on the community, enable strategic growth, increase resiliency, and promote efficiencies that enhance operations and collaboration for future generations.*

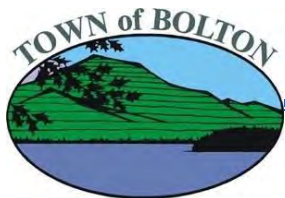
### **Leading For The Future Profile**

#### **Government operations**

Local and regional government is involved in many public interests and endeavors. The Warren County government, administers many programs and initiatives which influence public health and wellness as well as community and economic development. As Town officials contemplate comprehensive plan development, consideration should be given to engaging parties within the public sector and accessing public resources as a means of leveraging and advancing the achievement of the planning vision. For each program and project, thought should be given on how best to promote goals achievement and engage community and stakeholders in planning. It is also worthwhile to consider when and how it may be necessary or feasible to expand planning and implementation efforts across jurisdictional lines, in order to increase an action's effectiveness, sustainability and resiliency.

#### **Town Government**

The Town of Bolton has a five member Town Board that includes the Supervisor. The Elected Supervisor, is considered the Chief Elected Official. There are also elected and salaried positions for the Town Clerk, Highway Superintendent and the Town Judge.



### Education

The Bolton Central School District serves students from Pre-kindergarten through grade 12. Its school building and property is centrally located with frontage on Lake Shore Drive and Horicon Ave. The District is not fully coterminous with the Town's land base. Locations west of Hendricks Road, by the Schroon River, and southwest of Trout Lake around Wall Street and Dickinson Hill Road are outside the district and are in Warrensburg CSD. There is also a small area at the base of Coolidge Hill Road that is in Lake George Central School District.



Per the BCSD website:

- Average elementary classroom size is 12 students, a typical graduating class is 24.
- The school maintains an 8:1 pupil/teacher ratio.
- The system is governed by a seven-member elected Board of Education.
- A school superintendent, a district business manager, and a PK-12 principal are assisted by specialized staff members.



Figure 33 - Source: Bolton Chamber of Commerce

### Efficiencies

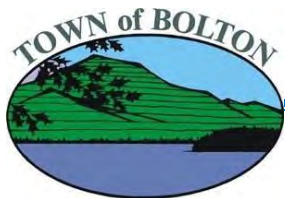
Within the School District, there have been past efforts to consolidate the local school's varsity sports programs with those at Warrensburg schools. The Tax Assessor for the Town covers both the Town of Bolton and the Town of Horicon. Town officials have also advocated on behalf of cooperative purchasing with Warren County, as a means to achieve cost savings that can arise with group buying efforts.

The New York State Department of State offers financial assistance to aid local governments with studying and implementing new opportunities for savings and modernizing public services delivery. Funding assistance is available from resources such as the Local Government Efficiency Grant (LGE Grant), the Citizens Reorganization and Empowerment Grant (CREG) and the Countywide Shared Services Initiative (CWSSI).

**Appendix 3: 2022 Grants Needs Assessment** identifies potential funding opportunities for a range of possible needs and local projects identified through dialogue with local public officials. When the Town is successfully in accessing State and Federal funds which help address local priorities, there will be savings over the Town being required to come up with the needed resources all alone. These funding partnerships also demonstrate that other parties within the region are committed to helping resolve issues that the local community is concerned about.

In Bolton, there is a substantial focus on natural resource management and protection. The 2009 Hamlet Sustainability Plan has a goal to maintain infrastructure that practically, efficiently, and effectively supports the residential and business





community. The extent of such efficiencies will depend on the findings from each specific investigation but it is already apparent there are needs for improving and sustaining drinking water, as well as sewer and storm sewer infrastructure. Documents like the Lake George Watershed Action Plan also point out that maintaining the water quality of Lake George supports the ecosystem that people depend on for health and wellness.

### Community Resiliency

New York State policy as presented within the Adaption & Resilience Chapter of the 2023 New York State Climate Action Council Scoping Plan defines resilience as:

*...(T)he ability of a system and its component parts to anticipate, absorb, accommodate, or recover from the effects of a hazardous event in a timely and efficient manner, including through ensuring the preservation, restoration, or improvement of its essential basic structures and functions. In human systems, adaptation is the process of adjustment to actual or expected climate and its affects, in order to moderate harm or exploit beneficial opportunities. In natural systems, adaptation is the process of adjustment to actual climate and its affects; human intervention may facilitate adjustment to expected climate.*

This same document identifies adaptation and resilience themes as it promotes:

- Building capacity;
- Enhancing community and infrastructure resilience; and
- Enhancing resilience of living systems.

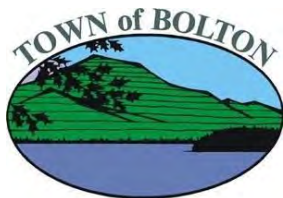
Examples of types of specific strategies proposed for deployment in New York State's government include:

- Forming techniques to evaluate future climate conditions in land-use planning and environmental reviews;
- Creating climate change and resilience plans; and
- Incorporating risk reduction considerations into projects and policies.

The regional Hazard Plan's Jurisdictional Annex for Bolton (Section 9.2) addresses and ranks a variety of alternative public and private actions which may be used to reduce losses from future hazard events. The Town should routinely consider ways to advance the types of high priority mitigation initiatives that are identified in this document.

### Critical Facilities Backup Power

The Town identifies a need, within the **2023 Warren County Hazard Mitigation Plan's Municipal Annex**, for backup power for critical facilities in order to maintain essential functions during and after disaster events. Accordingly, the Town set an objective to purchase and install permanent fixed generators and necessary electrical components at the Town Hall / Police Station; Bolton Fire District station; and the Community Center. Pursuing external grant funding assistance in order to defray some of the cost and leverage funding for this project that will aid resiliency in the face of extreme weather events.



As the detailed planning and budgeting for these projects proceeds, evaluating the feasibility of integrating green energy components within some or all of these individual projects may be worthwhile. Adding battery and/or solar power elements to projects could ensure alternate power is available in instances of long-duration power disruptions, such if a major snow or ice storms, or flooding or forest fires.

### Flood Resiliency

The piece below discussing flood risks addresses hazards evident within Finkle Brook. The regional Hazard Plan also notes that the Hamlet of Bolton experiences periodic stormwater flooding. Throughout Town the local Highway Department has identified numerous culverts in need of upsizing. Lack of capacity, or size deficiencies has led to damage to culverts in the past. The Hazard Plan also noted that the 2019 flooding resulted in significant damage and roadway washouts. During 2012, based on severe storms and flooding associated with hurricane Sandy/ Tropical Storm Lee there were major disruptions to highway infrastructure on and by Route I-87 near the community's west side.

### Edgecomb Pond Infrastructure Mitigation

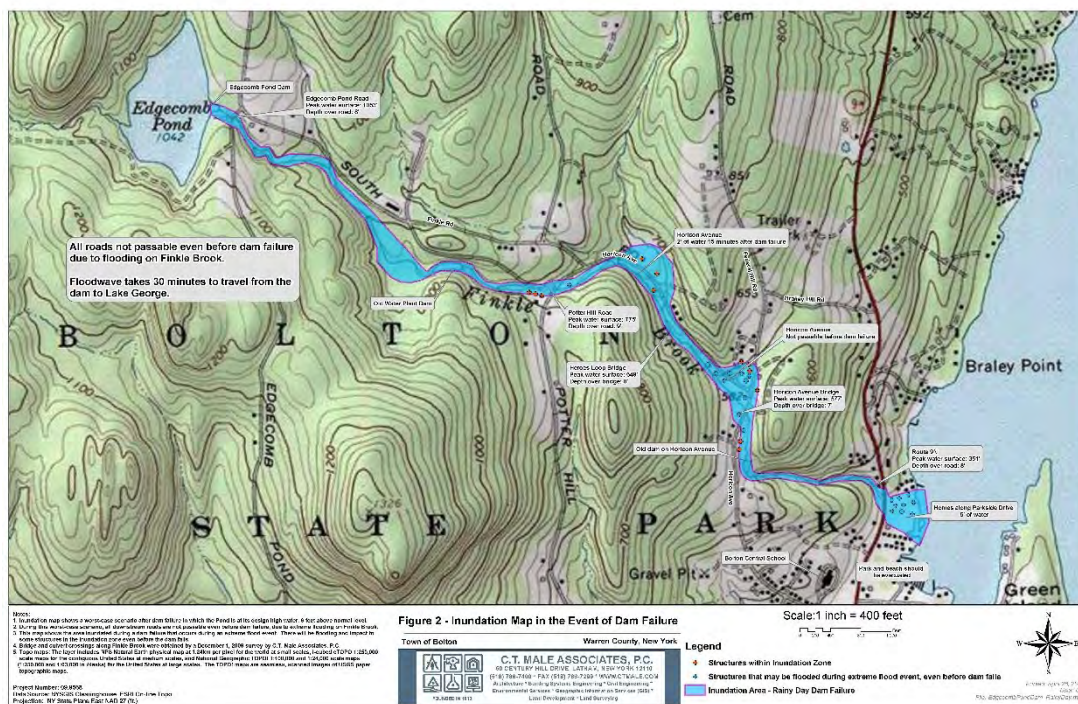
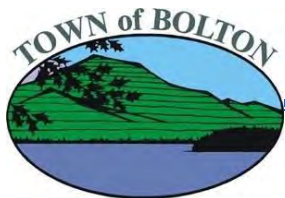


Figure 34 - Hazard Inundation Map for Edgecomb Pond Dam & Finkle Brook Outlet

Warren County identified Class "C" - High Hazard Dams where failures may result in widespread or serious damage to home(s) and infrastructure. These include but are not limited to roads and utilities, and may cause substantial environmental damage, such that the loss of human life, or widespread substantial economic loss. Edgecomb Pond and its outlet, Finkle Brook, which flows towards Bolton Landing by Veteran's Memorial Park, is a major local focus for attenuating this type of risk.



Over 30 homes could be impacted if a breach occurs. Town leaders are focused on mitigation efforts, that include bolstering the dam and spillways. They are actively applying for State and Federal funding to assist these efforts. Unfortunately, efforts for funding through the New York State Consolidated Funding Application (CFA) to the 2023 Water Quality Improvement Projects (WQIP) were not successful. The Town received indication the NYSDEC did not support any dam safety awards for the purposes of facilities repair and rehabilitation in the 2023 Round of WQIP. Since this is a priority for local and regional officials, the Town will need to again pursue potential funding.

## Goals & Strategies for Leading for the Future

### **LF1 - Cultivate multisector partnerships in order to steward overall economic development.**

#### *Strategies*

- Form a municipal economic development working group.
- Facilitate local cellular telecommunications enhancements to improve coverage and reliability consistent with regional strategies.
- Form a municipal capital improvement plan.
- Require Planning Department to provide annual report on implementation and progress of the Comprehensive Plan; form advisory Comprehensive Plan Implementation Committee every five years to review goals/priorities, develop recommendations to Town Board.
- Formulate a plan for preventing sedimentation in Finkle Brook and dredging the sandbar at its outlet.

### **LF2 - Maintain municipal infrastructure and protect it from acute risks from hazards to avoid disruption of services.**

#### *Strategies*

- Develop a plan to establish sufficient space for the Police Department.
- Define a detailed program for modernizing the Town highway garage facility (including deicer storage shed/facility).
- Update the Sewer Use ordinance and ensure consistency with best management practices

### **LF3 - Support and facilitate improved resource efficiency and conservation (including water and energy) while increasing use and siting of renewable energy.**

#### *Strategies*

- Incorporate energy efficiency and waste handling specifications in Town contracts.
- Evaluate the benefits of joining community campaigns such as, community solar, energy efficiency programs.





- Continue enhancing water/ sewer metering through the use of state-of-the-art technology; expedite the transition to new meter technology.
- Extend the utilization of Electric Vehicle Supply Equipment for powering public sector vehicles as well as for general public use.

**LF4 - Develop public facilities to be energy-efficient and able to deliver critical services when there are hazard events, such as severe rains, forest fires, ice storms or heat waves.**

*Strategies*

- Continue the evaluation of energy efficiency improvements at municipal facilities.
- Continue implementing hazard resiliency improvements at municipal facilities.
- Routinely update the local emergency plan to aid event preparedness and response, including through the availability of temporary shelter for residents and tourists.

**LF5 - When contemplating capital investments, consider ways to achieve better levels of service and overlapping uses.**

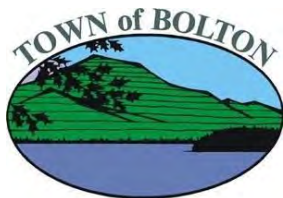
*Strategies*

- Pursue Town IT system modernization and digitization of key records.
- Establish dialogue between the Town Board and School Board for enabling public use of the school buildings and fields.

**LF6 - Promote shared services including shared use of facilities generally, and during emergencies, as a way to support economical public expenditures and protect public health.**

*Strategies*

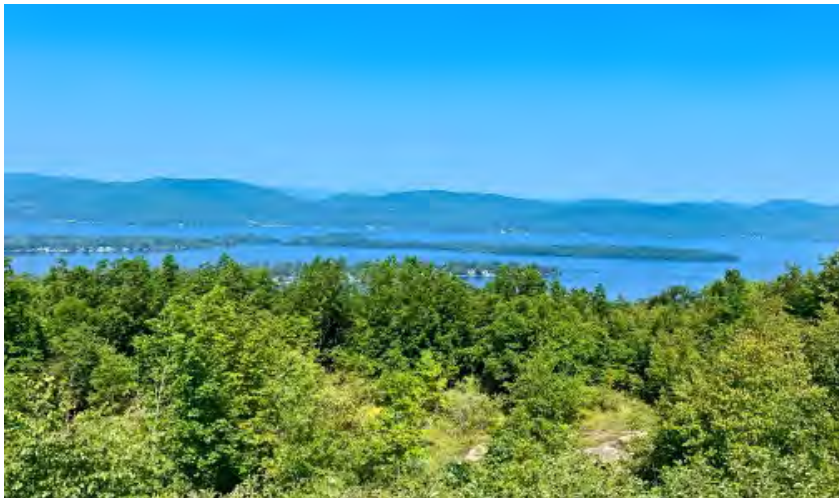
- Maintain and expand opportunities for shared services with other municipal entities, such as, the School District, local governments, and Warren County.



## **THE PLAN**

### **Key Projects**

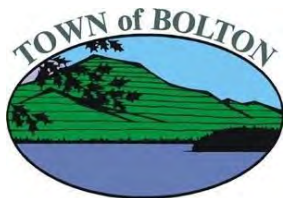
Based on multiple goals and strategies put forth under the six plan elements, the following Key Project prescriptions are identified which draw upon and advance the body of these recommendations. These key projects are program actions that are suggested for assisting plan implementation. These are formed based on public outreach and relate to themes which are important to the community. Often they are cross-cutting actions and relate to multiple plan goals and strategies. Acting on key projects is consistent with and can advance this plan. The Future Land Use Map identifies how these key projects relate to Bolton's landscape.



### **Key Project 1: Advance Housing Action & Affordability**

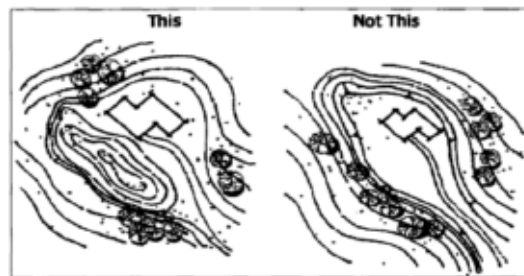
It is a smart growth principle to create an adequate range of housing opportunities and choices. Consistent with this, residents want better affordability and are concerned that limited options for families are causing ripple effects, such as worker shortages. Also, since half of Bolton is over age 55, which is significantly more than in a surrounding area, there are unique housing and service needs relating to this group. Meanwhile, Warren County examined housing market characteristics and gaps and County Supervisors appear ready to consider measures to leverage the existing housing supply plus help stimulate construction, including for middle income options. Acting locally, and in concert with regional efforts that may emerge, the Town can assign a point person, or committee, focused on housing planning and implementation. This will assist next stage organizing of alternative policies or projects, plus help engage parties in and outside Bolton who are instrumental in structuring local initiatives and advocating for action. Establishing this community collaboration and base of involvement will aid in the next stages of housing assessments or projects, including bringing forward zoning proposals that are intended to advance housing options and put this plan in motion.





### **KP 2: Regulate Hillside Development**

With adoption of any Comprehensive Plan, changes to zoning may be required as a part of implementation. In Bolton, there is concern for regulating construction on steep slopes to protect natural systems and maintain distinctive landscape character on mountains towering above Lake George. Local planners seek zoning upgrades and development guidelines that provide for compatible building which fits and blends with its surroundings. To protect the Lake environment for future generations, zoning standards should define what are preferred forms of site arrangement, limit potential severe impacts, and require mitigation when building occurs outside or on the edges of designated focus areas. By clarifying application requirements, how these will be analyzed, specifying what is and is not allowed, defining how and when street and driveway access and building can proceed, and by describing good practices and showing examples of desirable treatments, local land use review bodies will be better equipped for assisting smart and sustainable growth.



### **KP 3: Leverage Sewer & Stormsewer Investments to Maintain Clean Water**

Lake environment stewardship benefits from high quality sewers and storm sewers. To promote development (and redevelopment) where infrastructure is adequate and sustainable, it is advantageous to strategically invest in maintaining, modernizing, and even upgrading the Town's sewer pipes, treatment plant, and separate roadside drainage network. For sewers, an essential early step involves completing a thorough evaluation of the wastewater treatment facility, main pump stations, and sewer collection system. This can identify deficiencies and address and assist with sequencing critical steps, as well as target regional funding to help realize essential capital needs.

Within programming of capital investments, continuing with regularly upgrading sections of sewers in Bolton Landing can ensure the availability of valuable treatment plant capacity. This will help prevent intruding groundwater from getting into this system.

Ultimately, nutrients need to be prevented from reaching the Lake George watershed, so it also makes sense to evaluate whether alternative sewer service extensions around the hamlet cores can help protect this resource, and aid in equitably financing a plant upgrade.

Likewise, by aggressively planning stormwater system upgrades, and even green infrastructure extensions and retrofits, there will be water quality protection, high performance of the drainage network, enhanced resiliency to extreme rains. More economical construction outlays may be realized when storm drainage systems enhancements are done at the same time as the construction of sewer improvements.







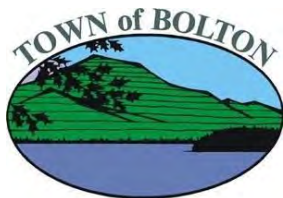
### **KP 4: Upgrade the Town's Drinking Water System**

The Town has substantial water infrastructure assets encompassing Edgecomb Pond watershed and source waters including a dam, a treatment plant, and storage and distribution systems that include pumps and mains. The drinking water treatment plant is in good order and adequately sized. Still, there is a need to sustain investment in and bolster protection of appurtenant facilities which underpin a compact land use form around the Bolton Landing and Huddle hamlets, and to establish backup supply wells and advance meter and software upgrades. A long-term plan for comprehensive water system upkeep and rehabilitation will assist sequencing of distribution system improvements and the formation of the detailed engineering reports that enable packaging of financing for priority infrastructure upgrades. As part of this planning, the promotion of water conservation is practical and climate smart. It can help ensure peak use does not soar and strain these facilities. It can also ensure that places served by both water and sewer do not generate and transmit excess water to the sewer treatment plant when it needs to operate at peak performance. Since pumps and the water treatment plant use electrical power, an economical approach is to specify high efficiently equipment when making replacements and explore returns on investments from establishing backup solar power and/or batteries which can simultaneously enable lower operating costs over time.



### **KP 5: Bolster Edgecomb Pond Dam (& Manage Finkle Brook Levy)**

Edgecomb Pond, the community's water supply, is held back by a manmade dam. Its outlet Finkle Brook tumbles easterly besides Finkle Road and Valley Woods Road (County Route 11), cutting into glacial soils, and crossing under Route 9N and entering Lake George just north of Veteran's Park. Town officials are focused on reducing hazards at the impoundment. They are preparing to bolster the dam's spillway and make upgrades so there is resilient construction that can hold large volumes of water which may collect after extraordinary storms. The Town also wants to undertake programming of stream to enhance stream corridor drainage, protect road bases from washouts, and capture eroded soils closer to points of release and before reaching the Lake. Evidence suggests that erosion has picked-up in recent decades, so much so local officials are concerned about a sand levy growing around the stream's outlet and its negative influence on navigation and recreation. The Town seeks to dredge and mange this levy. Just like in other major stream basins along Lake George's west side, Town leaders are prepared to form holistic plans for stream management that will protect these attributes and advance long-term water quality.



### **KP 6: Form a Complete Streets Plan & Adopt Easement Dedication Policies**

Complete streets embody the notion that the local street grid can be readily organized so it provides for the integrated activities of walkers, bicyclists, and transit riders, as well as automobiles. Smart Growth America defines a complete streets approach as one that involves planning, designing, building, operating and maintaining streets in a way that enables safe access for people of all ages and abilities, including pedestrians, people in wheelchairs, and drivers.

In Bolton, striving for complete streets can aid traffic safety and the management of demand for parking. Adopting a complete streets policy can also provide a tool and framework for incrementally addressing sidewalk infrastructure gaps and needed repairs, and may also assist with planning which could deliver high levels of benefits from public streets. These may include coordinated drainage upgrades, establishment of delivery and drop off zones for buses and freight, the provision of bicycle access, or investments in lighting or landscaping in conjunction with planning safe mobility in and out of the community and between land uses.



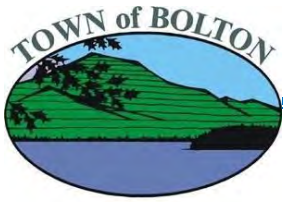
As has been the case nationwide, especially in more automobile -dependent communities, it was typically not a priority to establish sidewalks or invest in their maintenance. The Planning Board now finds it is often negotiating for easement dedications that can be used for constructing or widening streets and sidewalks (or establishing frontage trails). Likewise, such dedications can be used for improving site access by managing curb cuts and lines of sight, and maintaining and enhancing drainage and electrical and telecommunications utilities infrastructure. Therefore, it is also a recommendation to structure updates to street design standards, subdivision codes, and zoning policies in order to require frontage dedications which will enable pedestrian connectivity and the buildout of more complete streets within Bolton.

### **KP 7: Advance Workforce Mobility Innovation & Seasonal & Year-Round Regional Transit Improvements**

As regional transit service transitioned from the Glens Falls Transportation Council to the purview of the Albany-based CDTA, concerns were expressed that they should be made aware of how visitors and workers depend on this service. Future efforts should involve exploring and advocating for different options to enhance the service route, hours of service, and frequency of the seasonal trolley, and establish more viable year-round transit routes and services, all of which are seen as are important to sustaining the local economy. One particular concern is for workers who lack their own transportation and need to be able to get to and from service businesses, which often face







worker shortages. This action also encompasses planning that looks into other ways to serve and support workforce mobility, using van pools, or other options.

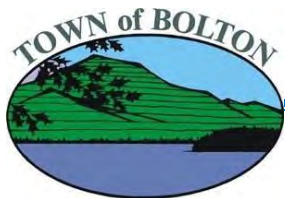
### **KP 8: Plan & Execute Trails Connections & Comprehensive Recreation Improvements**



There has been excellent success with the Hub Strategy and developing the Town-wide recreational trail system, which is very popular. Yet, multiple remaining actions, inclusive of establishing additional trailheads and trail segments, have been identified by the community as important to complete. Moreover, committing to establishing a 10-year recreation plan could provide detailed needs assessment and assist with crafting diverse recreation options for this often visited corner of the Adirondacks. One benefit from a master plan could be its assistance in structuring assets so demand is balanced and there is not a strain on just one or a few resources. Moreover, given diverse tourism visitation and seasonal weather patterns, a comprehensive recreation plan can provide strategizing on ways to optimize existing parks and facilities, plan and budget for maintenance, the development of new complementary projects and facilities, and address specialized topics such as indoor recreation options and support for outdoor winter sports. Such a study could also assist with programming, as it may relate to the Town's summer recreation offerings







for children, including environmental education, services for seniors, or planning and carrying out unspecified arts and recreation services and events.

One topic that has come up during planning is the notion for a strong potential to plan for recreation opportunities within the rural open space environments on the west side of Town covering the hillsides above and the floor of the Schroon River Valley. It was identified this can be a good recreation hub. Besides enhanced Schoon River access and fostering river to ridge hiking trail connections, there might be planning for mountain biking trails and regional on- and off-road connections, such as can complement the specialized mountain biking trail system established in Brant Lake.

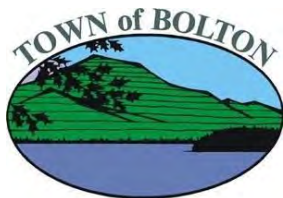


Currently, multiple parties tend to operate from their niches and must find ways to cooperate help structure and sustain sports leagues, or signature events like citizen races or historical enactments, all of which help support a healthy community and builds community cohesion. Having such a plan could help to promote recreation in and around Schroon River, and could be a tool for building capabilities of the Recreation Commission and its potential work and fundraising along with Town Planning staff, and may provide a resource for playing-off of recreation planning by Warren County.

### **KP 9: Promote Commercial Development**



There is interest in diversifying the business base. A way to do this can be attracting or cultivating new business which may support the resident population as well as commercial operations, such as covering legal, accounting, or marketing and other business services. Another way could be helping the small business and home-based business base succeed and grow. In conjunction with that, stakeholders could encourage office space development and utilization, which could assist a successful home business to evolve and thrive. All of these may bring the advantage of increasing people and activity in Bolton Landing or the Huddle outside of the summer peak. Moreover, this rubric of activity could include efforts to establish co-working spaces, which could serve local sole proprietors and small businesses, as well as enable people visiting to conduct business and even extend their stays.



### **KP 10: Bolton Gateway Project**

Route 9N south of Bolton Landing has extensive pedestrian activity and interesting land use forms, including a magnificent view across Huddle Bay by Chic's Marina and the Algonquin Restaurant. Not surprisingly, there is broad-based support for establishing a new sidewalk south of Mohican Road and other design enhancements in this area. Besides prompting drivers to slow down, pedestrian interventions can assist people unfamiliar with this location crossing east and west between commercial parking and high trip generating businesses as well as address people unsafely walking along the highway's shoulders. Local planners have setup some required easements. Designs will need to facilitate driveway access, stormwater management, commercial deliveries, and a quality fit with roadway features, such as stone walls, iron fences, trees, landscaping and adjacent open lawns. It is also important to reinforce the entrance to the historic Sembrich Museum and studio, and not disrupt views of the Bixby Estate on the north just before Bolton Landing. Undergrounding electrical would certainly enhance this areas appearance, it may not be possible due to the high cost of undergrounding electrical lines. Still, going beyond just signage to calm traffic, add sidewalks and pedestrian refuges, and preserve and enhance the character of this part of the corridor will require substantial resources and durable partnerships with NY State Dept. of Transportation and adjacent owners.





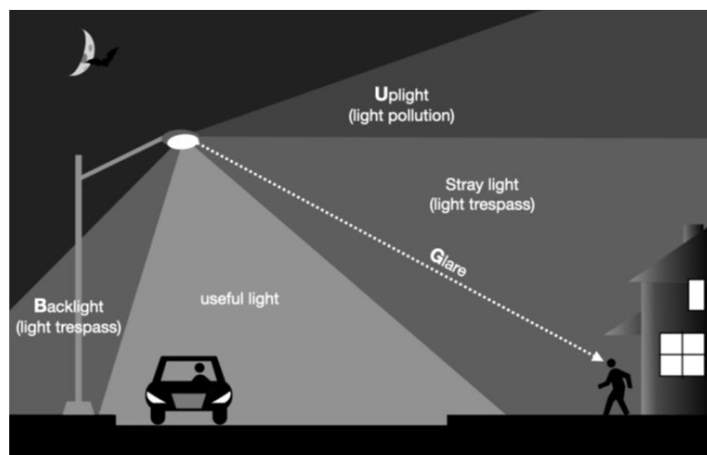


### **KP 11: Dark Sky Conservation/Lighting Regulation**

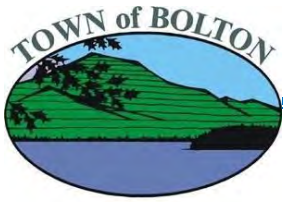
There was limited progress updating regulations as suggested in the 2003 plan, but stakeholders are expressing a renewed interest in addressing the character and appearance of growth. A particular concern is for the ability to maintain a dark sky and manage lighting to avoid excess stray and objectionable glare. Preventing light spillage will protect the distinctive character of the Lake George basin and sustain enjoyment of the night sky for residents and visitors.

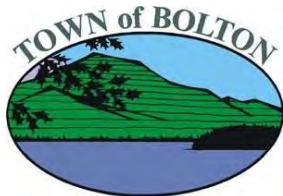
With the innovation in lighting technologies and assessment techniques, well-designed lighting can be used to enhance the appearance of businesses. Decreased costs also make it more feasible than ever to regulate lighting so it supports owner objectives while avoiding intrusions on neighbors. This would have additional benefits such as conserving energy, and reinforcing the vitality of commercial properties and districts. The town should be encouraged to provide a specific framework to ensure quality and attractive outdoor lighting that aligns with public safety, conservation, and visual appearance objectives in future zoning upgrades.

Definitive submission requirements and explicit standards and expectations will enable more straightforward site plan reviews. It is also encouraged to establish lighting design guidelines with graphics that depict desired practices. Since many places are grappling with this topic, an option may be to promote County Planning, or another regional entity, to partner in developing an easy to use and apply resource. Meanwhile, APA's 'Projects Guidelines: Lighting' from 2014 is a good reference document, but tools that go further and breakdown prescriptions of the Illuminating Engineering Society of North America (IESNA), present examples, and address emerging topics such as light emitting diodes (LEDs) and lighting hues, and may be of high utility.







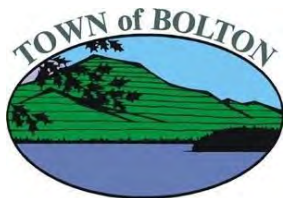


### **KP 12: Enhance Telecommunications/Broadband**

Good wireless cellular service and high speed internet connectivity are essential for daily living and an underpinning of Bolton's economic base, yet there are gaps and service limitations. Planning staff is encouraged to explore whether there is potential to participate in applications or regional partnerships that are being organized in order to secure State and Federal broadband investments. This could entice internet service providers (ISPs) to undertake wiring and switching infrastructure upgrades and establish high speed, land-based broadband service availability throughout all of Town, including in the southern and northwestern quadrants. They could also help the Town Board consider whether and how local public support can be used to assist in making ultra-high speed internet services available, such as if a regional economic development initiative were organized around this objective, or if there was an effort to target a new enterprise which would establish the availability of a new ISP here. Likewise, efforts should continue towards achieving high cellular service penetration in all corners of Town, but done in a way, through deployment of best practices and cutting edge technologies, inclusive of the use of repeaters, camouflaging, and other methods, so there are minimal impacts from such sitings on natural resources and the rural aesthetics of Lake George and the broader Adirondack environments.

### **KP 13: Implement Priority Zoning Updates**

This plan describes many zoning strategies that could be implemented to align land use policies with the Guiding Principles and Goals. Therefore, this action includes efforts to bring forward select zoning upgrades that stakeholders choose as short-term priorities, as well as the setup for others that can be structured after a first essential round of policy implementation planning is undertaken. A number of zoning and land-use law changes were made in the 2003 Bolton Comprehensive Plan however, these changes were never completed or implemented since the adoption of the comprehensive plan. With this upcoming update to comprehensive plan, the town is seeking to complete and implement these zoning and land-use law changes.

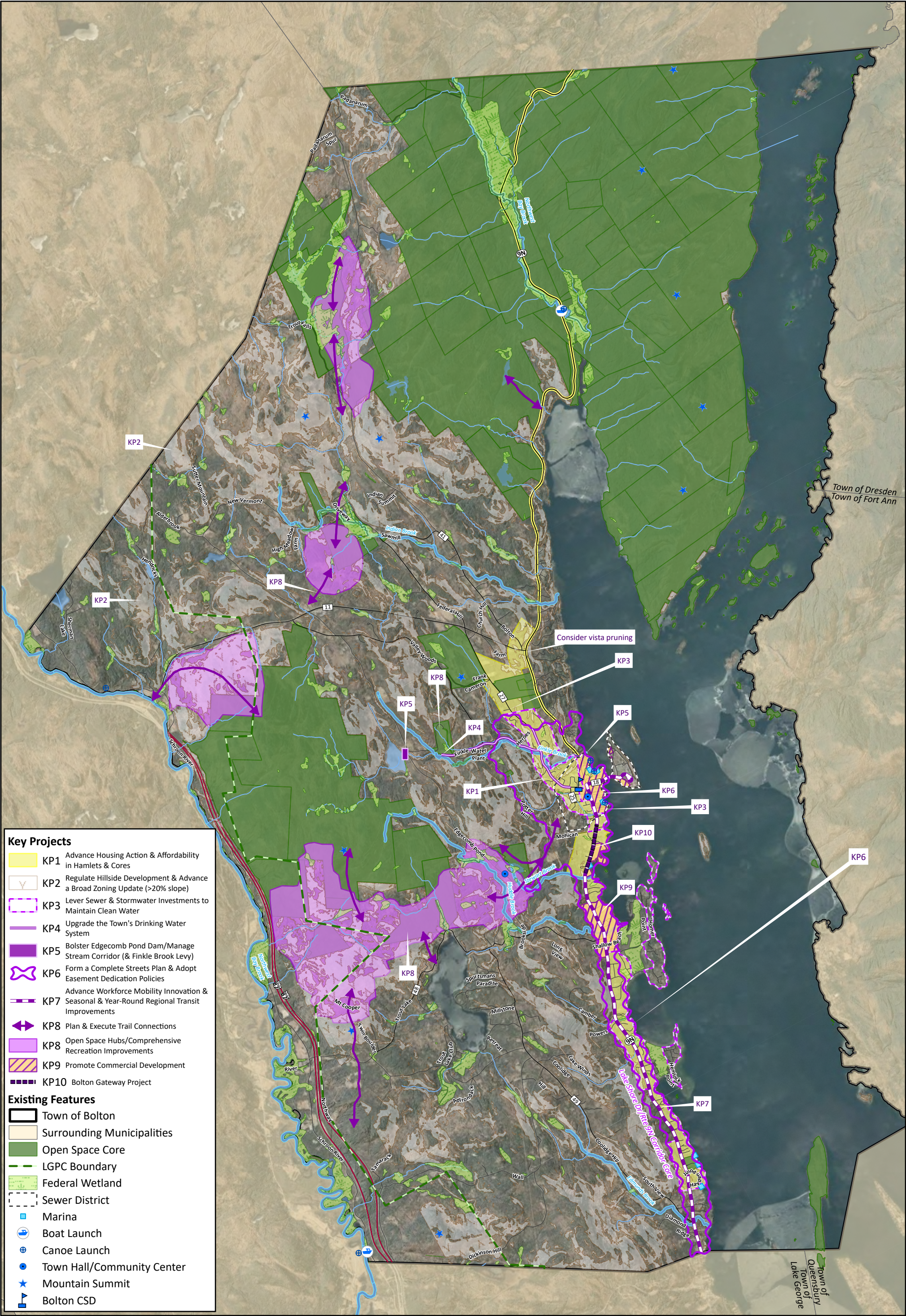


### **KP14 - A Focus on Bolton's School**

Bolton's school system is prominent in life of this community. During planning there was a lot of commentary about an aging population and how families with children often face affordability issues. This is influencing declining rates of young households, plummeting enrollments, and worker shortages. The CPC identifies a need for dialogue about the school's future and its role in Bolton's identity and development. They see benefits from planning for optimizing services and possible community use of the school. This Plan advocates for exploring ways the Town, private and non-profit actors can collaborate with School officials to ensure the resources, organization, and policies of school system are harnessed in support of a quality community and sustainable growth. Since the school sits prominently downtown, this can involve examining the potential role of the school in addressing community health and wellness, daycare, or other programming needs. It can also involve examining possible joint use of school assets for recreation, auxiliary parking in summer and on weekends, or for as yet undefined interests.



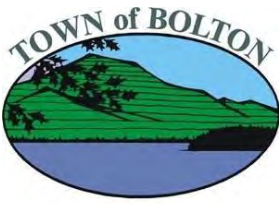




# Future Land Use and Key Projects

Town of Bolton,  
Warren County, NY





## **IMPLEMENTATION PLAN**

### **Implementation Guide & Matrix**

Within this portion of the plan, all of the Goals and Strategies are arranged in tabular format under the six Guiding Principles. When a strategy is identified to align with a Key Project (KP), the table is annotated to indicate a KP-number corresponding with the Key Project description that is provided earlier within the Comprehensive Plan.

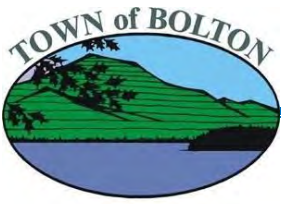
Advancing key projects should provide for alignment with this Plan's Vision and objectives. A Future Land & Key Projects Map shows how Key Projects relate to Bolton's landscape.

Since this Plan is a start, Key Projects are examples of actions that can be used to advance smart and quality growth and sustainable development. There is no order for Key Projects, or requirement to complete all of them. However, there are long-standing issues stakeholders have been working on and seek to prioritize. Primary among these is interest in making refinements to zoning that can better frame and guide growth compatible with protecting Bolton's resource base consistent with the analysis in Bolton's subject-specific plans, such as the Hub Study and the Local Waterfront Revitalization Plan, and fitting with regional initiatives. Across all of the Key Project prescriptions, residents and groups involved in community planning can help define and shape detailed programming and strategy implementation going forward.

Each Strategy is assigned a recommended timeline for implementation as follows:

- S = Short-term: Year 0-2;
- M = Medium-term: Years 2-5;
- L = Long-term: 5+ Years
- O = Ongoing Action/ Policy
- KP = Key Project

The Matrix identifies possible partners for aiding the implementation of a strategy. It also identifies potential funding sources. Potential grant programs and funding sources identified for underwriting a particular strategy action are subject to change from year to year. A fuller examination of the funding source(s) would be required to assess the suitability for use in leveraging action on a particular strategy.

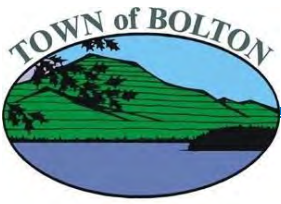


### *Abbreviations Key*

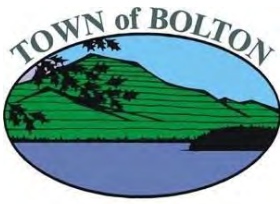
As abbreviations are used in the Matrix, refer to this Abbreviations Key. The following list identifies parties that may be suggested to undertake or take part in implementing an action, including potential regional funding partners and non-profits. The list also identifies possible sources of funds that can be used to leverage action. It includes agencies that may have pass-through **funding which may be available and accessed to assist** strategy implementation.

- A/GFTC: Adirondack/ Glens Falls Transportation Council
  - PL: Metropolitan Planning Organization Planning Funds
  - UPWP: Unified Planning Work Program funding
- APA: Adirondack Park Agency
- Adirondack Foundation (possible housing support);
- Adirondack Roots (possible housing support);
- BFD: Bolton Fire Dept./ District
- BRS: Bolton Rescue Squad
- BCS: Bolton Central School Board/ School Superintendent
- BOCES – Regional Cooperative Education System
- Town of Bolton:
  - AO: Town Assessor's Office
  - BPD: Bolton Police Dept.
  - CPIC: Town Comprehensive Plan Implementation Committee
  - HS: Town Highway Superintendent
  - PB: Town of Planning Board
  - PD: Town Planning & Zoning Dept.
  - RC: Town Recreation Commission
  - TB: Town of Bolton Town Board
  - TH: Town Historian
  - TRF: Town Recreation Fee Assessments (funding)
  - ZBA: Town Zoning Board of Appeals
- CDTA: Capital District Transit Authority
  - FTA funding

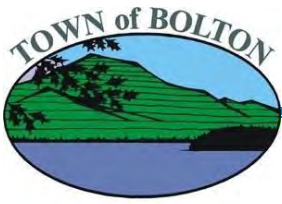




- FHWA (for workforce development transport financing)
- County: Warren
  - CB: County Budget Appropriation
  - CP: County Programs
  - WCBT: Warren County Bed Tax
  - WC: Warren County Board of Supervisors
  - WCP: Warren County Planning Dept.
  - WCDPW: Warren County Dept. of Public Works
  - WCWD: County Dept. of Workforce Development
- DOL: NYS Dept. of Labor
- DASNY: Dorm Authority of State of NY
  - SAM: State & Municipal Assistance Grant
  - Community Facilities & Town Operational Improvements funding
- DOT: NYS Department of Transportation
  - CHIPS: Consolidated Local Street and Highway Improvement Program
  - PSAP: Pedestrian Safety Action Plan funding
  - PaveNY: Pave New York Program
  - SS4A: Safe Streets and Roads for All
  - TAP: Transportation Alternatives Program
- DOS: NYS Department of State
  - BOA: Brownfield Opportunity Act
  - LGE: Local Government Efficiency
  - LWRP: Local Waterfront Revitalization
  - NYF: New York Forward
  - SGZ: Smart Growth-Zoning
- EDA: United States Economic Development Administration (and programs)
- EFC: Environmental Facilities Corp.
  - CWSRF: Clean Water State Revolving Fund
  - DWSRF: Drinking Water State Revolving Fund

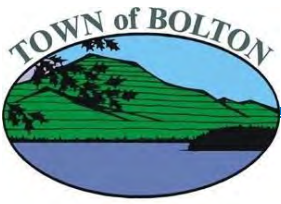


- EPG: Engineering Planning Grant
  - GIGP: Green Innovation Grant Program
  - IMG: Intermunicipal Water Infrastructure Grants Program
  - WIIA: Water Infrastructure Improvement Act
- EPA: Environmental Protection Agency
  - STAG: State and Tribal Assistance Grant
- ESD: Empire State Development
  - BG – Broadband Grants (Broadband Program Office)
  - GF: ESD Grant Funding
  - EJP: Excelsior Job Program
  - MarketNY: Market New York Program
  - PFS: Planning and Feasibility Study
  - RestoreNY: Restore New York Program
- FEMA: Federal Emergency Management Agency
  - HMGP – Hazard Mitigation Grant Program
  - FMA – Flood Mitigation Assistance
- HUD: US Housing and Urban Development
  - HOME – Home Investment Partnership Program
- LGA: Lake George Association/ Fund for Lake George
- LGPC: Lake George Park Commission
- LCLGRPB: Lake Champlain Lake George Regional Planning Board
- NG: National Grid
- NYSCA: New York State Council on the Arts
  - ACI: Arts and Culture Initiatives
  - ACF: Arts and Cultural Facilities Improvement Program
- NYSDEC: New York State Department of Environmental Conservation
  - ASG: Adirondack Smart Growth Grant
  - CSC: Climate Smart Community
  - ISG: Invasives Species Program

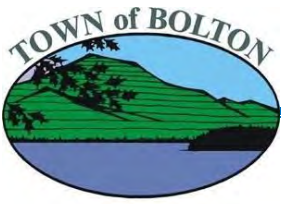


- NANS: Non-Agricultural Nonpoint Source Planning Grant
- UCFP: Urban and Community Forestry Grants
- WQIP: Water Quality Improvement Program
- ZEV – Zero Electric Vehicle
- NYSDHES: NYS Division of Homeland Security & Emergency Services
  - CIGP: Critical Infrastructure Grant Program
- NYSERDA: NYS Energy Research and Development Authority
  - CEG: Clean Energy Communities
  - FT- Flex Tech Program
  - V2G – Vehicle to Grid Pilot Program
- New York State Executive Branch (or not elsewhere listed)
  - NYS Child Care Deserts Grant for New Providers
- NYSHCR: New York State Homes and Community Renewal
  - CDBG: Community Development Block Grant
  - NSP: Neighborhood Stabilization Program
  - NYMS: New York Main Street
  - RARP: Rural Assistance Revitalization Program
- NYSP: New York State Police
- OPRHP: NYS Office of Parks, Recreation and Historic Preservation
  - EPF: Environmental Protection Fund
  - RT: Recreational Trails Program
- PLNYS: Preservation League of NY State
- PPP: Public Private Partnerships
- PTNY: Parks & Trails New York
- Scenic Byway: Lakes to Locks
- SA: SUNY Adirondack - Community College
- USDA: United States Department of Agriculture
  - CF: Community Facilities Program
  - RDG: Rural Development Grant





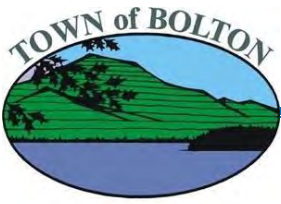
- RU: Rural Utilities Service Water & Environment Program
- US - Federal funding not elsewhere listed
  - BIL: Bipartisan Infrastructure Law (supports energy innovation, transit, et al)
  - NOAA: National Oceanic & Atmospheric Administration – such as for extension around climate mitigation, water quality research and practices.
- WCS&WCD: Warren County Soil & Water Conservation District.



**Housing Choices:**

Protect and enhance the needs of existing and future residents while encouraging diverse and affordable housing options for all.

<b>GOAL 1: Promote housing options for seniors to age in place.</b>		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Explore interest and ways to advance a cohousing pilot.	L	PD, PPP	-	KP1
	Assess feasibility of leveraging smaller-scale development of housing or small independent living facilities for older persons.	M	PD, TB, PPP	CDBG; NYF, USDA	KP1
	Consider zoning changes and programs that provide housing or housing support for seniors.	M	TB, PD, PB, WC	SGZ; CP; CBA	KP1

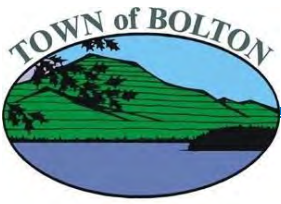


**Housing Choices:**

Protect and enhance the needs of existing and future residents while encouraging diverse and affordable housing options for all.

GOAL 2: Establish significant new workforce and middle-income housing opportunities..		Timeline	Responsible Parties and Partners	Potential Funding Sources	Key Project number
S T R A T E G I E S	Add middle-income housing units within larger projects, such as five or more units to support the local workforce.	O	TB, PD	CDBG; HUD- HOME	KP1
	Establish a subset of housing units that are affordable to the workforce and middle-income residents.	M	TB, PPP	CDBG; NYF	KP1

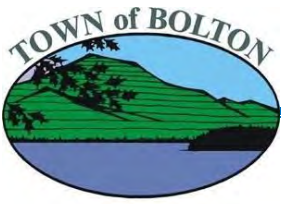




**Housing Choices:**

Protect and enhance the needs of existing and future residents while encouraging diverse and affordable housing options for all.

<b>GOAL 3: Provide for a greater variety of housing units.</b>		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Consider allowing accessory dwelling units on lots with principal owner-occupied residences and updating and even incentivizing the standards for this type of housing creation.	S	TB, PD, PB	SGZ	KP1
	Allow and encourage a broader range of housing types.	M	TB, PD, PB	SGZ	KP1
	Identify locations/ sub-areas to target infill through landowner engagement and multi-party collaboration.	L	TB, PD, PB, PPP	SGZ; NYF	KP1
	Modify zoning to encourage a mix of housing based on local and regional housing plans.	STKP	TB, PD, PB	SGZ	KP1

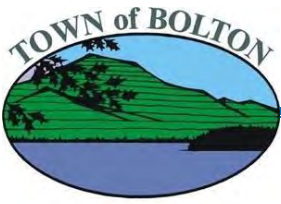


**Housing Choices:**

Protect and enhance the needs of existing and future residents while encouraging diverse and affordable housing options for all.

**GOAL 4: Advocate for establishing regional housing strategy and collaborate on advancing common interests and identified priorities using multi-party engagement.**

		Timeline	Responsible Parties and Partners	Potential Funding Sources	Key Project number
<b>S T R A T E G I E S</b>	Define local point person or committee for interacting with anticipated regional housing partnership.	STKP	TB	Local	KP1
	Establish an actionable local housing strategy, and update it periodically.	S	PD, TB	CB; SGZ	KP1
	Annually track and report on types of units being built.	O	PD	-	KP1
	Continue participation in the NYS Pro-Housing Communities Program and other opportunities improve housing affordability for residents.	O	PD	ESD; NYSHCR	KP1

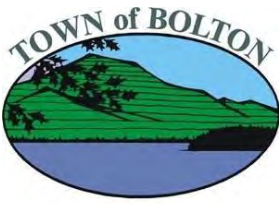


**Living Environment:**

Safeguard to the extent possible the long-term viability of the Town's important natural open space, sensitive environmental areas, and scenic resources for future generations.

<b>GOAL 1: Conserve and protect natural resources such as shorelines, areas adjacent to streams and wetlands, and forest edges.</b>		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Update the zoning regulations to protect shoreline, stream, and wetland buffers from land development.	S	TB, PD, PB	SGZ	KP2
	Empower Soil & Water Conservation District and non-profits to educate residents about the value of natural resources.	O	TB	-	-
	Consider establishing a Climate Smart Task Force.	L	TB, PD	LGPC; LGA	-
	Establish practical zoning standards that limit development activity along steep slopes; discourage significant grading overall.	S	TB, PD, PB	SGZ	KP2
	Advance practices and standards to prevent or manage invasive species during land development.	M	TB, PD, PB	ISG; NANS; LCLGRPB; FFLG	KP13

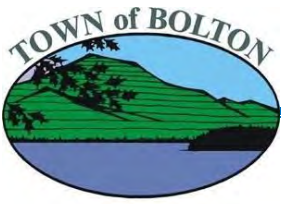




**Living Environment:**

Safeguard to the extent possible the long-term viability of the Town's important natural open space, sensitive environmental areas, and scenic resources for future generations.

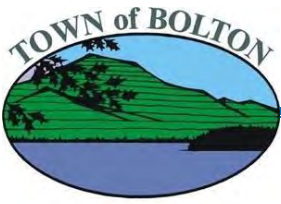
<b>GOAL 2:</b> Guide land use change/ development to fit Bolton's unique rural, residential and environmental character and blend with its scenery.		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Limit visible development along ridgelines and mountaintops through the development of guidelines or standards that avoid removal of vegetation and screen new structures.	SKP	TB, PD, PB	SGZ	KP2
	Provide lighting regulations that avoid light spill and are consistent with dark sky strategies.	S	TB, PD, PB	SGZ	KP11
	Update drainage, grading, and tree clearing regulations for land development.	S	TB, PD, PB	SGZ	KP2
	Monitor implementation of short-term rental regulations and consider updates as needed.	O	TB, PD, PB, WCP	CBA	KP1
	Discourage the development of roads, including access roads, on steep grades that may be inaccessible to emergency responders.	O	TB, PD, ZBA, PB	SGZ	KP2



**Living Environment:**

Safeguard to the extent possible the long-term viability of the Town's important natural open space, sensitive environmental areas, and scenic resources for future generations.

GOAL 3: Ensure water resource protection.		Timeline	Responsible Parties and Partners	Potential Funding Sources	Key Project number
S T R A T E G I E S					
	Form a new Stormwater Management Plan addressing topics such as lake and watershed protection, municipal drainage enhancements, and flood resiliency.	M	TB, PD	LGPC; ASG; NANS; SAM; LCLGRP	KP3
	Improve zoning or other municipal policies to manage runoff during small rain events or deluges, protect water quality, and achieve specific objectives in Stormwater Management Plan.	O	TB, PD, PB	LGPC; LCLGRP	KP2
	Consider water and/or sanitary sewer service extensions and upgrades that help protect the natural environment.	M	TB	STAG; HMGP; SAM	KP3/ KP4
	Advance planning and implementation for capital improvements in the Stormwater Management Plan and aligned regional studies.	M	TB, PD, HS, PB	GIGP; LGPC; LCLGRP; WCS&WCD; WCDPW	KP3
	Regularly invest in road and drainage network to bolster facilities resilience and enhance flows management and treatment.	M	TB, HS, WCDPW, NYSDOT	Local; CB; PL	KP3

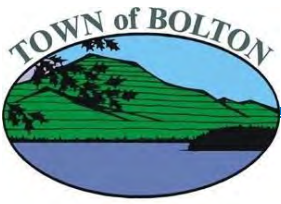


**Living Environment:**

Safeguard to the extent possible the long-term viability of the Town's important natural open space, sensitive environmental areas, and scenic resources for future generations.

<b>GOAL 4:</b> Structure and promote hazard resiliency.		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Continue to upgrade Edgecomb Pond Dam to provide safety and resiliency improvements.	SKP	TB	HMGP; STAG	KP5

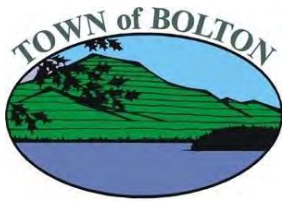




Living Environment:

Safeguard to the extent possible the long-term viability of the Town's important natural open space, sensitive environmental areas, and scenic resources for future generations.

GOAL 5: Foster substantially lower greenhouse gas emissions in the community.		Timeline	Responsible Parties and Partners	Potential Funding Sources	Key Project number
S T R A T E G I E S	Strive for Climate Smart Community Bronze Certification or greater by focusing on municipal actions that help to reduce public expenditures.	M	TB, PD, PB	CSC; CEC	-
	Promote green building and energy star ratings within new development.	M	TB, PD	CSC; CEC	KP13

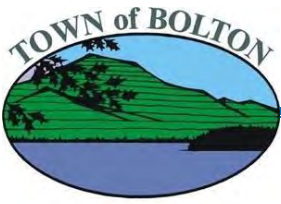


**Community Circulation:**

Promote a safe and diversified transportation system to serve the needs of all residents and visitors.

**GOAL 1:** Attain more complete streets and safely accommodate walking as part of living, working, and playing, as well as accommodate the safe use of bicycles, increased use of public transit, and other forms of personal transport.

		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Adopt a Complete Streets resolution and consider development of a Complete Streets Plan.	MKP	TB, PD, HS, WCDPW, NYSDOT	UPWP; CSC	KP6
	Plan sidewalk and traffic calming on Route 9N extending 0.4 mile south from Mohican Road to vicinity of the Sembrich.	L	TB, PD, NYSDOT	UPWP; TAP	KP10
	Provide for improvements to pedestrian and bicycle safety while supporting use alternative transport.	L	TB, PD, HS, WCDPW, NYSDOT	UPWP; PL	KP6
	Advocate for the continuation and improvement of regional transit that serves the Town, including trolley and year-round routes.	MKP	TB, PD, CDTA, A/GFTC	UPWP; NYSDOL; FTA; FHWA; BIL; PPP	KP7
	Update policies to require sidewalk development and land easement dedications for pedestrian connections.	SKP	TB, PD, PB, WDPW, NYSDOT	UPWP; SGZ	KP6 KP1
	Support regional transport investments and innovations that improve worker access and mobility to and from Bolton.	M	TB, PD, A/GFTC, CoC	UPWP	KP7
	Plan/ define potential pedestrian connections between the Huddle, north to the Sembrich, along Lake Shore Drive.	L	TB, PD, NYSDOT	UPWP; TAP	KP6
	Prioritize and form plans and budgets for sidewalk projects, including new sections or upgrades to existing sections.	M	TB, PD, HS	NYMS; CSC	KP6



Community Circulation:

Promote a safe and diversified transportation system to serve the needs of all residents and visitors.

**GOAL 2:** Enable people to easily connect to and access recreational areas.

**Timeline**

**Responsible  
Parties and  
Partners**

**Potential  
Funding  
Sources**

**Key  
Project  
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**Continue to develop the Town-wide recreational trail system, including multifaceted trailheads, advancing the HUB strategy.**

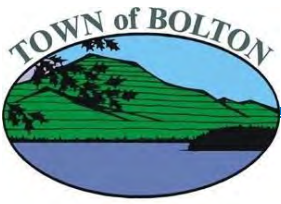
MKP

RC, PD, TB,  
LGLC

RTP; EPF;  
LGLC; PPP;  
TRF; PTNY

KP8

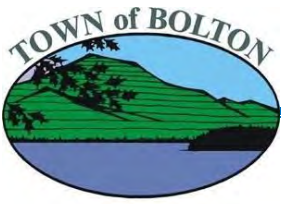




### Community Circulation:

Promote a safe and diversified transportation system to serve the needs of all residents and visitors.

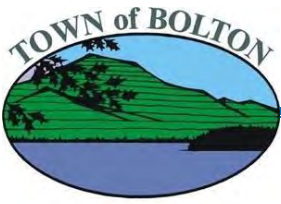
<b>GOAL 3:</b> Improve public access to the shoreline of Lake George and other water bodies.		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Establish a waterfront public access plan to increase the number of points anyone can use.	L	TB, PD	LWRP	KP8
	Develop a paddling trail with expanded canoeing/ kayaking access points/ put-ins and support resources such as signage, boat storage, and access to lavatories/drinking water.	L	PD, WCP, NYSDEC	WCBT; LWRP; RTP; LCLGRPB	KP8



**Community Circulation:**

Promote a safe and diversified transportation system to serve the needs of all residents and visitors.

<b>GOAL 4:</b> Plan and balance parking across neighborhoods and when land development is proposed.		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Develop a downtown parking plan and implement findings.	L	TB, PD	UPWP; SAM	KP6
	Update parking standards in zoning to attain balance and manage paved cover.	M	TB, PD, PB	SGZ	KP6

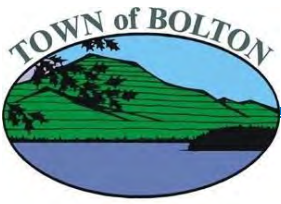


**Placemaking:**

Provide a place that is safe and healthy, as well as one that encourages a distinctive, attractive community character that builds upon the Town's historic development pattern and focuses on community life.

<b>GOAL 1:</b> Preserve and enhance unique qualities of Bolton Landing for the benefit of the entire community.		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Update zoning to guide and incentivize desired growth to aid in achieving community goals.	S	TB, PD, PB	SGZ	KP1
	Develop Hamlet and Route 9N Architectural and Site Design Guidelines.	M	TB, PD, PB	SGZ; UPWP	KP1
	Prepare to update the Local Waterfront Revitalization Plan.	M	TB, PD	UPWP	KP8
	Update signage regulations.	M	TB, PD, PB	SGZ	KP1

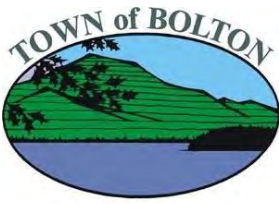




**Place Making:**

Provide a place that is safe and healthy, as well as one that encourages a distinctive, attractive community character that builds upon the Town's historic development pattern and focuses on community life.

<b>GOAL 2:</b> Align and facilitate development in and around Bolton Landing to ensure growth compliments the pattern of natural resources, existing building, and available infrastructure.		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Update Hamlet Plan to guide urban design, main street programming, and advance projects.	L	TB, PD	CSC; LWRP; ASG; NYMS	KP9
	Define buildout impacts if permissible zoning density were increased in the Hamlet.	M	TB, PD, PB	WCP	KP1 KP13
	Explore allowing strategic density in zones around developed cores consistent with the Adirondack Park Agency framework.	M	TB, PD, PB	SGZ	KP1 KP13

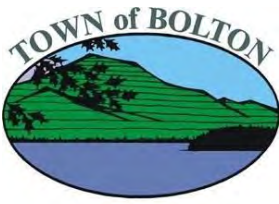


**Place Making:**

Provide a place that is safe and healthy, as well as one that encourages a distinctive, attractive community character that builds upon the Town's historic development pattern and focuses on community life.

**GOAL 3:** Define ways to upgrade user experiences and sustain a vital business environment on Lake Shore Drive/ Route 9N, and especially in Bolton Landing's core and civic destination.

		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Provide Hamlet gateway enhancements as part of corridor upgrades and/or new development.	L	TB, PD, PB	PL/ NYSDOT; Scenic Byway; UPWP	KP10
	Enhance wayfinding and access to shoreline, public places, and trailheads through more interpretive stations/ experiences.	M	TB, PD, COC	Scenic Byway; LCLGRPB; LWRP; FFLG; WCBT	KP8
	Promote water enhanced dining and uses benefiting from water views while maintaining primacy of water dependent uses on water.	L	TB, PD, PB	-	KP9
	Plan parking management, sidewalk upgrades and civic space additions/ enhancements in hamlet to aid pedestrian focus	L	TB, PD	UPWP; NYMS	KP6

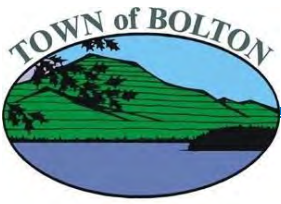


**Place Making:**

Provide a place that is safe and healthy, as well as one that encourages a distinctive, attractive community character that builds upon the Town's historic development pattern and focuses on community life.

<b>GOAL 4:</b> Respect landmarks, special places and unique buildings to reinforce Bolton's unique qualities, sense of place and history.		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Develop roadside scenic overlooks, including on CR 11 (and explore vista pruning by Route 9N intersection).	L	TB, PD, HS, WCDPW	PL; CB; Scenic Byway	-
	Form a historic structures and landscape inventory identifying categories of resources, asset locations, and features descriptions.	L	TB, PD, TH, PB, PPP	Scenic Byway; LCLGRPB; WCP; PLNYS	-

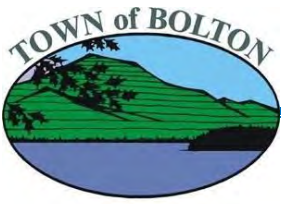




**Place Making:**

Provide a place that is safe and healthy, as well as one that encourages a distinctive, attractive community character that builds upon the Town's historic development pattern and focuses on community life.

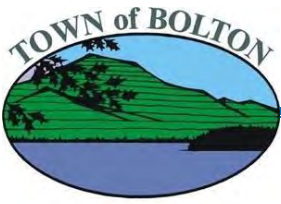
<b>GOAL 5:</b> Bolster and diversify recreation resources as a means of supporting tourism, varied demands, sense of place, and a healthy community.		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Develop a comprehensive recreation plan	MKP	RC, PD	EPF; WC; PTNY	KP8



**Place Making:**

Provide a place that is safe and healthy, as well as one that encourages a distinctive, attractive community character that builds upon the Town's historic development pattern and focuses on community life.

<b>GOAL 6:</b> Protect cultural resources to ensure a high quality of life for residents as well as unique visitor experiences.		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Enable flexible (but not lax) zoning when development might impact estates, historic landscapes, and historic buildings.	M	TB, PD, PB	SGZ	KP2

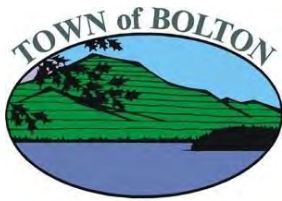


**Economic Vitality:**

Promote efforts that attract, retain, and expand a diversified business sector for the Town, including efforts to provide appropriate infrastructure and encourage related services to support these efforts.

<b>GOAL 1:</b> Enhance recreation and tourism assets and options.		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Continue improvement and promotion of Town parks and beaches.	O	RB, PD, TB	LWRP; RF; EPF	KP8
	Implement planned improvements at NoRoWal Marina.	M	TB, PD, LDC	LWRP; LDC	KP9

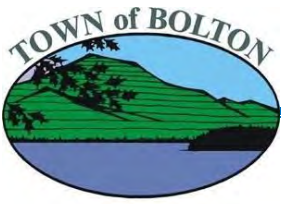




**Economic Vitality:**

Promote efforts that attract, retain, and expand a diversified business sector for the Town, including efforts to provide appropriate infrastructure and encourage related services to support these efforts.

<b>GOAL 2:</b> Bolster sewer treatment and water utility capabilities.		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Complete an overall evaluation of the wastewater treatment facility, main pump stations, and the wastewater collection system to identify specific deficiencies to address critical improvements.	SKP	TB	NYF; WQIP; CWSRF; NYWIIA; EPG; USDA; STAG	KP3
	Continue to improve the wastewater system to reduce nutrients released in the Lake George Watershed.	M- KP	TB	WQIP; CWSRF; LCLGRPB; NYWIIA; EPG; USDA; STAG	KP3
	Upgrade or rehabilitate sewer pump stations to avoid system failure and/or significant water quality impacts.	M	TB	WQIP; CWSRF; LCLGRPB; NYWIIA; EPG; USDA; STAG;	KP3
	Continue to repair/ harden sewer distribution system, including reduction of Infiltration/inflow (I/I)	M	TB	WQIP; NANS; CWSRF; LCLGRPB; NYWIIA	KP3
	Plan and sequence needed improvements to the water distribution system.	SKP	TB	NYWIIA; STAG; DWSRF; EPG, PPP	KP4
	Maintain up-to-date engineering reports and pursue state and federal funding in order to undertake critical drinking water infrastructure upgrades	SKP	TB	NYWIIA; STAG; SAM; DWSRF; EPG, PPP	KP4
	Evaluate the potential economic impacts of expanding water and/or sewer system service area(s).	M	TB	Local; STAG; SAM; CPA	KP3 KP4



**Economic Vitality:**

Promote efforts that attract, retain, and expand a diversified business sector for the Town, including efforts to provide appropriate infrastructure and encourage related services to support these efforts.

**GOAL 3:** Help sustain hotel, motel and multiple lodging uses.

**Timeline**

**Responsible  
Parties and  
Partners**

**Potential  
Funding  
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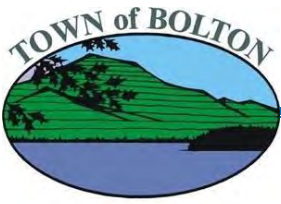
Support regional efforts to assist and leverage owner investments in lodging facilities and sustain this economic sector.

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TB, COC,  
WCEDC,  
WCWD

LGPC; EDA;  
BLDC

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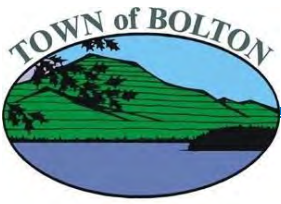


**Economic Vitality:**

Promote efforts that attract, retain, and expand a diversified business sector for the Town, including efforts to provide appropriate infrastructure and encourage related services to support these efforts.

<b>GOAL 4: Support commerce/ commercial development.</b>		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Support workforce training/ development and worker mobility for commercial and main street businesses to support the business needs of Bolton's retail, lodging, restaurants, and marinas.	MKP	TB, COC, BOCES, BCS, SA	DOL; FHWA; FHA; PL	KP7
	Attract compatible non-tourism or tourism-supportive businesses that diversify the local economy and promote economic resiliency.	L	TB, COC,	LDC	KP9
	Support water dependent businesses and facilitate compatible development of expanded or new enterprises and marine businesses, such as involving boat tours, equipment rentals, guide services, and specialty retail.		TB, COC,	WCB; PPP; LWRP; LDC; EDA	-
	Periodically solicit the business community for ideas to bolster or expand commercial businesses.	L	TB, COC	Local; PPP	KP9
	Help facilitate reliable, reasonably priced high speed internet availability and good quality cellular coverage.	M	TB, COC	Local; PPP	KP12

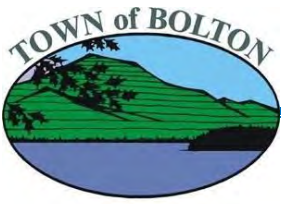




**Economic Vitality:**

Promote efforts that attract, retain, and expand a diversified business sector for the Town, including efforts to provide appropriate infrastructure and encourage related services to support these efforts.

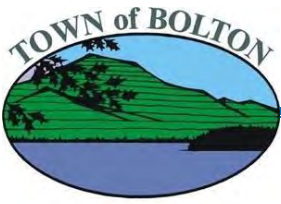
<b>GOAL 5: Support residents in the workforce.</b>		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Support enhanced local child care service options	M	TB, COC	CCDG; PPP	-
	Participate in partnerships and facilitate grants and private investments to improve local broadband delivery and help establish reasonably priced, high speed broadband availability in all parts of Town consistent with regional strategies.	M	TB, COC	BP; PPP	KP13



**Leading for the Future:**

Promote the stewardship of the Town through policies and strategic capital planning that seek to reduce financial burdens on the community, enable strategic growth, increase resiliency, and promote efficiencies that enhance operations and collaboration for future generations.

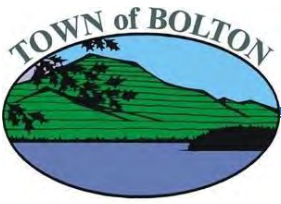
<b>GOAL 1: Cultivate multisector partnerships in order to steward overall economic development.</b>		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Form a municipal economic development working group.	S	TB, PD	-	KP9
	Facilitate local cellular telecommunications enhancements to improve coverage and reliability consistent with regional strategies.	L	TB	PPP	KP13
	Form a municipal capital improvement plan.	S	TB, PD	-	KP3-6; KP8; KP10
	Require Planning Department to provide annual report on implementation and progress of the Comprehensive Plan; form advisory Comprehensive Plan Implementation Committee every five years to review goals/priorities, develop recommendations to Town Board.	O	CPIC, PD, TB	Local	-
	Formulate a plan for preventing sedimentation in Finkle Brook and dredging the sandbar at its outlet.	S	TB	NAN; SAM	KP5



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<b>GOAL 2: Maintain municipal infrastructure and protect it from acute risks from hazards to avoid disruption of services.</b>		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Develop a plan to establish sufficient space for the Police Department.	L	TB, BPD	DHES; Local	-
	Define a detailed program for modernizing the Town highway garage facility (including deicer storage shed/facility).	M	TB, HS	Local; WQIP; CFTOI; USDA-CF	-
	Update the Sewer Use ordinance and ensure consistency with best management practices	O	TB, PD	-	-

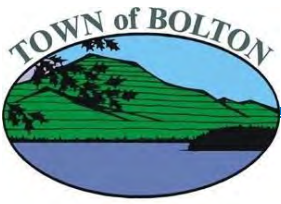


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<b>GOAL 3:</b> Support and facilitate improved resource efficiency and conservation (including water and energy) while increasing use and siting of renewable energy.		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Incorporate energy efficiency and waste handling specifications in Town contracts.	M	TB	-	-
	Evaluate the benefits of joining community campaigns such as, community solar, energy efficiency programs.	M	TB, PD	CEC	-
	Continue enhancing water/ sewer metering through the use of state-of-the-art technology; expedite the transition to new meter technology.	S	TB	CWSRF; RU; DWSRF; GIGP	KP3 KP4
	Extend the utilization of Electric Vehicle Supply Equipment for powering public sector vehicles as well as for general public use.	M	TB, PD	ZEV	-

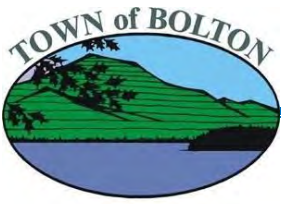




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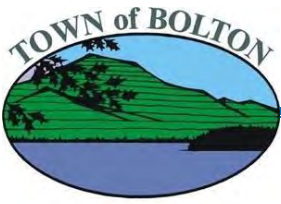
<b>GOAL 4:</b> Develop public facilities to be energy-efficient and able to deliver critical services when there are hazard events, such as severe rains, forest fires, ice storms or heat waves.		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Continue the evaluation of energy efficiency improvements at municipal facilities.	O	TB, PD	CEC; CSC	-
	Continue implementing hazard resiliency improvements at municipal facilities.	O	TB, PD	HMGP	-
	Routinely update the local emergency plan to aid event preparedness and response, including through the availability of temporary shelter for residents and tourists.	O	TB, FD, PD, WCS, WC	-	-



**Leading for the Future:**

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<b>GOAL 5:</b> When contemplating capital investments, consider ways to achieve better levels of service and overlapping uses.		<b>Timeline</b>	<b>Responsible Parties and Partners</b>	<b>Potential Funding Sources</b>	<b>Key Project number</b>
<b>S T R A T E G I E S</b>	Pursue Town IT system modernization and digitization of key records.	M	TB, TC	LGRMIF	-
	Establish dialogue between the Town Board and School Board to explore interests related to how the school can be used to assist future community development.	O	TB, SB	-	KP14



**Leading for the Future:**

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**GOAL 6:** Promote shared services including shared use of facilities generally, and during emergencies, as a way to support economical public expenditures and protect public health.

**Timeline**

**Responsible  
Parties and  
Partners**

**Potential  
Funding  
Sources**

**Key  
Project  
number**

**S  
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Maintain and expand opportunities for shared services with other municipal entities, such as, the School District, local governments, and Warren County

O

TB, SB

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KP14