



CORE IMPROVEMENTS

INDIAN LAKE

INDIAN LAKE CORE IMPROVEMENTS

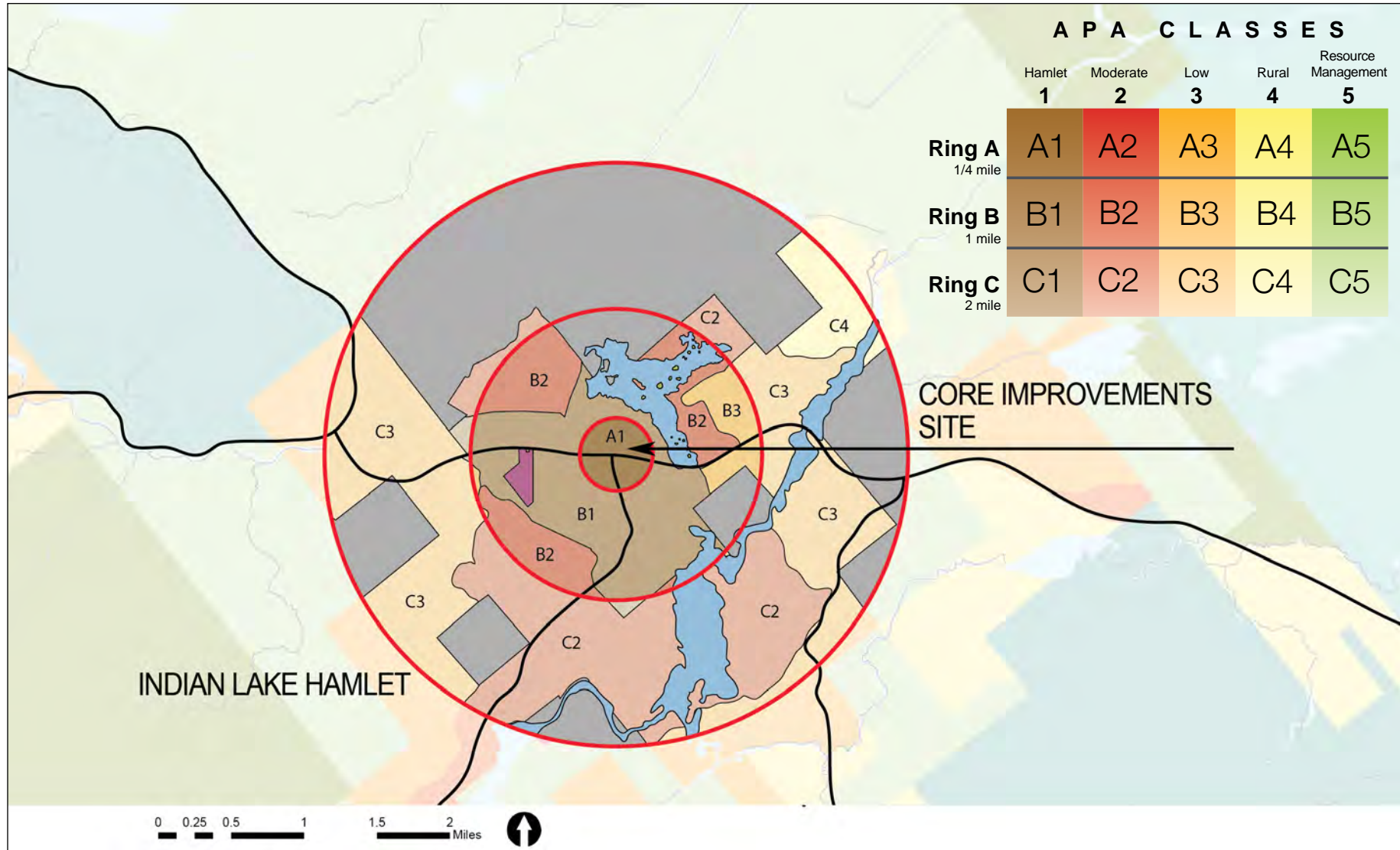
The center of the Indian Lake hamlet is defined by the “T” intersection of Route 30 and Route 28. Unfortunately, due to general decline, the hamlet has been unable to take full advantage of its prominent location. Following the workshop in Long Lake in April 2013, community leaders and members of the project team made a site visit to Indian Lake to view the situation. Indian Lake faces a series of difficult and all-too-common problems: building vacancy and deterioration, absent and indifferent landowners, incomplete and lackluster streetscapes, missing connections to natural amenities (nearby Adirondack Lake, Abanakee Lake and Indian Lake) and sparse hamlet amenities (conspicuously lacking a grocery store).

Notwithstanding these challenges, the town fervently desires to reverse their decline. To aid in this reversal, the focus of the H3P2 efforts is on the area immediately surrounding the hamlet core: the 28/30 intersection. This same area had been addressed in the previous Hamlets 2 workshop; however, with changing hamlet dynamics, a fresh look is required to design for a more positive Indian Lake hamlet future.

The town fervently
desires to reverse
their decline.



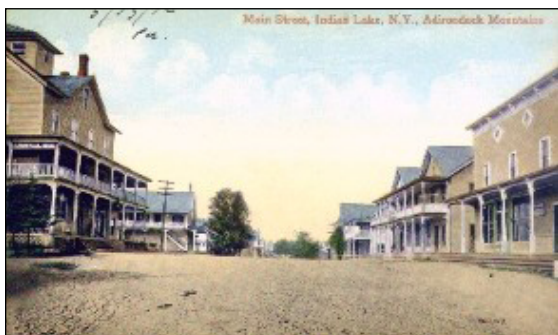
GROWTH RING ANALYSIS



The expansion model is organized around three concentric rings centered around the core of the hamlet. These rings represent approximate travel time to the hamlet center and when overlayed with the APA Land Use and Development map, outline potential areas of prioritized smart growth development (40). Indian Lake's core improvement site falls within the **A1 suitability: greatest inward potential for residential, commercial, cultural redevelopment and infrastructure/business improvements.**

HISTORY

Indian Lake, the most populous town in Hamilton County, was established in 1858. Located deep in the heart of the Adirondack Park, Essex County and Warren County border its east with the Hudson River as part of the eastern town line. The hamlet evolved around early lumber camps, where logs were floated down the Hudson and Schroon rivers. It has been called both the “Moose capital of the Northeast” and the “Whitewater capital of New York State” due to its proximity to whitewater access on the Hudson River.



Postcard depicting Indian Lake's Main Street circa 1910.



Postcard depicting a local hotel around 1912.

HAMLETS3: PHASE2



Looking south at the 28/30 “T” intersection. This site is part of the center of the H3P2 project in Indian Lake.

PRESENT CONDITION

With a population of just over 1,350, Indian Lake is like many small towns across the U.S. in relative decline. However, listed among its assets are an active movie theater and performance space as well as two golf courses and several good restaurants.

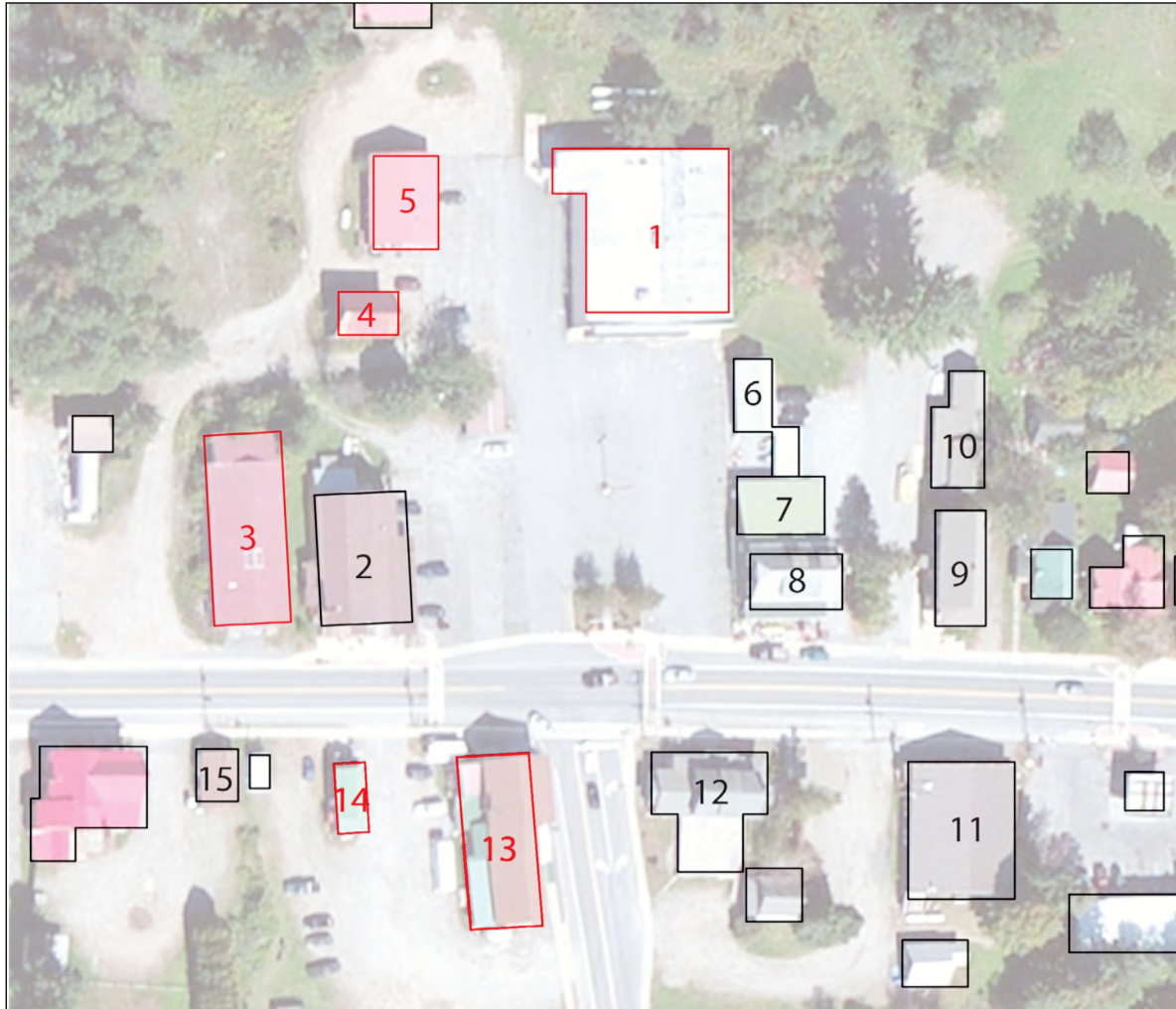


Members of the H3P2 team meet with town representatives on site during the workshops.



H3P2 team members and town representatives discuss the issues related to the Indian Lake site.

SITE BUILDING ASSESSMENT



Redevelopment Priorities

1. Former Grand Union: vacant, poor condition.
3. Former Car Dealer: possible brown field, poor condition
4. Vacant Building: poor condition
5. Vacant Building: poor condition
13. Vacant Commercial Building
14. Commercial Building (same owner as Building No.13)

Other Hamlet Core Buildings

2. Indian Lake Restaurant
6. Hardware Store Shed
7. Hardware Store Shed
8. Hardware Store
9. Rafting Company Office
10. Associated with Building No.9
11. Fire Station
12. Commercial Building
15. Chamber of Commerce Building

An assessment was conducted and provided to the H3P2 team to ascertain the condition of the hamlet core buildings. This resulted in a focus on four vacant buildings (1, 3, 4, 5) which are all in poor condition and unfit for restoration. These properties should be cleared to open space for new core development.



Focus area of the core improvement project

LOOKING FORWARD: INDIAN LAKE 2025

Indian Lake Vision Statement Summary

- Vibrant Main Street, anchored by the theatre, with restaurants and attractions active in the evening
- Year-round, sustainable, flexible community with stable employment for all, particularly young people and young families

FROM GUIDING THE BOAT, 2010-2011 COMMUNITY PLANNING PROGRAM

Three key goals for the Town include:

1. Access to a variety of fresh, affordable food available at a convenient grocery store.
2. An all season attractive and sustainable mixed use downtown.
3. A business infrastructure to sustain a healthy community with employment opportunities for children to work after their education completed.

VISION FOR HAMLET CORE IMPROVEMENTS

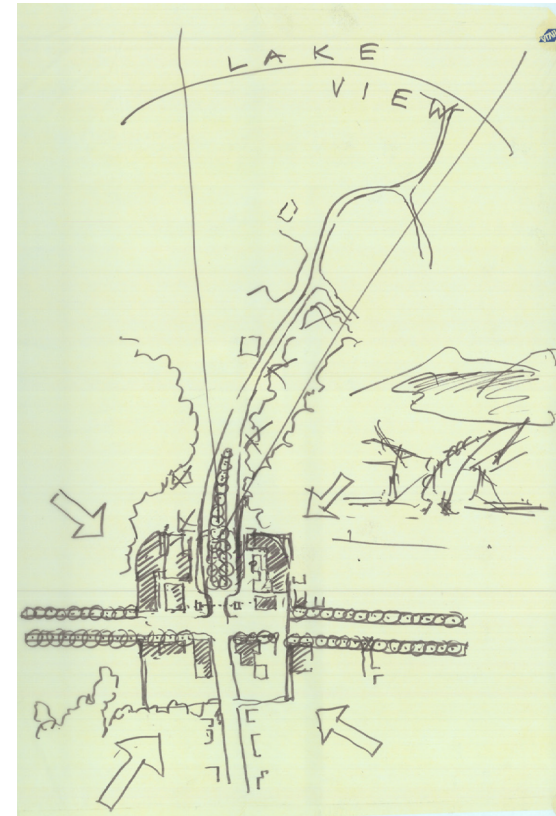
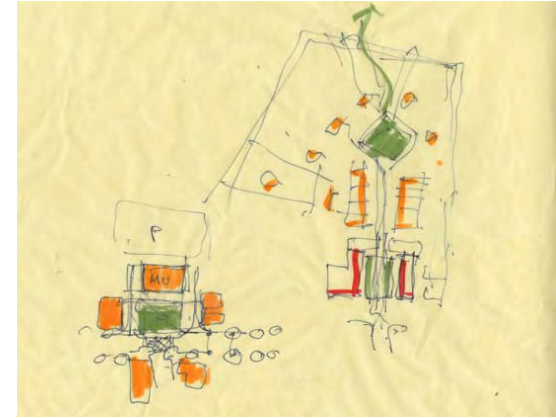
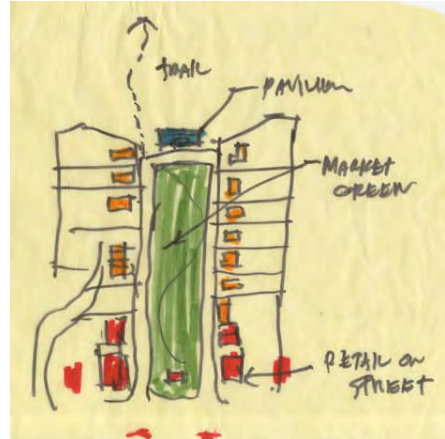
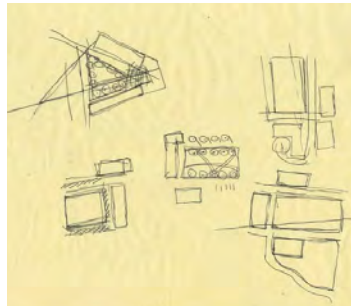
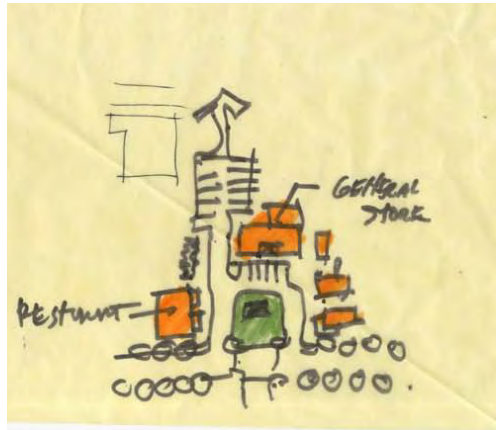
- An active, compact and attractive town center containing a variety of small businesses.
- Multiple dining options including cafes, delis, bakeries and diverse ethnic cuisine.
- Variety of well used lodging for recreational visitors.
- Trolley system to connect visitors and residents to the lakes, hiking areas and shopping centers.
- Full schedules of activities at the Community Center, Indian Lake theater and local public school for all ages.
- New visible town beach on Lake Abanakee.
- Many white water rafting outfitters with rafters staying afterward in town.
- No traffic signals.
- Year-round festivals and town recreational amenities.
- Accessible broadband and cell service throughout the hamlet, attracting teleworkers.
- Local responsive local health care services and an assisted care nursing home.
- Affordable housing in multiple types.
- Stable but younger population with excellent and innovative schools.
- Improved housing and building with new construction.
- Dependable infrastructure with local power generation at nearby dams and wind farms, good sewer and water quality.



Indian Lake mainstreet Route 28

DESIGN PROCESS AND INSPIRATION

Two larger tracings were made to show alternative thru-road layouts for the space at the 'T' and residential development beyond, with a possible connection to Adirondack Lakefront. In addition, a series of small sketches explore the none-thru-road 'market green' idea at the 'T' and different ways of re-shaping and improving the quality of the intersection space with infill buildings, roads and shared parking lots.



Draft sketches of the site showing evolving ideas on the connection to the Adirondack Lake waterfront and hamlet center.

CORE IMPROVEMENT DESIGNS



PLAN A

By removing the old Grand Union building and other adjacent deteriorated buildings, this design creates a new hamlet 'market green', focusing public use and channeling commercial growth along its perimeter. The space itself could be used by local businesses, arts and crafts venues, shops, gardens, and community-based open-air uses and activities. A trail also links the core to the Adirondack Lake waterfront.

LEGEND

1. Market Green
2. Community Center – General Store
3. Senior Housing
4. Existing Retail
5. Mixed Use Residential/Retail
6. Residential
7. Curbside Parking
8. Parking
9. Pavilion
10. Streetscape Improvements





PLAN B

By extending the 'T' intersection into a cross roads and channeling growth northward, this design creates an attractive greenway or boulevard leading to new housing development and a new Adirondack Lake public beach. This design opens future opportunities for more growth along the new corridor while still concentrating the highest density at the hamlet core.

LEGEND

1. Planted Boulevard
2. Existing Retail
3. Mixed Use Residential/Retail
4. Residential Subdivision
5. Nature Trail
6. Small Waterfront Park
7. Curbside Parking
8. Parking
9. Streetscape Improvements

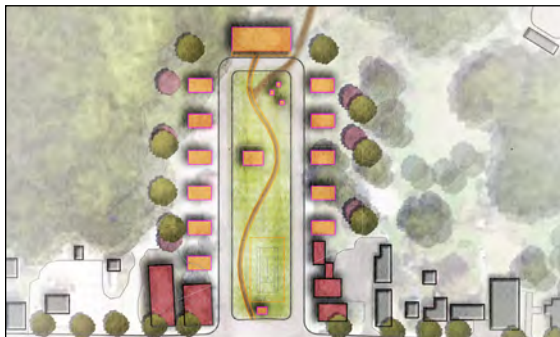


SMART GROWTH APPLICATION

High visual quality attracts investment and reflects a hamlet's history (15). This should be an aim at the 'T' intersection in the hamlet of Indian Lake. The 'T', where Routes 28 and 30 meet, marks the center of Indian Lake hamlet but the space lacks an identity and sense of arrival.

Reminder: the numbers refer to pages in the H3 guidebook.

There is considerable lost space (vacant buildings and land) in the area that lends a poor visual quality to this intersection. Lost spaces can be reclaimed through infill development and public space improvements (55). Increased densities and a compact layout that pushes spaces closer together results in more activity in the public realm (53).



A market green could stimulate investment in the core.

Two site design alternatives are suggested for the Indian Lake 'T'. The first scheme is a thru-road that carries a public greenway to the lakefront and provides for additional residential development; the second

proposes a 'market green' supported by local businesses, arts and crafts venues, shops and apartments, gardens, and community-based open-air uses and activities. These infrastructure improvements will reorganize the development pattern and re-establishing the hamlet center. It could also give new waterfront access to the community and bring renewed life to the hamlet (56-57).



Opening up a boulevard northward enables future development yet concentrates at the hamlet core.

In the long run, this concept would yield a more favorable environment for making investments into an expanded road and utility grid at the 'T' intersection allowing for an integrated residential neighborhood fabric to extend beyond (8 & 54). Smart hamlets provide for year-round, affordable workforce housing—directing investments in existing and new infrastructure (9). This kind of incremental growth can be phased over a long period of time (64) and there are 'improvement district' approaches to financing such development (62).

Additional sketches show the 'T' without a thru-road and the potential for open spaces similar to schemes proposed for Indian Lake

in previous Hamlets of the Adirondacks studies.

Low density, car-oriented commercial strip development plagues many of Indian Lake's main roads and should be intercepted to achieve a more 'nodal' type of development (54). A massive street tree-planting program should be initiated along main street to unify the view in the Hamlet Core Improvement District. The unstructured ground plane in the district lacks edge definition and needs to be redefined with new curbing, sidewalks, grass areas and lighting. Parking should be consolidated into shared lots and attractively landscaped (see Hamlets 2 principles of public space design 91-97). Greenbelts can be used to stop and/or re-direct the spread of commercial strips (54).

Star Lake is a good example of planning for nodal development in a strip commercial environment (36). Nodal development allows for compact, walkable public spaces that promote social interaction at a human scale—energizing hamlet activities (10-11).

High visual quality attracts investment and reflects a hamlet's history.

FEATURED SMART GROWTH PRINCIPLES

Access to Nature: Access to nature provides many with the authentic Adirondack experience (11). One of the main goals of the hamlet and the proposed designs is to connect the hamlet core to any adjacent waterfront.



Moose River, Thendara, New York

Walkability and Human Scale: Walkable public spaces promote social interaction at a human scale, energizing hamlet activities (10-11). Creating an attractive, walkable and human-scaled space stimulates pedestrian energy and commerce.



Old Forge, New York

Compact Mix of Uses: Strong hamlet centers support density and provide a compact mix of uses (12).

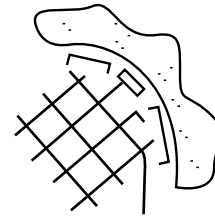
By channeling development into the core area, it builds commercial capacity to attract visitors and enables greater resource efficiency for residents.



High visual quality in Essex, New York

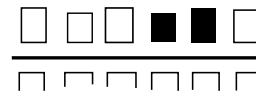
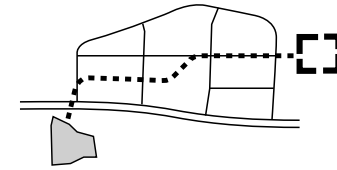
Visual Quality: High visual quality attracts investment and reflects a hamlet's history (15). More than just superficial ornamentation, improving Indian Lake's core attractiveness fosters a positive sense of potential and invites renewal.

DESIGN TOOLS IMPLEMENTED (54)



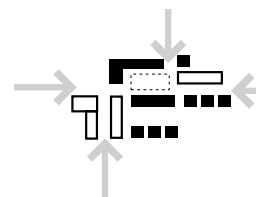
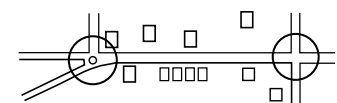
Hold/Wrap Edge: Defined edges prevent scatter development. Retaining a strong development edge with channel development to the Indian Lake core.

Connect Places: Pedestrian paths connect important destinations. The proposals connect the hamlet core to a new waterfront in different ways.



Hold Street Wall: Consistent setbacks enclose the street, creating outdoor rooms. The designs propose a consistent framing of buildings on the main street through infill.

Intercept Strip: Landscaped rotaries break up the strip. Both approaches create attractive visual interest, calming traffic speeds naturally.



Push Spaces Together: Compact development uses hamlet land more effectively. By concentrating town center development, the hamlets land and resources are efficiently deployed.

Fill Block: Reconfigured lots and infill make the case for improving infrastructure. When considering new sewer infrastructure, infill development optimizes use and builds efficient capacity.

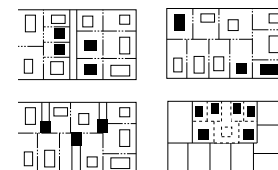


FIGURE GROUND INFILL

A figure ground diagram identifies underutilized parcels within the hamlet. The below diagram uses a hypothetical hamlet to visually compare patterns of black (buildings) to white (open areas) (55). Indian Lake could use this planning tool to identify development opportunities.



Existing figure-ground



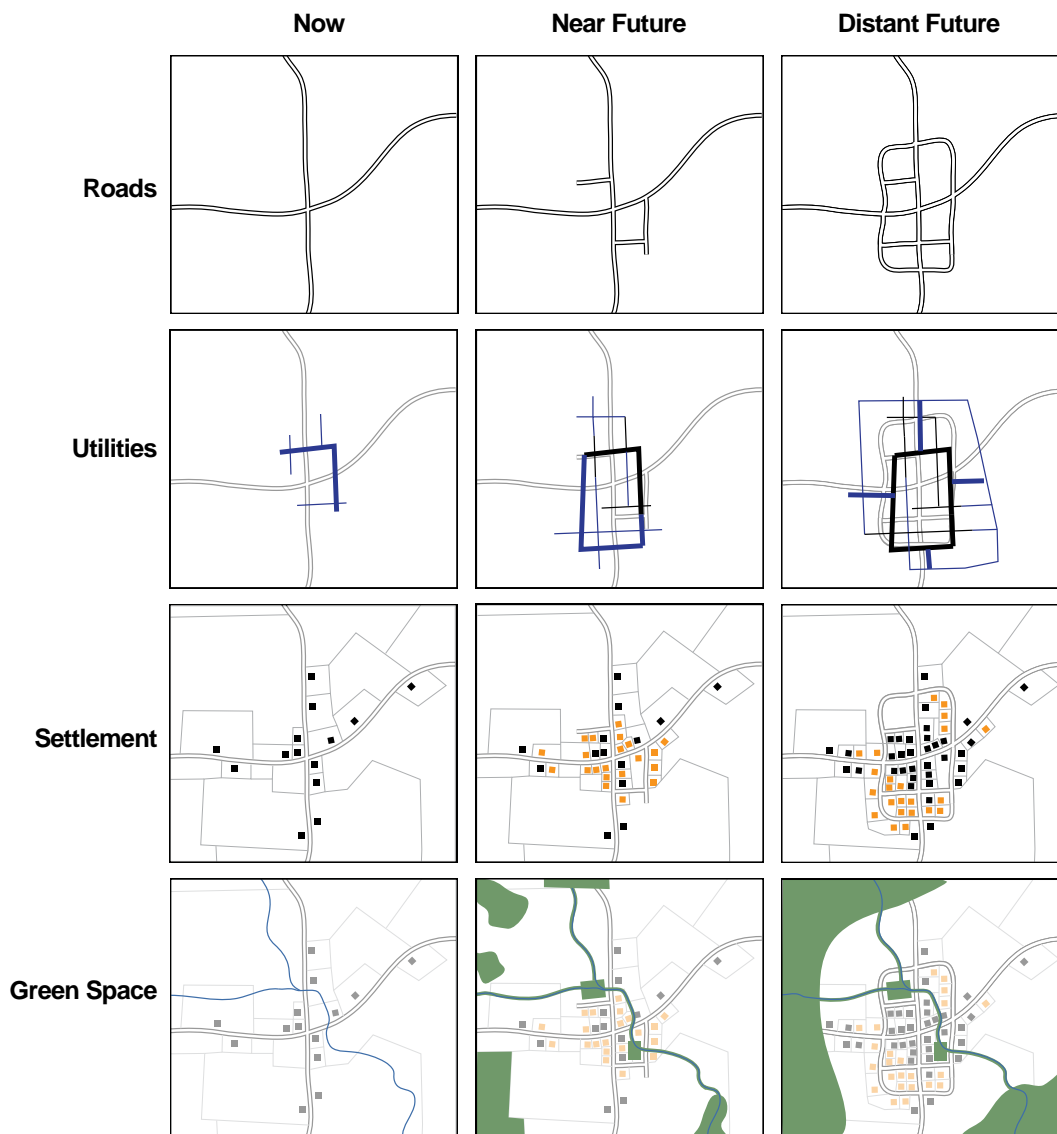
Unplanned figure-ground



Smart growth figure-ground

INCREMENTAL GROWTH

Development in the Adirondacks is largely incremental. Because hamlets tend to build out slowly relative to less rural communities, planning over time, though difficult, is necessary. Communities should plan their roads, utilities and green space well into the future to avoid placeless unplanned linear strip development (64). This hypothetical hamlet can show how Indian Lake's development could progress.



WORKSHOP REVIEW

The on site workshop for Indian Lake took place on September 27th in the Indian Lake Town Hall with 28 people attending including town citizens, representatives, leaders and the H3P2 team.

After introducing Hamlets 3 phase one and background information on hamlet planning in the Adirondacks, the H3P2 team presented conceptual site designs for smart growth projects in the hamlet to facilitate open discussion among workshop participants. Individual feedback was collected via worksheets evaluating various elements of the proposed designs.

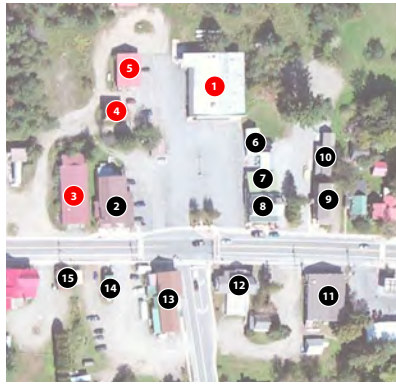

This feedback, along with notes from the H3P2 team, have been collected and summarized in the following section. While this does not represent an exhaustive collection of the discussion, it is an effort to highlight general themes, concerns and ideas formed during the workshop.



WORKSHOP WORKSHEET

HAMLETS 3, PHASE 2 WORKSHOP: HAMLET CORE IMPROVEMENT DISTRICT, INDIAN LAKE

Our sincere thanks for your attendance today. Your feedback is essential to the design of this project and we welcome open and honest comments. Please answer the following questions and turn this paper in after the meeting.

Would you support removal of the old Grand Union building?	Definitely Remove	Probably Remove	Probably Save	Definitely Save	Comments:
Do you support a new link to Adirondack Lake?	Definitely Yes	Yes, Depends on How	Unsure	Definitely No	
Do you want a park/greenspace or a plaza at the 28/30 intersection?	New City Park	Mix of Plaza & Greenspace	Plaza, with shops	Leave as is	
Would you support a business improvement district (BID) in the Indian Lake hamlet core?	Definitely Yes	Probably Yes	Probably No	Definitely No	
What new facilities/amenities would you like to see in the hamlet core?	Fresh food market (grocer) Restaurants Housing Options (apartments, townhomes) Farmer's market Beauty Shop Drug Store Art galleries Antique stores Café's / coffee shops Business incubator / education site Light industry center Other:				
Which of these buildings do you support removing (mark with an X)?					Community Redevelopment Priorities 1 Former Grand Union: vacant, poor condition, absentee owner 3 Former Car Dealer: possible brownfield, poor condition 4 Vacant Building: poor condition 5 Vacant Building: poor condition Other Hamlet Core Buildings 2 Indian Lake Restaurant 6 Hardware Store 7 Hardware Store Shed 8 Hardware Store Shed 9 Rafting Company Office 10 Associated with Building No. 9 11 Stewart's Shop 12 Commercial Building 13 Vacant Commercial Building 14 Associated with Building No. 13 15 Chamber of Commerce Building:
Which do you support restoring (mark with an R)?					
Which of the two plans do you prefer? Please comment on why you favor your selection and offer any modifications or suggestions.	PLAN A		PLAN B		
Comments (please use back of paper as needed):					

COMMUNITY FEEDBACK

68% (13) support removal of the old Grand Union building, with another 26% (5) probably supporting removal. 5% (1) indicated their probable support towards saving the building.

“[The] town needs to adopt policies so that private property owners conform to a cohesive plan when renovating or building.”

Regarding a new link to Adirondack Lake, 58% (11) indicated support, either definitely or that it depended on the implementation plan. Another 32% (6) were unsure with only 11% (2) definitely against.

Concerning the revised core intersection at Route 28/30, 63% (12) want a mix of plaza and greenspace, 16% (3) want to see a new city park, 16% (3) want a plaza with shops and 5% (1) want to leave it as is.

“Not in favor of, ‘They paved paradise and put up...’ in this case, a road through nature.”

Support for a Business Improvement District in the core was essentially unanimous with 100% (19) indicating either definitely or probably yes.

When asked what new facilities or amenities residents would like to see in the core, the results were as follows:

Fresh food grocer:	95%	18
Drug Store:	84%	16
Restaurants / Entertainment:	74%	14
Art Galleries:	63%	12
Antique Shops:	63%	12
Cafe / Coffee Shops:	63%	12
Light Industry Center:	58%	11
Farmer's Market:	53%	10
Business Incubator / Ed:	53%	10
Housing Options:	42%	8
Beauty Shop:	42%	8

Other ideas included a copy shop / business support center, bicycle trails, a health care provider, spa or a college satellite site.

“Move [the] firehouse out of town!”

Of the two proposed plans, plan B received slightly more votes with 47% (9) indicating their preference and 37% (7) preferring A;



Roger Trancik describes the Hamlets 3 process

however many had qualitative comments and suggested modifications to the plans.

“Building a town commons maintains a small town feel.”

The town is already actively working towards improving their future. In addition to the strong turnout at the H3P2 workshop, cell phone service and high-speed internet are current projects. Housing affordability is not an issue in Indian Lake. Additionally, the town is located on an abundance of flat buildable land, somewhat rare in the Adirondack Park.



Participants mingle and discuss after the workshop

Although conceptual, the plan presented a new vision for the town core. Some don't see the hamlet as a typical Adirondack lake community. Some wanted to involve Byron Park in the plan, somehow connecting to the core and the proposed waterfront

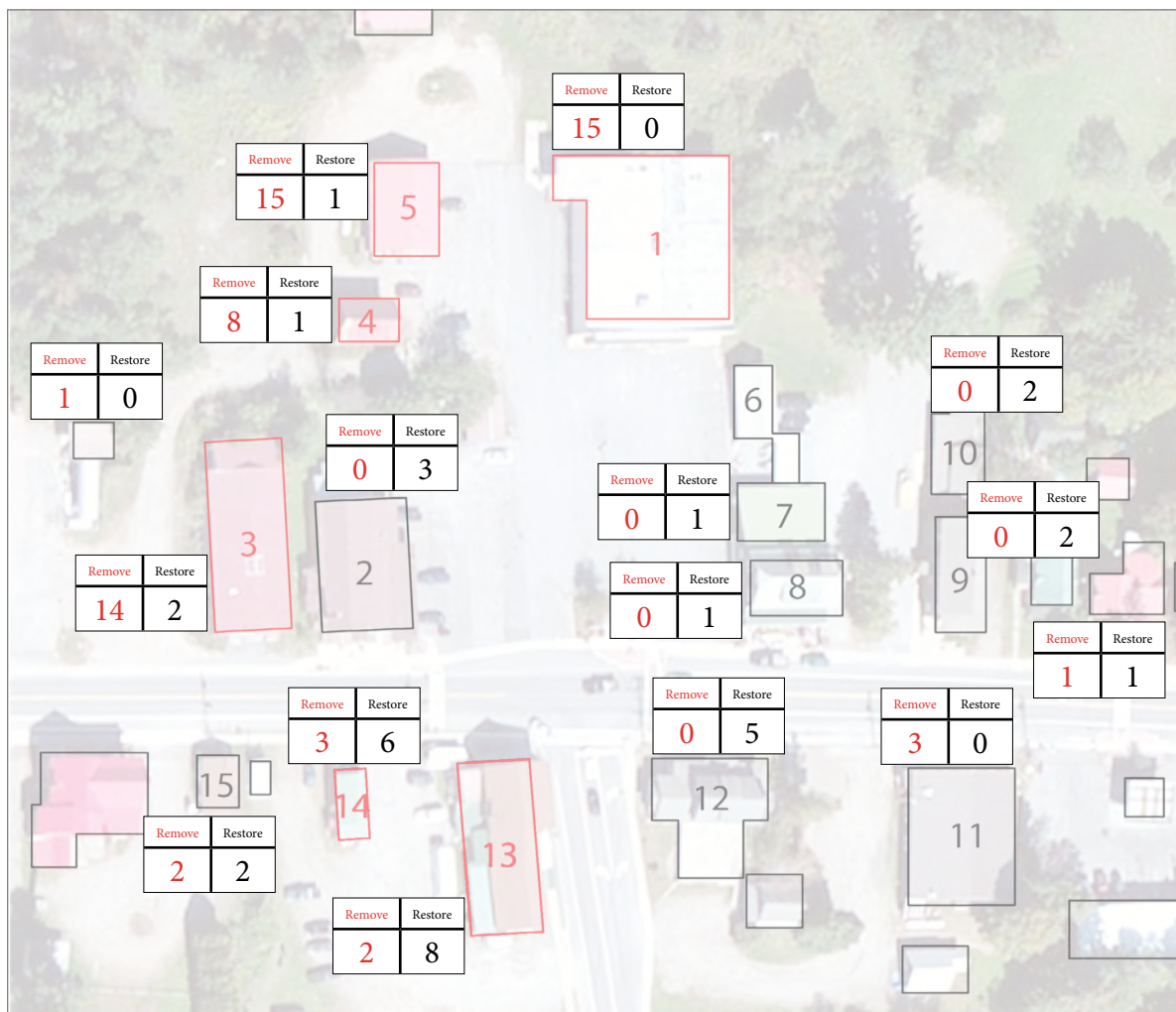
park on Adirondack Lake. Several parcels would need to be acquired, including lake frontage. It was generally agreed however that the core focused on the 'T' intersection needed beautification.

“Byron Park should be part of the plan.”



Strong turnout and participation characterized the Indian Lake workshop

BUILDING ASSESSMENT EVALUATION (FROM WORKSHEET)



Redevelopment Priorities (Feedback)

1. Former Grand Union: vacant, poor condition.
3. Former Car Dealer: possible brown field, poor condition
4. Vacant Building: poor condition
5. Vacant Building: poor condition

Likely Redevelopment

11. Fire Station

Likely Restoration

2. Indian Lake Restaurant
6. Hardware Store Shed
7. Hardware Store Shed
8. Hardware Store
9. Rafting Company Office
10. Associated with Building No.9
12. Commercial Building

Buildings Likely in Dispute

13. Vacant Commercial Building
14. Commercial Building (same owner as Building No.13)
15. Chamber of Commerce Building



Building 1, the former Grand Union grocer building, proposed to be removed.



Building 3, a former car dealer proposed to be removed.



Building 9, a rafting company office, an excellent example of attractive main street building reuse.

