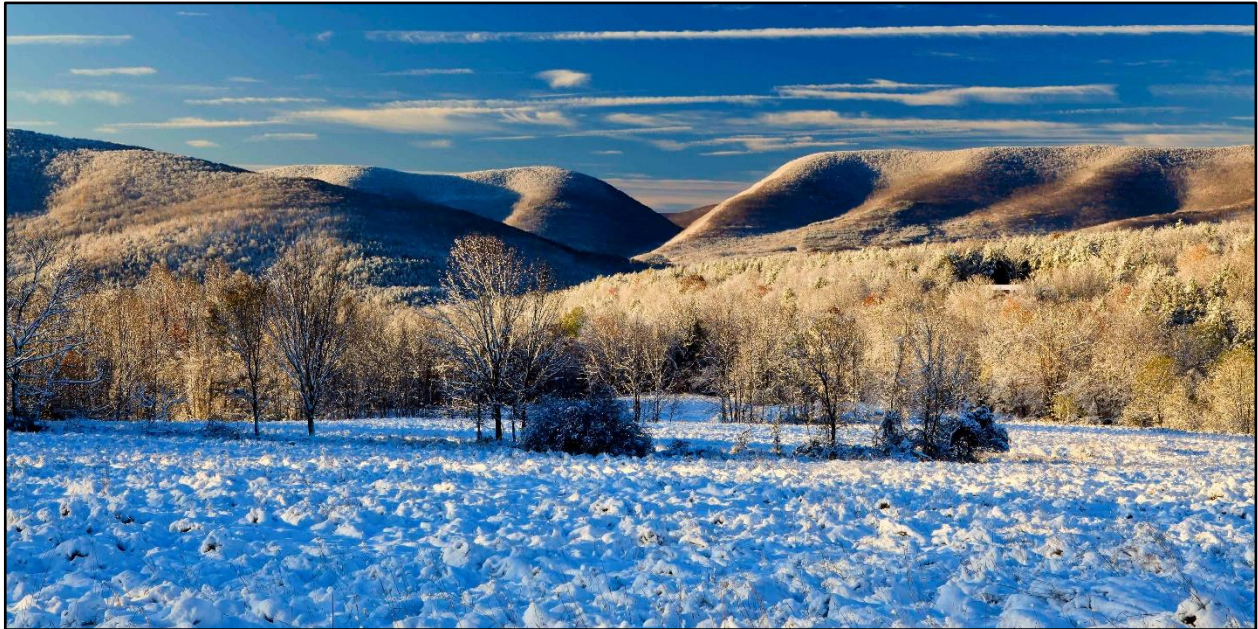
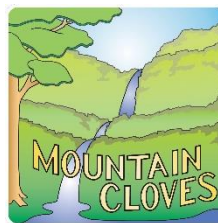


Mountain Cloves Scenic Byway

Proposed Corridor Management Plan for Scenic Byway Extension Towns of Jewett and Lexington



Deep Notch Winter View, Francis X. Driscoll



Prepared by the Towns of Jewett and Lexington
in cooperation with
Mountain Cloves Scenic Byway, Inc.; Town of Hunter;
Village of Hunter; Village of Tannersville

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Chapter 1. Executive Summary

The towns of Jewett and Lexington, situated in the wild interior of the Catskill Mountains, enjoy a rich blend of well-preserved qualities that have attracted residents and visitors for generations. The ever-present backdrop of natural scenery holds an allure that is central to the experience of this place. There is a palpable sense of history that resides peacefully in the layers of the landscape yet readily emerges for the curious traveler. Historic hamlets are alive with today's social and cultural activities, while new enterprises combine harmoniously with longstanding family businesses. The mountains and streams offer seclusion for the rugged hiker and the adventurous angler, and the road system combines gentler terrain with challenging pitches for cyclists of all levels. These and other unique qualities are primary drivers for the extension the Mountain Cloves Scenic Byway into the towns of Jewett and Lexington. The special resources in these towns not only reflect the spectrum of NYS Scenic Byway themes, but they inspire the motivated nominating committee, who puts forth this corridor management plan for the extension of the Mountain Cloves Scenic Byway.

In building upon the Mountain Cloves Scenic Byway Corridor Management Plan (MCCMP), this plan carries the original format with chapter numbers and similar titles. There are important relationships between this plan and MCCMP. The original CMP is comprehensive, containing background information and highlights that are both specific to the town of Hunter and regional in nature. This plan complements the existing work, demonstrating that the intrinsic qualities of Jewett and Lexington embody similarities with the existing byway and the region, yet are special in their own ways. This CMP combines the existing byway – its route, organizational structure, community stewardship, and other critical components -- with the proposed byway. It strengthens the overall scheme of an extended byway and enhances regional relationships with the neighboring Catskill Mountain Scenic Byway (CMSB).

Chapter 2, Project Purpose & Introduction, sets forth the main purposes of the extended byway, the route description and maps, and the overarching vision statement. This chapter also provides a regional perspective that has evolved since the designation of the MCSB in 2013.

Chapter 3, Assessment of Intrinsic Qualities & Context is organized under five byway themes to reveal a rich inventory of resources that helps provide much of the basis for the strategies that follow. The contributions of the Jewett and Lexington byway groups are integral to this section. This chapter also reviews several planning related documents and recommendations that support the byway extension. Echoing the MCCMP, this CMP also “builds on existing ideas”. The implementation of some of these ideas and recommendations is currently active in Jewett and Lexington, and within both the Mountain Cloves and Catskill Mountain Scenic Byway groups.

Chapter 4, Maintaining & Enhancing Intrinsic Qualities adapts the strategies from the MCCMP and complements these with conditions that are unique to Jewett and Lexington. The presence of zoning in the two extension towns is a key element

referenced, as it enables implementation options. This plan also has the advantage of perspectives gained since the designation of the MCSB in 2013. While the chapter discusses 16 strategies to maintain intrinsic qualities, it also works in concert with recommendations in the following chapters. The strategies and recommendations in Chapter 4 can be summarized within four groups:

Preservation - of landmarks, vistas, hamlets, and historical resources

Practices – to maintain roads maintenance, to enhance land use review regulations, and to implement recommendations of plans

Place-based – education, economic development, and visitor experiences

Coordination – especially inter-municipal and regional, and in the context of the byway extension creating new and different experiences in the Catskills

Chapter 5. Interpreting & Marketing the Byway puts forth ten recommendations with discussions, and with idea that the recommendations will spur related initiatives.

- 1) Continue to make hamlets focal points for information and activities
- 2) Produce an audio tour for the Jewett and Lexington portions of the byway
- 3) Enhance the MCSB website
- 4) Update the MCSB brochure
- 5) Establish informational kiosks at key byway locations
- 6) Explore the TravelStorys GPS application for the Mountain Cloves Scenic Byway
- 7) Consider focused interpretive projects on unique places, people, and stories
- 8) Explore ways to better integrate roadside parking areas into the byway experience
- 9) Partner with businesses and other stakeholders to promote the byway
- 10) Continue to encourage and support internships and involve colleges in byway promotion and related efforts

Chapter 6, Traffic and Safety provides additional information about the proposed route by using traffic and accident data collected from NYS DOT. Additionally, MCSB, Inc. (the non-profit management entity) and the Catskill Park Transportation Working Group have been meeting regularly with NYSDOT (and other stakeholders) on matters pertaining to both specific byway locations and regionwide policies and actions. The chapter also cites how existing working relationships between the two towns and the county highway department form the basis for ongoing management related to potential measures to enhance safety and improve the byway experience.

The discussion in Chapter 7, Byway Management, is organized under three principles: a successful management organization, the application of stewardship practices, and the continued leveraging of partnerships. The byway extension has the great advantage of building upon the demonstrated success of MCSB, Inc. and the two new towns will be joining an atmosphere of collaboration that has gained momentum in recent years. The chapter's recommendations are:

- 1) Complete the process of incorporating the towns of Jewett and Lexington into Mountain Cloves Scenic Byway, Inc.
- 2) Address the need to build capacity jointly

- 3) Review sources of financial support that have advanced byway goals and identify new potential funding sources
- 4) Explore opportunities for funding through the non-profit MCSB, Inc.
- 5) Reinforce the appreciation of the intrinsic qualities and resources that make the proposed route unique and marketable
- 6) Encourage land use training events and curriculums that can help reinforce preservation and enhancement of byway qualities
- 7) Continue to meet with DOT and DEC and explore opportunities to help achieve mutual byway goals
- 8) Support the completion of the Design of Highway Facilities within Catskill Park
- 9) Support efforts to increase guidance, organization, and application of the Catskill Park Sign Law and Tourist Oriented Directional signs along the byway and in the Park
- 10) Provide input on DEC Unit Management Plans and related land management opportunities



Jewett hamlet from 23C

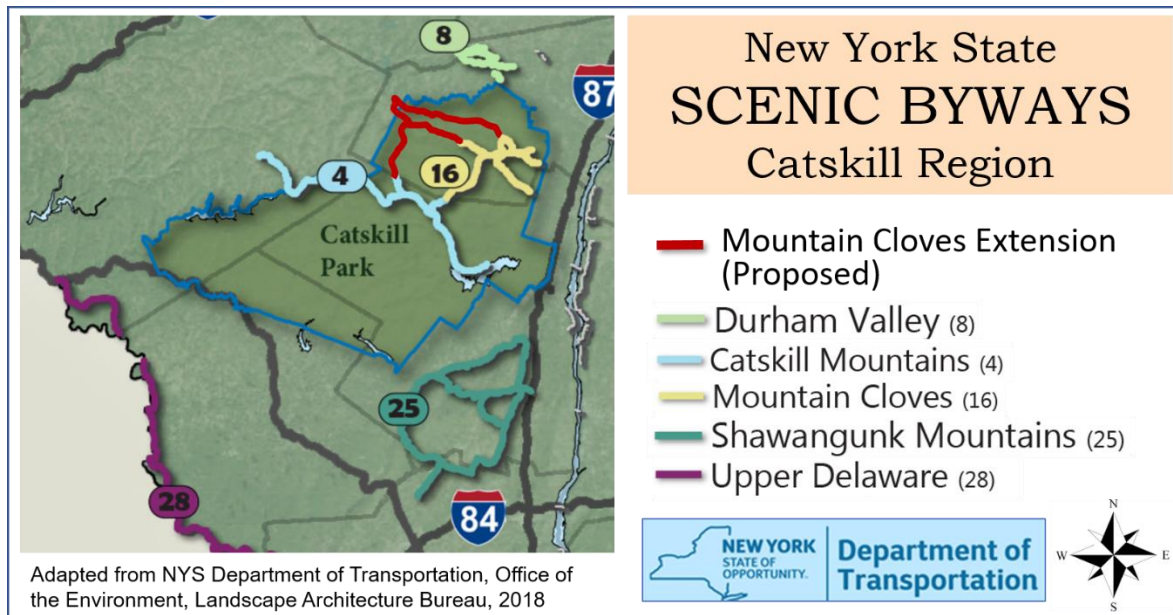
Chapter 2. Introduction & Project Purpose

The Catskill Region is characterized by extraordinary scenic beauty and outstanding environmental qualities, and the towns of Jewett and Lexington share the center of this special place. Along with the mountainous topography, the presence of both the extensive “forever-wild” Catskill Forest Preserve lands and the Catskill and Delaware Watersheds contribute significantly to the regional sense of place. Historic villages and hamlets are nestled mainly in the valleys, creating a historical settlement pattern that has remained largely unchanged. The experience of closely-knit, walkable, mixed-use centers against a backdrop of undisturbed, forested mountainsides and sparkling streams has been sought by visitors for generations. As areas outside the region lose some of their distinctive qualities through changes in land use development, the Catskills have seemed to only increase as a tourism destination in recent years.

Strategies that both retain scenic and natural amenities and support economic activity have been grounded in Catskill tourism promotion and are central to regional planning efforts. Scenic byways are integral in advancing these strategies, in part because they unite rural communities under shared visions, which develop into collective agreements to realize these regionally oriented aspirations. Among the primary purposes of this plan are to:

- Identify, develop an appreciation for, and interpret the assets of Jewett and Lexington; and,
- Work intermunicipally to promote and preserve these assets and set forth a comprehensive strategy for doing so.

Within the larger context, this planning effort not only benefits from the already designated Mountain Cloves and Catskill Mountains Scenic Byways, but it serves to strengthen their relationships through physical connection and enhanced intermunicipal cooperation. Thus, the extension of the MCSB provides a greater ability of a team of local governments to offer a larger byway network to help enhance and sustain the traveling experience of tourists and vacationers. With increased collaboration comes increased opportunities for efficiency and support. For example, recruiting a grant writer is less costly when a consortium of municipalities is involved, and with this intermunicipal cooperation often comes greater probability of funding under several grant programs. Cooperation within the region also facilitates communication with state agencies and helps achieve the consistencies outlined in region-wide plans and policies. Many of the specifics of such enhanced relationships are discussed in this plan. The regional context of the proposed byway extension is shown on the following map.



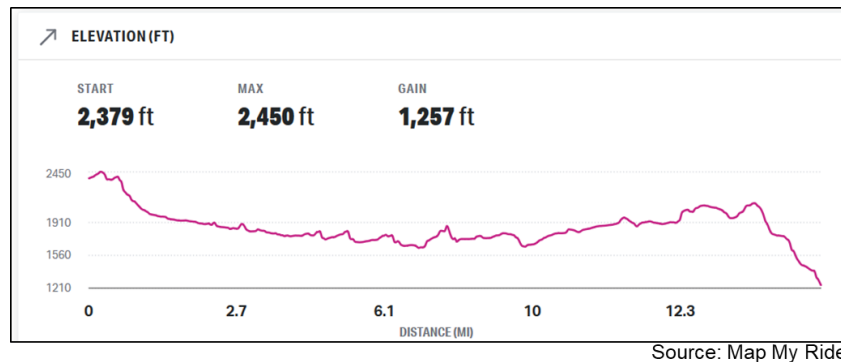
Map 1 Proposed Byway in Regional Context

2.1 Description of the Byway Route

This basic description of the proposed byway, shown on Map of the Proposed Byway Route below, includes mileages and primary locations. Qualitative details and points of interest are found in the maps and route narratives of Jewett and Lexington accompanying Chapter 3. The proposed scenic byway route is an extension of the MCSB and is just under 36 miles in length. Beginning in east, the route proposes two connections with the existing Mountain Cloves Scenic Byway, and at its southern extent, a connection with the Catskill Mountains Scenic Byway.

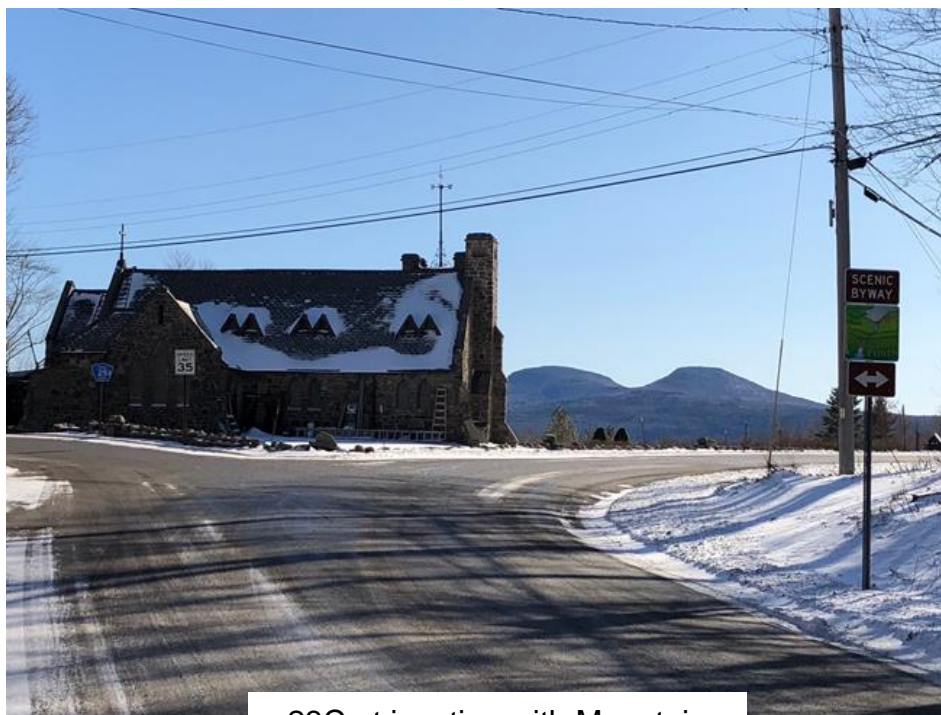
The northern connection with MCSB is on County Highway 23C at the boundary of the towns of Hunter and Jewett (photo p. 9). (The 2-mile segment of 23C in the town of Hunter is part of the designated MCSB.) Continuing west on 23C, the route follows the undulating county road through highly scenic landscapes that include active farms, historic homes, small businesses, mountain vistas, and panoramas of the Catskills. Passing through the hamlet of East Jewett in just over one mile, the route travels through Beaches Corners at 6.8 miles and County Highway 17 just to the south of hamlet of Jewett at 9.9 miles. Climbing and twisting away from the East Kill Valley, the road reaches an elevation of 1970' before arriving at West Jewett (11.5). (The western portion of 23C is also known as Airport Road, as there is small, seldom-used or abandoned airstrip, Maben Airport, that sits atop the plateau of Maben Hill near the western end of the proposed byway.) At just under 12 miles, the byway route enters the town of Lexington. Dipping and again rising, the route reaches its point of highest elevation at 14 miles. This section has outstanding views of Deep Notch. Descending steadily, then sharply, the route reaches its northwestern terminus at the Prattsville town line, 15.7 miles from the Hunter town line. To complement this description, the 23C section of the proposed byway was charted from east to west on Map My Ride, a website that enables cyclists to access comprehensive information on routes. As

illustrated in the graphic below, the route's roller-coaster profile features numerous hilltops and includes an overall elevation gain of 1257', with a loss of 2450'.



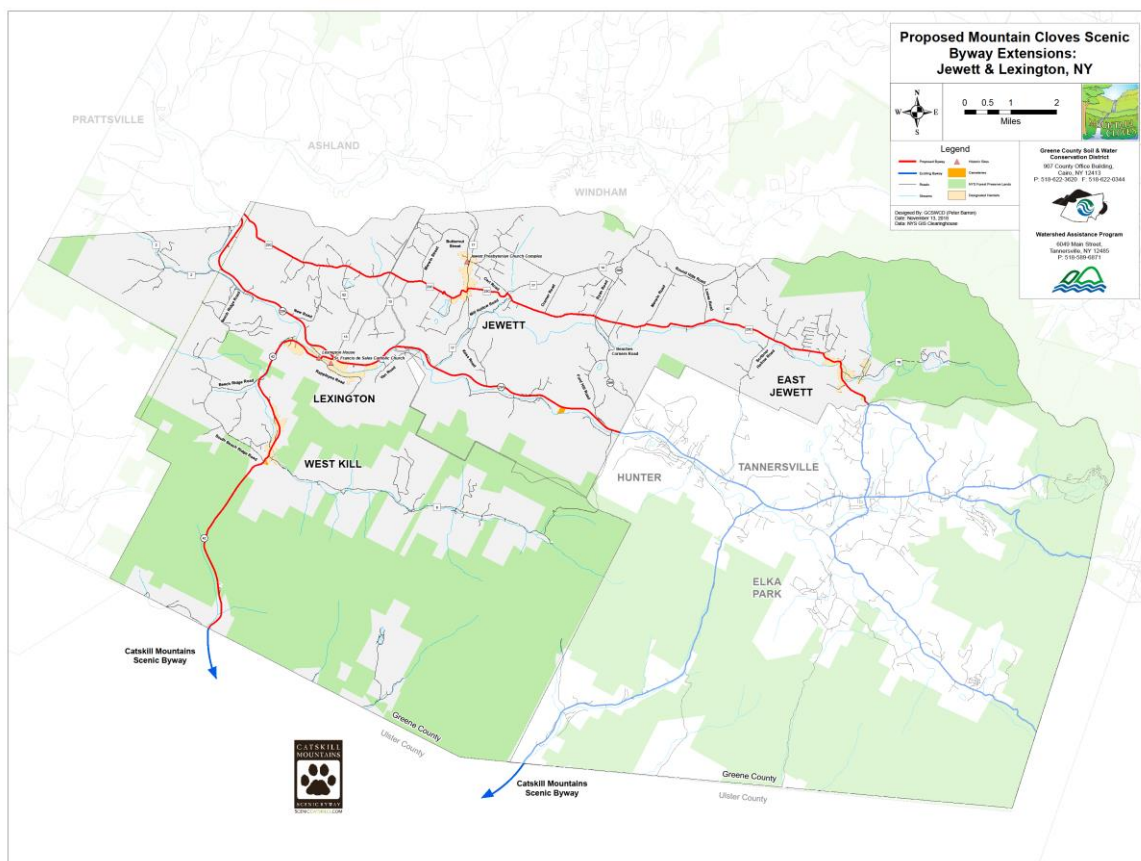
The steepest grade (near the western end) is over 19 percent, and several other pitches exceed 10 percent. A portion of the route has been included within the Tour of the Catskills cycling race.

The second connection with MCSB is on State Highway 23A at the Jewett-Hunter Line. Moving west, the denser collection of structures falls away and the landscape opens to the Schoharie Valley and spectacular mountain views. South Jewett is reached in just over a mile, and at 4.4, the East Kill Valley at Jewett Center. Crossing the Lexington town line at about 5 miles, the scenic route winds along the Schoharie and arrives at State Route 42 and the hamlet of Lexington at 7 miles. Continuing west, 23A reaches the bridge to Mosquito Point at 9.6 miles. From here the route bends north with the Schoharie Creek and ends at the Prattsville town line for a total of 11.6 miles along 23A.



23C at junction with Mountain
Cloves Scenic Byway

The third section of the proposed byway extension is along State Route 42 from 23A to the Lexington-Shandaken boundary, a distance of 8.6 miles. After crossing the Schoharie Creek and passing through the hamlet of Lexington, the route departs from the Schoharie at one mile and enters the West Kill Valley. At 4.1 miles, the hamlet of West Kill is reached, and the height of the Deep Notch is at 5.1 miles. The extent of the proposed route at the Shandaken boundary (Ulster County) is also at the point of connection with the Catskill Mountains Scenic Byway.



Map 2 - Proposed Byway Route

2.2 Vision

The implementation of this plan's recommendations is guided by the straightforward vision statement below that was developed by the Jewett-Lexington nomination committee. The committee recognizes that the abundance of existing resources within the proposed corridors are ideally suited for byway designation and will benefit greatly from the strategies put forth in this plan to help organize, protect, interpret, promote, and sustain the byway. With this nomination, the communities seek to affirm the qualities that define the sense of place and to establish a program that will help support the enjoyment of these qualities for future generations.

The extension of the Mountain Cloves Scenic Byway through the towns of Jewett and Lexington expands the profound traveling experience into the wild interior of

the Catskill Mountains. The communities understand how sharing the byway's offerings will increase appreciation of the region and reinforce the local economy. With the addition of 36 miles, the new route will embrace valleys, traverse ridgetops, and offer superb mountain and streamside vistas. Travelers will enjoy a setting rich in history and experience the small-town charm of hamlets, working farms, and locally operated businesses. As the journey unfolds, the prospect of various outdoor adventures will call to visitors. Streamside rest areas will encourage photo and fishing opportunities. Signage for trailheads will inform tourists of the extent of wild territory that awaits exploration. Inviting lodging and restaurant options, among other local businesses, will reinforce the desire to discover the byway's offerings in greater depth.

Sustaining the vitality of the byway will be a rewarding partnership between the communities of Jewett and Lexington, as well as with the representatives of the well-established Mountain Cloves Scenic Byway. Coordination in the greater region will be enriched through ongoing relationships with other byway partners, including the Catskill Mountains Scenic Byway. The extended Mountain Cloves Scenic Byway will enhance efforts to promote and preserve the mountaintop communities and build upon the successes of working with regional stakeholders to leverage assets and address challenges.

Chapter 3. Assessment of Intrinsic Qualities

3.1 The Regional Context

One of the Catskills' greatest advantages also poses a challenge. Located within a three-hour drive from the NYC metropolitan area, many visitors enjoy only day trips or short overnights to single destinations. The dominant east-west corridors and the associated exits on the NYS Thruway influence travel along State Routes 23, 23A & 28. In establishing a second connection between the 23A and 28 corridors, the extension of the MCSB and its connection to the CMSB will offer a scenic byway loop and create synergies for the two byways to increase cooperation. Interpretive byway information found on websites, printed materials, and at roadside information points can help reveal the wealth of attractions to explore, reinforcing the reality that discovering the Catskills is more than a single-day endeavor.

Scenic byway nominations are to be built upon the presence of one or more of the six themes set forth by the NYS Scenic Byway program:

- Scenic
- Natural
- Historic
- Recreational
- Cultural
- Archeological

The abundance of resources along the proposed byway enables, and calls for, an interpretation of most of these themes. For it is the combination of these themes that offers a continuation of the “profound traveling experience” charted in the MCCMP. While recognizing that the interconnections of these themes are deeply woven within the landscape fabric of both towns, the summaries of this section focus on highlighting the individual expression of the themes.

3.2 Planning Support

This section reviews the existing body of plans that support the development this CMP in both towns as well as in the region. The review illustrates the relationship between many of the recommendations of the various planning efforts and the creation of this CMP, which helps combine and advance these recommendations. The discussion concludes with a review of the local planning activities and studies associated with the development of this CMP.

The possibility of extending the Mountain Cloves Scenic Byway westward through Jewett and Lexington was discussed during the nomination process of the currently designated byway and is referenced in principle in the MCCMP. The extension concept was included by the nomination committee at their presentation to the NYS Scenic Byway Advisory Board and was later encourage by staff of the state scenic byway program. This concept also emerged as a primary activity of the Joint Byway Group (MC & CM) who convened in 2016 to help advance grassroots regional tourism

marketing. The CMSB CMP also recommends making the connection between the byways on Route 42.

Also, in 2016, the town boards of Jewett and Lexington each adopted a resolution appointing two members to serve on local byway groups and work cooperatively with the municipalities in the MCSB to explore the extension of the byway. These resolutions were incorporated within a successful grant application to the NYS DEC's Catskill Park Smart Growth Implementation Program, which supports the development of this plan.

3.3 Comprehensive Plans

Town comprehensive plans in the Catskills tend to reflect regional conditions and tailor strategies that build upon the strengths of the scenic beauty, rural culture, outdoor recreation, and the abundance of public lands. Opportunities to enhance tourism are also encouraged, so long as the rural character is retained. The *Town of Lexington Comprehensive Plan (2003)* expresses these values:

"The acquisition of large portions of Town land by the State for the Catskill Park and the ongoing purchases of land by New York City to protect its watershed have assured that the forested mountains will remain undeveloped. The strongest commercial businesses should be built around these resources, including hunting, outdoors recreation, and related services. In the next 10 to 20 years, the Town should create opportunities for new businesses and jobs in the existing hamlets, and at the same time strive to maintain low density residential development in the outlying areas. The long term vision for the Town is to grow slowly and carefully, while maintaining the quiet, rural, neighborly character of the Town. The Town wishes to maintain home rule to the greatest extent possible, to support a stable local economy for the benefit of its residents, and to provide a safe, healthy environment for all of its families."

Following on the vision developed for the community, the plan's strategies are designed to preserve and reinforce the historical land use patterns, these reflecting what is contemporarily known as "smart growth".

The [*Town of Jewett Comprehensive Plan \(2007\)*](#), in putting forth its top opportunities, lists:

- Existing Catskills tourism base
- Public support for managing development to preserve the character and environment of Jewett
- Promote cooperative efforts to solve regional problems

And the top three threats identified in the public planning process:

- Lack of control over logging
- Ridgeline development that alters character
- Additional development that erodes rural character

The Jewett plan's vision incorporates the visions of the 1976 and 1990 Jewett comprehensive plans, as these are consistent with the vision components developed for the 2007 plan. In advancing the vision, the plan sets out numerous actions, including strategies "Related to Rural Character; ... to Protect Scenic Resources; and... to Protect Open Spaces."

While both the community character of Jewett and Lexington and the contents of their individual comprehensive plans offer general support for byway nomination, the two towns working together is of course a key ingredient in this nomination. Their joint efforts are summarized at the conclusion of this section.

3.4 Regional Planning

Historically, regional planning in the Catskill Park was challenged by perceptions that it was “top-down” (not grounded locally). Experiences in the Adirondack Park (the establishment of a state agency and regulations) and the formation of the NYC supply system in the Catskills (the construction of six reservoirs that supplanted human settlements) reinforced these perceptions. However, the reorientation of NYS’ Scenic Roads Program to the current NYS Scenic Byway Program ensured that a scenic byway was to be nominated locally, from the “bottom-up”.

With ensurance that successful regional planning was locally driven, these efforts began to gain more traction. Of particular relevance to this scenic byway nomination is the [Mountaintop Community Recreation, Cultural Resources and Scenic Quality Strategy \(2009\)](#). The “Mountaintop” is the term that refers to the nine municipalities in Greene County that have land area within the Catskill Park (the term is sometimes divided as Mountain Top). Jewett (entirely within the Park) and Lexington (mostly in the Park) occupy the central area of the Mountaintop.

The *Mountaintop Community Resources Strategy* emphasizes how the traditions of tourism and outdoor recreation are rooted in the beauty of the region and are foundations of the economy. The Plan brings together all the Mountaintop communities and fosters public and private partnerships and investment. It also recognizes that protection of the resources is linked with peoples’ experience and appreciation of the Mountaintop’s special sense of place. The Strategy supports the nomination for the Mountain Cloves Scenic Byway (under development at the time), and it recommends expanding the byway system beyond the town of Hunter, “in keeping with holistic planning across the region.”

“The project’s holistic approach integrates the natural, recreational and cultural values of the area while making the most of public investment, supporting economic development using eco-tourism principles, establishing partnerships between the public and private sector, and ensuring consistency with past planning efforts by taking recommendations to the next level of detail through implementation. ... For the first time, the Mountaintop communities have come together to develop an overarching plan that sets forth a collective vision for addressing current economic challenges in relation to the region’s tourism attractions.” -- *Mountaintop Community Resources Strategy*

3.5 Local Revitalization Strategies

Lexington

In the wake of the unprecedented flooding associated with Tropical Storm and Hurricane Irene in 2011, several Catskill Mountain communities, including Lexington, undertook [Long-Term Community Recovery Strategies \(LTCRS\)](#) and [Local Flood Analyses \(LFA\)](#). Additionally, Lexington completed a [Hamlet Revitalization Strategy](#) in 2019 with assistance from the Catskill Watershed Corporation's Local Technical Assistance Program. The LTAP program provides planning grants to communities with adopted LFAs to help identify new locations for homes and businesses being purchased through the voluntary NYC Flood Buyout Program. Consistent with other LFAs, Lexington's includes recommend actions to remove structures in the floodplain and make physical alterations to streams to reduce flood risk. For example, the LFA recommends removal of one home and the abandoned Lexington Hotel at the center of the hamlet.

Taken separately, but especially combined, the recommendations of Lexington's LTCRS and its Hamlet Revitalization Strategy will benefit greatly from the scenic byway extension. In many ways, the LTCRS (2014) reads like a comprehensive plan, with recommendations and details for economic development, land use regulations and design guidelines, tourism and marketing, historic district nomination, and historic structure rehabilitation and reuse. Resident surveys include the characterization of Lexington as a "drive through" town, yet this is coupled with a collective desire to reverse this perception:

"Yet community residents and stakeholders agree that Lexington has abundant assets: natural beauty; trails, streams, and woodlands that offer year-round recreational opportunities; an active and successful farmers' market; historic structures and hamlets; and an emerging community of talented artists, writers, and performers. A plan is needed to enhance and promote these assets and find new ways to bring visitors to the town." (p. 64)

Whereas, the LTCRS includes a focus on revitalizing the Lexington hamlet, the Hamlet Revitalization Strategy is devoted more exclusively to this need. During the Hamlet Revitalization Strategy project, four community workshop meetings were conducted by consultants, Place Alliance and River Street Planning. Visioning exercises generated a host of ideas centered on reinforcing the hamlet as the hub of activity, as well as the need to strengthen community capacity to advance the ideas. The design concepts are well illustrated, and a detailed matrix of action items is included. Design concepts include: attracting a general store; creating a town center and hamlet green; retaining



Park Design, Hamlet of Lexington (LTCRS, 2014.
Design by Cardinal Direction, Landscape Architecture)

the post office; restoring the Lexington House (which is on the National and State Register of Historic Places); and relocating the Lexington Hotel. This work complements LTCRS's earlier recommendation to develop parkland between the Schoharie Creek and Route 13A.

The considerable nexus between the LTCRS and the Hamlet Revitalization Strategy gives strong support to the byway extension. Common threads can be summarized as:

- Offer travelers more reasons to stop in the hamlets of the town
- Leverage the assets of existing businesses and organize to attract new ones
- Despite the challenges of flooding, reinforce hamlets as hubs of activity, consistent with their special character and (to the extent practicable) with historic development patterns
- Enhance promotion of natural, recreation, historical, and cultural resources and attractions
- Update land use regulations to better articulate the goals of the community and the objectives of the plans
- Build community implementation capacity and seek partnerships and sources of assistance



Conceptual Image of Town Center, Lexington Hamlet Revitalization Study.
(Place Alliance, LLC)

Jewett Heights

Today known as the hamlet of Jewett, this area features a “village square” and is located on County Highway 17, a half-mile north of where County Highway 23C (part of the proposed byway) crosses 17. This village square is notable because this type of village-green design, which is widespread in New England, is rarely seen in small villages and hamlets in upstate New York. The hamlet of Jefferson in Schoharie County

is one known example in the region. The square also contains the only listing in the town of Jewett on the National Register of Historic Places. The Jewett Presbyterian Church Complex (two buildings) is listed for its special and representative architectural features. Although this location is just off the byway, it could be considered a point of interest that can benefit from interpretation and perhaps additional initiatives.



Jewett Heights, Historical View

East Jewett

The town board has been pursuing the concept to establish a visitors' center in this historic hamlet. The center would include a small store and greet visitors destined for Colgate Lake, as well as points west along the Route 23C section of the proposed byway.

Although the town of Jewett has not undertaken a hamlet study, many of the principles and objectives from the plans in Lexington are relevant, and they complement the details of the Jewett comprehensive plan.



East Jewett, Historical View

3.6 Planning Process for the Scenic Byway Extension

The project kickoff meeting was held in May 2018 at the West Kill United Methodist Church. The project coordinator reviewed slides that included: a background of scenic byways in Catskill Park; a summary of the NYS Scenic Byway Program, nomination process, and components of a corridor management plan; and an outline of next steps and project schedule. Discussion topics included the differences between the existing byway and the proposed extension, strengthening community representation on the local byway groups, and the need to review existing planning documents.

The second meeting was held in July 2018 at the West Kill Community Hall. The project coordinator responded to the request to review the slides from the May meeting. The main topic of the meeting covered the content and local roles in the nomination process. The flexibility of the nomination process was emphasized, and examples from other scenic byways were provided, along with handouts. The public involvement process was discussed and ways to strengthen this were agreed upon. Each local byway group also agreed to present their town's intrinsic qualities within the byway theme framework. Relationships between the existing MCCMP and the extension -- particularly the vision and the main theme(s) -- were also discussed. The project coordinator agreed to examine the vision and related aspects of the MCCMP and provide findings at the next meeting.

The September 2018 meeting was held at the Jewett Town Hall. Each town's local byway group ran through a draft of their presentation. Feedback was exchanged and methods for presenting material were reviewed, including mapping, photos, and poster boards. Michelle Yost, Greene County Soil and Water representative and coordinator of the Mountain Clove Scenic Byway agreed to provide support with base maps for each town. Peter Manning, project coordinator, provided a written and verbal summary of the findings of the MCCMP. Essentially, the MCCMP captures the diversity of the byway, its multiple expressions of byway themes, and leaves open many opportunities for its interpretation and promotion. Another focus of this meeting was confirming Jewett's intention of proposing Route 23C as part of the byway. While much of this highly scenic road is in Jewett, its continuation in Lexington is no less amazing, offer stunning vistas. Lexington representatives confirmed that the portion of 23C in their town would also be incorporated in the scenic byway proposal.

Local byway group presentations were featured in the November 2018 meeting at the West Kill Community Hall. Both byway groups provided written narratives, summaries, photos, maps, and posters to detail their corridors' intrinsic qualities and byway themes. The presentations were well received by the audience from both towns. This meeting concluded this portion of CMP development by the local byway groups. The coordinator then developed this CMP in 2019 and presented it to the local scenic byway groups in November. In early 2020, the coordinator met with the local byway groups to discuss minor changes to the draft. Upon completion of these changes, the CMP was presented to both town boards for their review. The draft CMP was then placed on the agendas of

each town board in February (Lexington) and March (Jewett). At these meetings, the coordinator presented an overview of the project, answered questions from board members and the public, and participated in discussions related to the project. Each town made the draft CMP available on their websites. In April 2020, the towns of Jewett and Lexington adopted the resolutions in support of the CMP and scenic byway nomination.

During CMP development, the project coordinator and others involved in the byway extension participated in meetings of the Lexington Hamlet Revitalization project. Relationships between the revitalization and byway projects (and the possible comprehensive plan update) were discussed and building upon these connections was advocated. Updates on the byway extension were also provided by the coordinator at meetings of the MCSB, Inc., the Joint Byway Group, and the Transportation Working Group (discussed in Chapter 4). Communications with membership of the MCSB, Inc. regarding the future incorporation of the two towns into the existing scenic byway management entity also took place. In March 2020, MCSB, Inc. passed a resolution amending the bylaws and incorporating the Jewett and Lexington representatives on the board. These changes shall take effect upon designation of the extended byway.

3.7 Jewett and Lexington Narratives and Inventories

The local byway groups are at the heart of this scenic byway nomination. As with earlier byway nominations in the Catskill Park, Jewett and Lexington enjoy the fortune of having an abundance of qualities that echo and express, collectively, the multiple byway themes. Each local byway group worked to develop the following narratives. Given a host of methods to put forth the special qualities in each town, both local groups chose to write narratives connected with traveling the route and connect these narratives with illustrative maps of some notable corridor features. During the process of creating their narratives and preparing for their presentations, the two groups worked independently and jointly. The two groups developed camaraderie, learned a great deal about each other's communities, and look forward to the cooperative opportunities that lie ahead.



Town of Jewett Byway Representatives Present
Intrinsic Qualities

Town of Jewett

THE PROPOSED SCENIC BYWAY WELCOMES YOU TO THE MOUNTAIN TOP TOWN OF JEWETT

Jewett, with a population of around 1,000 within its 50-mile perimeter, is an un-gentrified gem nestled against the Catskill Forest Preserve, sits in a rolling, narrow valley along the Eastkill Creek. Above it rise Black Dome, Thomas Cole and Black Head Mountains, three of the tallest peaks in the Catskills, with two trailheads right in town. The Jewett Range parallels a drive on Route 23C in the center of the Town. Jewett's weekend athletes hike miles of rugged paths in the forest preserve designated by the state as forever wild. Their less ambitious counterparts scout auctions and antiques and yard sales and shop for fresh produce, eggs, Angus beef and maple syrup at local farms. They all may enjoy beautiful Colgate Lake in East Jewett, or bicycle the winding country roads.

Jewett which was first settled around 1784 and formed in 1849 and was named for Freeborn G. Jewett, who was the first chief justice of the New York State Court of Appeals, is in the center of Greene County in an area that residents call "The Mountaintop". The town is entirely within the Catskill State Park, which continues south and west for 700,000 acres: 42 percent of the park is protected forest preserve and the rest is owned by private citizens and organizations. While only 22 percent of Jewett consists of forest preserve land, the whole town is subject to development restrictions as part of the New York City watershed, and there is protective local zoning as well which help maintain Jewett's rural character and gorgeous vistas.

In summer, classical music concerts are held in the Grazhda, or parish hall, of St. John the Baptist Ukrainian Catholic Church. This impressive structure was built in 1962 without nails, in the style of the Carpathian Mountain highlanders.

In keeping with its rural, small town character, Jewett residents put together their vision when creating the Town's Comprehensive Plan over a decade ago:

- A clean, healthy and sustainable natural environment.
- Good roads.
- An open, responsive, and competent town government.
- Small businesses consistent with the rural character of Jewett.
- A diversity of housing available to all income levels and ages.
- A friendly, neighborly community with high community involvement and spirit.
- An engaged community with a high level of civic pride.
- A mix of ages and income levels as residents.
- Quality public services and amenities.
- A community that integrates primary and secondary homeowners.
- A small but active agricultural base that contributes to the economy,

Strengths of Jewett include: Beauty and rural character, Quietness, Cleanliness, Friendliness, Presence of Planning and Zoning, Low crime, Privacy, Trails, Forests, Wild animals, Fresh air and water, Mountains and views, Sporting opportunities, Limited

government, Low or reasonable taxes, Resort and recreational facilities, Accessibility to New York City (126 miles).

“Get out of the car and stop for a bit!”

The Town of Jewett contains over 7,000 acres of state-owned, forested lands, including Colgate Lake Wild Forest. These lands contain many recreational trails which access ridge lines and mountaintops with stunning views, as well as deep forests and glacially carved valleys with cool mountain streams. The presence of the “forever wild” Catskill Park lands ensures that Jewett will always have an ample supply of open space and forested mountains as its backdrop. Among the most significant scenic mountain features are The Blackhead Range: Black Dome / Thomas Cole mountains to the east of the town; Cave / Tower Mountains, Patterson Ridge, and Round / Van Loan Hills to the north of the town; Evergreen / Rusk / West Kill / Hunter / Onteora / Parker Mountains and the East Jewett Range to the south of the town.

Choose your Proposed Byway trip through Jewett!!

A. Straight run continuing on 23 A from Village of Hunter.

We begin on a piece of the existing Mountain Clove Scenic Byway on NYS Route 23A heading west as it exits the Village of Hunter and enters our Town of Jewett. This route is one of the most picturesque of the proposed Byway as the Hunter Mountain Range spans the left with the Schoharie Creek winding parallel to the road for the entire drive.

On the Left is the Deming Road Bridge that affords access to the Hunter Mountain Ski Bowl (Hunter North Expansion). Five new trails, a new ski lift and a new large parking area provide access to the entire ski resort. Also located on Deming Road is the local business **Mountain Sun Workshop**. It is here that Master Craftsman Paul LaPierre can be found creating things of beauty which include the finest cabinets, custom furniture and architectural woodworking projects. Continuing on 23A we enter South Jewett and are treated to breathtaking views and great photo ops of the towering peaks located within the Rusk Mountain Wild Forest section of the Forest Preserve which you will also see on the left.

Continuing on our journey west we pass the **Hunter Mountain Resort Hotel**, then the historic **Maplewood Cemetery**. This Cemetery was incorporated back in 1891 and is home to 4,700 grave sites on about seven and one quarter acres of land. Continuing west, the road passes over the Eastkill creek, just upstream of the confluence of the Eastkill and Schoharie Creeks (both essential to the Catskill watershed) and will then pass the **Xenia Hotel**. also on our left.

A favorite tourist attraction will soon appear on the right. **St. John the Baptist Ukrainian Catholic Church**. This is the home of the timber-framed **Basilica and Bell Tower** and also the location of the **Grazhda Music and Art Center**. This famous Center hosts concerts, Ukrainian craft workshops and art exhibits throughout the year. Shortly after this site will be a spot on the left to stop and stretch a bit, the **Schoharie Creek Fishing Access and Parking Area**.

The 23A trip through the bucolic and pristine Town of Jewett will end shortly as you cross over the town line and enter the Town of Lexington.

B. County Route 23C proposed loop through Jewett

The Town of Jewett may also be accessed by taking a well-invested detour by making a right turn off 23A in the Village of Tannersville at the light on Main Street before the Tannersville Post office (Hill Street to 23C). Heading north on this existing section of the Mountain Cloves Scenic Byway will take you past the **Mountaintop Arboretum in Tannersville** on the Right where you will shortly arrive at a junction, at the **Stone Church (All Soul's Church)** where you will bear left and continue on Route 23C passing into the Town of Jewett.

Now you will be driving west on 23C downhill. Passing the **Quilted Barn** on the left and then the East **Jewett Fire Department and Rescue Squad**, Colgate Lake Road will be on the right. Colgate Lake is a scenic mountain lake and a nice place to park and walk around taking in the beauty of this lake area amidst the mountains. Colgate Lake Wild Forest is a state owned Forever Wild recreation area that is a prominent destination containing a beautiful pristine lake. It is popular with swimmers, canoeists, kayakers and paddle boarders. The newly reconstructed dam was recently added.

Heading back out continue right on 23C going over the Eastkill Creek. As the road curves, Boy Scout Road will be on the right which leads to **Camp Tri-mount Boy Scout Reservation**. Founded in 1946 this 500 plus acre Boy Scout Camp has earned a reputation for providing one of the Northeast Region's finest summer camp programs. The drive through this area of East Jewett on 23C is one of the local favorites as it parallels the Eastkill Creek on the left and affords a spectacular view of the **East Jewett Mountain Range** just beyond and continuing the entire trip through East Jewett. Passing the Shadow Mountain Bridge adorned with our beloved American Flags, you will shortly arrive at the intersection of Scribner Hollow Road. A very short left turn will reward you with a local farm on the right, **Scribner Hollow Farm**, open June through October, it is family owned and operated with a wide range of herbs and fresh produce, jams and jelly preserves as well as fresh eggs and flowers, and Maple Glen Farms, with local maple syrup which is located on the left. Both are open to the public seasonally and well worth the stop.

Back tracking to 23C we continue west passing our historic **East Jewett United Methodist Church** on the right and our **huge American flag memorial** (Tom Hitchcock) on the left.

Then you will approach a real photo opportunity and if you bring a cooler stop in to purchase fresh cuts of Angus beef steaks at the **JJ Farber Farms (Black Angus Cattle)**. This farm is one of the most picturesque in the entire area, with white- and green-gabled barns it is a 1,000-acre working Angus cattle farm, with a backdrop of forest, mountainside and winding roads and streams, creating a sense of tranquility, the Jewett Range and the Eastkill creek on the left, this lovely farm and cattle with resident mule on the right. Plenty of space on the shoulders to stop and take some great photos



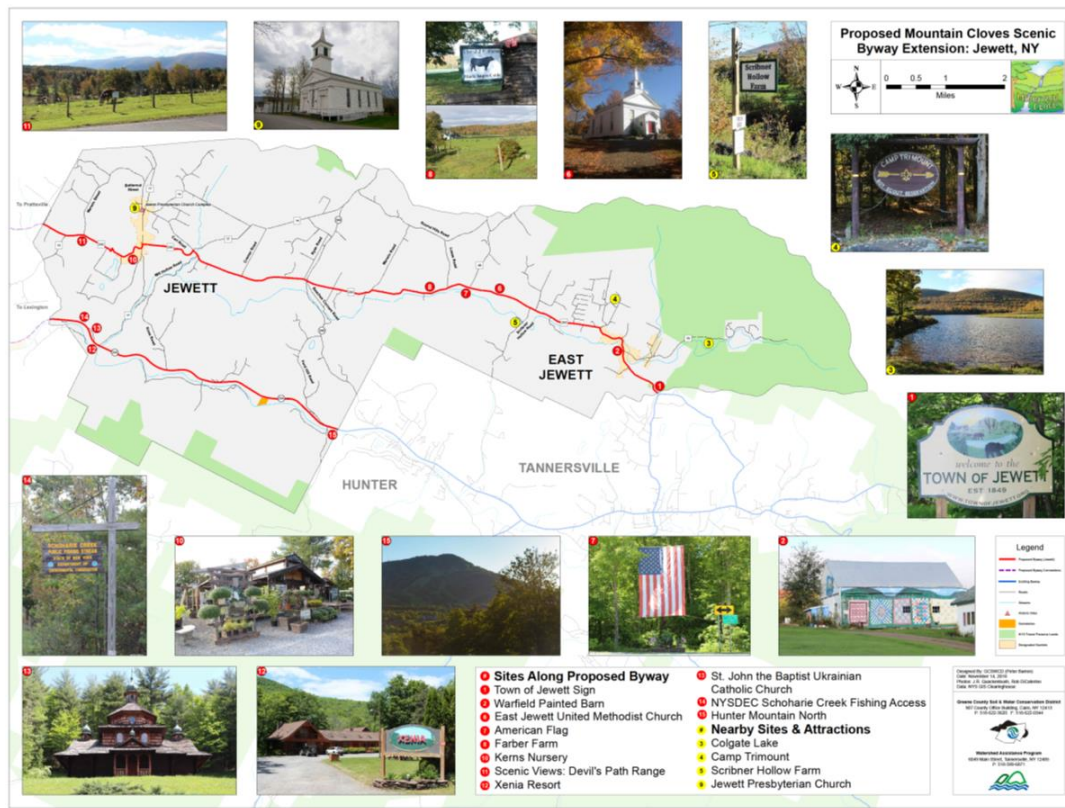
JJF Farms

As you drive down 23C passing into Beaches Corners you will see our **Municipal Town Hall** and Highway Department and then local business, **C & C Excavating** on the left. (County Route 23C intersects NYS Route 296 at this point. If you head left it takes you to the Village of Hunter and 23A and if you turn right it will land you in Hensonville and then the Town of Windham.)

But we will continue west on 23C crossing over 296. Shortly you will pass the Towner or Eastkill Cemetery #1 on your right. 23C will eventually veer left at the Stop Sign. Continue to the Jewett Post Office on the right. A short side trip on County Route 17 to the right will bring you to the Jewett Heights Cemetery, The Jewett Fire Department and The Historical Presbyterian Church Complex on the left. Continue left on the proposed Byway to remain on Route 23C and see Kerns Nursery on the left. Stop by to see the lovely landscaping displays, gardens and gift shop or sit and have a cup of tea. 23C will quickly become a bit of a mountain road at this point and you will pass two sets of hairpin turns. A short detour to the right on Merwin St will take you to the breathtaking **Adena Orchard and Vine Wedding Venue** on the right. Another great photo opp as this lovely site is backed by the majestic west end of Hunter Mountain ski bowl. Backtrack to the proposed Byway and continue right on 23C.

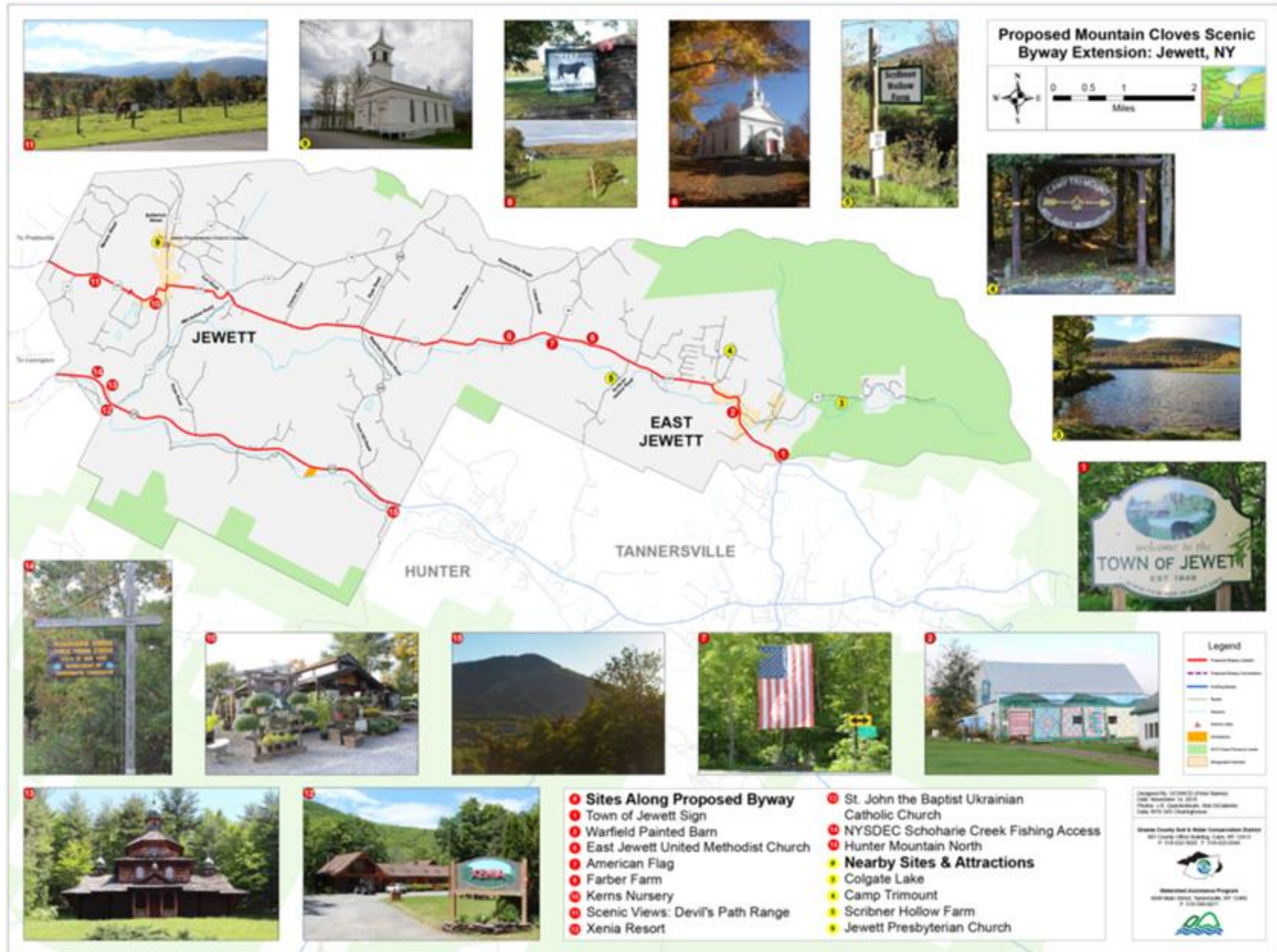
Travel on County Route 23C and pass the scenic Soule Farm on the left as you will soon conclude the Jewett portion of the proposed Scenic Byway as you pass into the Town of Lexington.

Thank You and Please Come Back and Visit with Us Again!



Town of Jewett, Illustrative Points of Interest

Town of Jewett, Illustrative Points of Interest



Town of Lexington, Inventory and Narrative

Lexington and West Kill share many of the qualities of Tannersville, Palenville, and Hunter found while exploring the Mountain Cloves Scenic Byway. Our waterways, small and large, even seasonal, connect us. The Schoharie, the West Kill Creek, the Bushnellsville Creek and the myriad small creeks that feed into our ground waters fill our ponds and small lakes, gave our first settlers through our current population the ability to settle, live, and prosper. They gave sustenance to the many farms that helped feed New York City and once dominated our landscape, spurred the tanning industry to flourish, powered a wood, a wool, and grist mills, sustained ice houses and a distillery, and lured artists to the area to capture forever the charm of our mountain streams, waterfalls and pools. The water now harvested from our lands now keeps the same city alive and vibrant.

The photographs of Levi Hill, a modest Baptist minister, acknowledged as the father of modern color photography by the Smithsonian, was one of many photographers who made famous our stunning vistas, stretching blue into the distance. Buffalo Bill was a frequent visitor of Levi Hill and spread stories of our towns far and abroad. Paintings of the area by Charles Schreyvogel were not as famous as his paintings of the rugged west, but none the less he lent an air of culture and notoriety to our towns, aiding in the rising demand for numerous boarding homes and hotels like the O'Hara House and Shady Maples, now known as Carpathia House. Families thought to profit from the burgeoning tourist trade from the city, but quite often the hotel business divided family. James Monroe Van Valkenburgh continued to run the Monroe House, later known as the Lexington Hotel, after he and his brother had a terrific disagreement. His brother, John P Van Valkenburgh, thought to open a bigger and better hostelry right across from his brother across the Schoharie in the heart of Lexington and called it the Lexington House.

Lexington and West Kill grew and became popular as folk searched for respite from crowds and noise and the unclean air hanging above the city streets. Those early tourists came for "the cure" and long restorative rambles and outings to view such remarkable landmarks as the Reflecting Pool in the West Kill Deep Notch (Echo Notch) and Crystal lake in Lexington that was manmade and filled every year to encourage rowing and paddling right out the door from the Crystal Lake House. The town boasted a post office, Kipp's General Store, a feed store, a gas station in later years, and the Lexington Creamery built in 1899 and burned to the ground in 1961.



Crystal Lake

Fly fishing in our waters became more than just a gentleman's hobby and attracted new enthusiasts encouraged by Art Flick, a notable early conservationist and fishing legend,

when he published his first book "Streamside Guide". He lived in the Echo Notch House that fronts the West Kill Cemetery and once owned the West Kill Hotel famous for its bowling alley and lost to fire in 1969.

Those walks and early explorations from that first generation of boarders and tourists also piqued a new-found interest in geology. Flood waters from over the years laid bare striations of millenniums and there is a fascinating fossil record still being discovered. Trapping, and particularly hunting, still draw people into our valleys and mountains. Our streams support a wide range of wildlife that is now more carefully managed and supported by local groups such as the Northern Catskill Wildlife and Hunting Expo who encourage responsible hunting and support our wounded veterans with a hunting experience tailored to our veterans' needs.

The romance of Lexington and West Kill's history can be traced along our waterways and through the many cemeteries that remember our pioneers who shaped our history. The Angle Family Cemetery contains a stone that bears a remarkable inscription to a veteran of the Revolutionary War. It is worth exploring the gravesides to learn about the trials and concerns of those different times. There is a renewed interest in restoring these monuments from a different age.

And today people come for the same reasons as years ago. The fly fishing is good. There is rock climbing in the notch, biking, marked trails, many built by the WPA, and unmarked paths that open to stunning views and secretive mountain pools and falls. There are snowmobile trails maintained by the Big Valley Trail Blazers. The rock walls that extend seemingly forever into the woods give testament to a hard scrabble past life swallowed up by an encroaching forest. Yet there are still active farms like the Maple Hill Farm and Newton Farm in our midst, producing maple syrup, beef, vegetables, other products. And new industry and people are moving in as technology catches up with our most remote roads and homes connecting them to the world at large. West Kill Brewery and the Spruceton Inn are welcoming and busy. And broadband is coming to our community due to a grass root effort spurred on by a most determined community member.

Lexington and West Kill owe much of their development and growth to the water that flows on, and down, and out of the Catskills. Our homes have sprung up beside the springs and waterways that brought people here in the first place. Sharing our community and history with the larger world will help maintain the prosperity that we need to remain vital as we look to the years ahead.



Lexington Byway Representatives Present Intrinsic Qualities

SCENIC BYWAY ROUTE 23A AND ROUTE 42 LEXINGTON AND WEST KILL

As you travel Route 23A west from Hunter, NY toward Lexington, you will see on the right:

- St. John the Baptist Ukrainian Catholic Church and Grazhda – a wood-carved basilica constructed entirely without nails. Interior is also hand-carved.
- Grazhda Music and Art Center of Greene County - open for concerts, Ukrainian craft workshops and art exhibitions.

Continuing to Lexington on Route 23A, on the left there is a large boarding house built in the 1800s:

- Shady Maples (now known as Carpathia House) built by Bernard O'Hara.

A little further on the right you can see a large boarding house also built by Bernard O'Hara in 1877:

- A once very popular tourist spot was known as the O'Hara House

Past the O'Hara House, there is an intersection for Lexington to the left, which will be Route 42. The right turn is Route 13 that will take you to North Lexington and immediately at the turn on the right:

- Lexington Cemetery, the resting place of several Revolutionary War and Civil War Veterans

Come back to the intersection, look both ways, then go straight across Route 23A and you will be on Route 42. The first left is Church Street and that is the home of:

- The Town of Lexington Historical Society's Historical Building that was obtained by the Lexington Historical Society in 1999. St. Francis DeSales Catholic Church, built 1894, was the first and only Catholic Church in Lexington.
- The Town of Lexington Historical Society hosts community and cultural events.

Make a left out of Church Street and you are back on Route 42. A short distance on the left is:

- Lexington Baptist Church built in 1870 now the Lexington Mission.
- On the right is a large white house that was built by Lucas Van Valkenburgh in 1842. It was an inn and stage coach stop. Carriages were kept in the carriage house across the street.

A left hand turn is Route 42 over the Schoharie Bridge. Going straight is County Route 13A Lexington's Main Street.

- On this corner is the Monroe House built by James Monroe Van Valkenburgh, now known as the Lexington Hotel.
- Continuing on Main Street there were many boarding houses, a feed store, post office and other businesses at one time.
- One of the boarding houses on the right was the Crystal Lake House. A dam was temporarily erected in the Schoharie to create Crystal Lake for boating for the summer visitors.
- The Lexington Methodist Church was built in 1845.
- A pull off for public fishing access is a short distance on the left.

Continuing the drive on Route 42 across the Schoharie Bridge, you will see:

- The Lexington House on the right built in 1883 by John P. Van Valkenburgh, another very popular spot for guests.
- Not far on the right was the site of the Lexington Creamery that was established in 1899. There was a major explosion in 1942 and burned down completely in 1961. It provided employment for many of the town residents. This is now the site of the Creamery Millworks.
- Next, on the left, is the what is now the Lexington Municipal Building that was built as a school in 1935 by the WPA. It closed as a school in the early 1950s.
- As you drive on Route 42 toward West Kill, you will see on the right, across "Lady's Bridge", the Schreyvogel House and Art Studio – a 36-acre farm once owned by Charles Schreyvogel. He created many well-known paintings and sculptures of the post-civil war conflicts on the frontier. He used Grant Bloodgood, a Lexington resident, as a model. Buffalo Bill was a good friend and also spent many evenings at this home.
- In a couple of miles there will be a left hand turn at the flag pole and Veterans' Memorial Park which will take you onto County Route 6 or Spruceton Road and into the hamlet of West Kill.

But first we will continue on Route 42 through the West Kill Deep Notch, or Echo Notch as it is also known.

- In the early 1800s a hotel was built in West Kill at the corner of Spruceton Road. The hotel, also known as the West Kill Tavern or Inn over the years, was a welcomed resting place for travelers coming down through the steep and narrow Notch, or those planning to take the road up through the Notch. The West Kill Hotel burned down in 1969.
- Art Flick, a fishing legend, also owned the West Kill Hotel at one time. He lived in the Echo Notch House that still stands in front of the West Kill Community Cemetery. He was a conservationist and fly fisherman who wrote "Streamside Guide," published in 1947. In 1972 he published a book entitled, "Master Fly Tying Guide."
- Continuing on Route 42, which will take you into Shandaken and Route 28, there was a reflection pool about half way in the Notch that provided a spot to stop, rest, go fishing or collect ice in the winter.

If you turn onto Spruceton Road (County Route 6) by the Veterans Memorial Park and flagpole, you will see:

- The West Kill Post office on the right. J. M. Van Valkenburgh was the first Postmaster in West Kill in 1833. The Post Office would change locations in the hamlet depending on political affiliations. Rural mail was delivered by horse-drawn mail carriage. The West Kill Post Office has been in its present location since the early 1900s.
- You will see two churches on the left. The West Kill Methodist Church was built in 1866.
- The Baptist Church was built in 1827 and the cemetery between the Methodist Church and the Baptist Church is a Baptist cemetery.
- Levi Hill, known for the development of color photography, was a minister in the Baptist Church and it is believed he lived on "Deyo Road" in West Kill.
- What is now the West Kill Fire Station on the right, across from the Baptist Church, was the one-room school house in the hamlet.
- Just a short distance up Spruceton Road on the left is the the West Kill/Lexington Community Improvement Association Community Hall that was used in the 1930s to house the engineers and laborers that worked on the tunnel for the Gilboa Reservoir that directs water under the West Kill Notch to the Ashokan Reservoir that supplies water to New York City.
- The original section of the building that became the Community Hall in West Kill, was moved to West Kill from Gilboa when the Gilboa Reservoir was being built.
- The Community Hall became "the place to be" when weekly square and round dances were held there. People from all over the Mountain Top came to the very popular dances. There were so many dancers, that an addition had to be added to accommodate the crowds.
- The West Kill/Lexington Community Improvement Association is still very active and sponsors cultural events such as Patriots' Day, the Bicentennial Celebration, photo exhibits, community dinners and much more. The hall is also available for private gatherings.

- A short distance passed the Community Hall, on the right, is Newton Farms that dates back to at least the Civil War and is still a working farm.
- Another working farm, Maple Hill Farms, is located on Falke Road (County Route 2) off of Route 23A by Mosquito Point Bridge. The farm produces maple syrup and related products and has animals.

Still on Spruceton Road:

- Hazel Cole Carter and husband Bert were summer residents in West Kill. Hazel was a well-known artist that shared her art work with many of the local families. She painted Christmas cards for the NY Museum of Art. There are many fond memories of Hazel, Bert, their beloved collies and their pink convertible Cadillac.
- Spruceton Road winds through the beautiful country side and follows the West Kill Creek. In the past there were several one-room school houses to accommodate the Spruceton Valley children. There were many farms and a Spruceton Valley Post Office.
- The Spruceton Methodist Church was built in 1889. There is a cemetery on the grounds of the church.
- Spruceton Valley was and is a very popular area. At one time there was the famous Tumbleweed Dude Ranch, Schwarzenegger's Sunshine Valley House and many boarding houses. Fishing, hunting and coming for the fresh air, good food and beautiful surrounding brought many people to the area.
- Visitors and locals enjoy the popular West Kill Brewing, The Spruceton Inn, fishing the West Kill Creek, hiking and biking. The Spruceton Valley is also becoming a popular spot for wedding venues.
- Spruceton road is about seven miles long and along the way there are several trail heads. At the end of Spruceton at a small parking area, the trail leads to Buttermilk Falls and the Hunter Mountain Fire Tower. The WPA was responsible for clearing many of these hiking trails. There were also tanneries and Fenwick Lumber that sent logs down the mountain to Hunter.

Back to the Veterans' Memorial Park and flagpole, turn left back onto Route 42 and then a quick right up Beech Ridge Road:

- Daniel Angle, Revolutionary War Veteran, lived on Brown Road off Beech Ridge and is buried in the Angle cemetery near his house.

Lexington has a snowmobile association called Big Valley Trail Blazers. Its members help maintain trails during the summer months and use the trails for snowmobiling during the winter. Trail heads are located up North Beech Ridge Road and a map is available for the trails.

Starting in May and running through October, the Lexington Farmers Market is held under the pavilion on the grounds of the Lexington Municipal Building on Route 42 every other Saturday from 10 a.m. to noon, rain or shine. Local vendors provide an impressive variety of vegetables, cheeses, mushrooms, meat, maple products, honey, soaps and craft items.



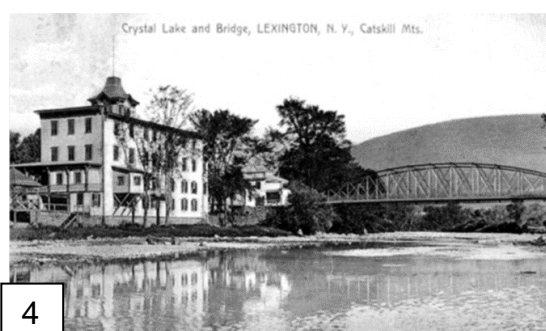
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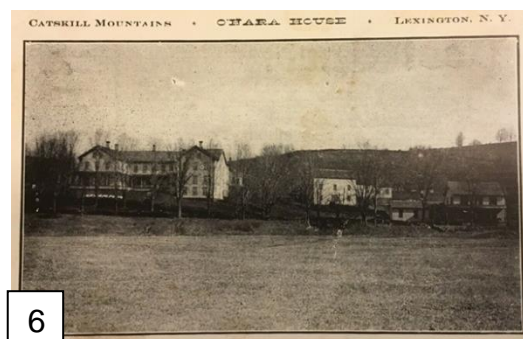
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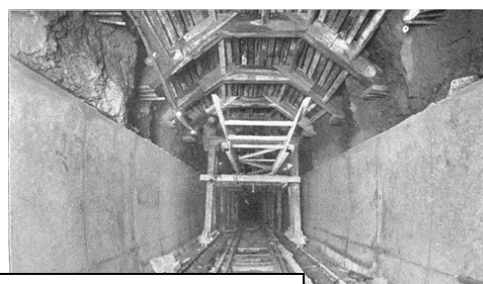
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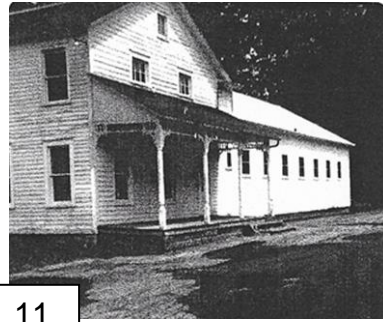
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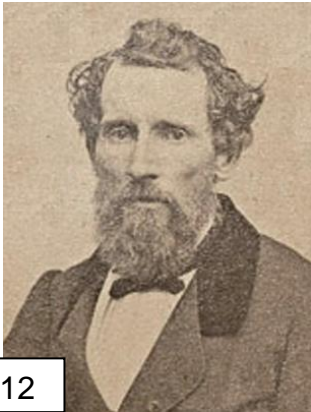
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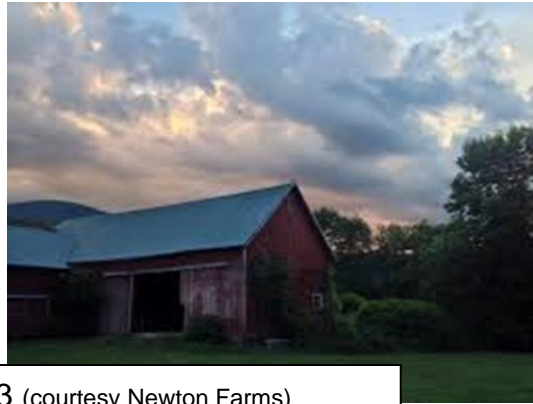
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13 (courtesy Newton Farms)



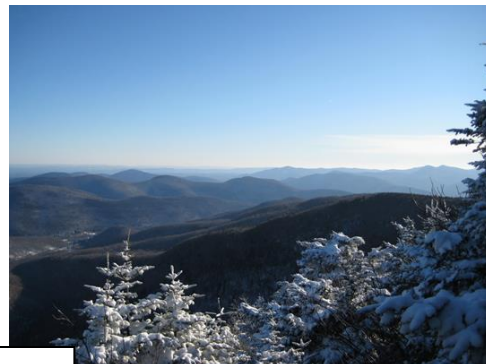
14 (courtesy Spruceton Inn)



15 (courtesy West Kill Brewing)



16



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3.8 Assessment of Byway Themes

Scenic Themes

The vast extent of the proposed extension route is extraordinarily scenic. There are no commercial development strips and few roadside, hillside, or ridgeline features that compromise the scenic integrity of the route. Only at the western and eastern extents of the proposed route are there facilities that create visual contrast. Most features along the route, including homes, businesses, municipal facilities, and farms, are nestled within the greater natural setting. This setting is largely characterized by views of forested slopes and ridgelines as well as valley vistas along the Schoharie Creek and the West Kill. Along 23-C, low-density residential development is mixed with farms and impressive vistas of the surrounding mountain ranges.

A striking and dominant scenic feature along the proposed route is the **Deep Notch**. The proposed byway not only goes through this precipitous cleft, but the notch is seen from multiple vantage points along the route. The average elevation change between the base of the notch and adjacent high points is more than 1400 feet. The Deep Notch, (also historically referred to as Echo Notch, West Kill Notch, the “Ice Gorge”, and Deep Hollow) is one of the three large openings in the mountain ridge that runs more than 35 miles from the Catskills’ eastern escarpment to Mount Utsayantha at Stamford.

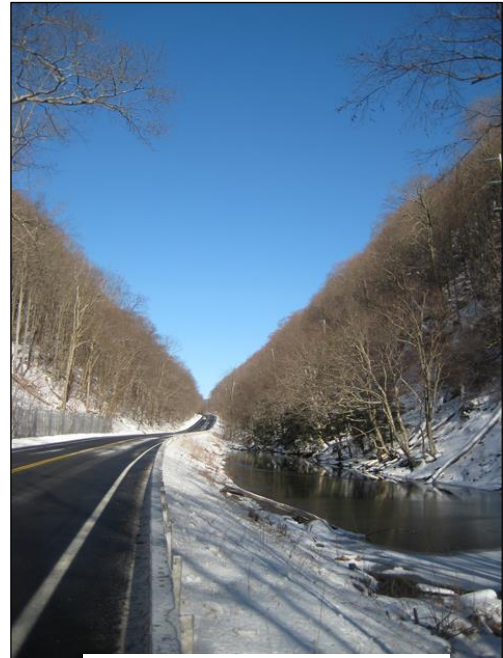


The other major notches are Grand Gorge to the west and Stony Clove Notch to the east. An 8.8-mile stretch of State Route 214 that bisects Stony Clove Notch was one of only three segments of originally state-designated scenic roads in the Catskill Park. This section, along with Platte Clove Road (CR16; 2.2 miles) and Kaaterskill Clove (SR 23A; 3.5 miles) are all incorporated within the Mountain Cloves Scenic Byway. This is notable because it raises the question as to why State Route 42 passing through the Deep Notch and within the Park boundaries did not receive the same original designation. Nevertheless, its scenic qualities are magnificent and central to this CMP.

Geologically, Deep Notch has been identified as a point of exit for massive torrents of glacial runoff that carved deeply through this east-west ridge. (Titus, pp. 52-4). Prominent as it is, the notch is mutually complementary to all the tremendous scenic beauty that surrounds it along the proposed byway route. The fascinating geologic origins of this byway-defining scenery present significant interpretive opportunities for the future of the byway. Works by the author cited above are an excellent source to pursue this further.

Historically, Deep Notch was a major attraction for tourists, many of whom sought the restorative effects in both the most popular and lesser known reach of the Catskills. Descriptions and images only enhanced the intrigue of such places “where snow and ice can be found at all seasons of the year. A road runs some five miles up a deep hollow, bounded on the two sides by high mountains with a clear, ice-cold stream of water running down its centre... There is snow and ice during the hottest days of summer a few feet from the roadway. There are large masses of solid ice in some caves not further than five feet from the road.” (Huggins)

Today the Notch’s scenic qualities continue to endure, due in large part to the protection of the adjacent lands and the preserved condition of the corridor. For approximately 2.5 miles there are no buildings adjacent to the roadway. Route 42 also plays a key role in connecting the major east-west Route 28 and Route 23 corridors. The Notch is popular among road cyclists and hikers. An unnamed access point on the west side of Route 42 just south of the height of the road/ land enables trail-less approaches to adjacent lands, with Halcott Mountain being a favored destination. Some ice climbing also takes place in the Deep Notch.



Deep Notch, Looking North

Natural Themes

The great extent of protected public lands in the two towns is a significant factor in contributing to the proposed byway’s intrinsic qualities. Vast expanses of land, especially at the higher elevations, have been incorporated within the greater Catskill Forest Preserve (and protected as “forever wild” under Article 14 of the NYS Constitution). Most of the lands acquired by New York City for the protection of the Schoharie Watershed are also open to the public for recreational activities, including hiking, hunting, fishing, and cross-country skiing. The continuity, diversity, and wild character of these resources has enabled the growth of regional ecosystems that provide homes to many species of flora and fauna and migratory birds. These resources largely account for the region’s recreational offerings -- especially hiking, fishing, camping, and hunting -- and help contribute to the region’s small businesses.

State Lands - Lexington

The majority of lands in the 19,250-acre **Hunter-West Kill Wilderness** are in the town of Lexington. Catskill high peaks (above 3500’ in elevation) in this wilderness and within Lexington’s boundaries are Westkill Mountain (3880’), North Dome (3610’), and Mount Sherrill (3540’). The western section and terminus of the famous Devil’s Path connects the trailhead on Spruceton Road with points and trails east, including Hunter Mountain,

Diamond Notch, and Devil's Acre. Abutting the Hunter-West Kill Wilderness Area, the **Shandaken Wild Forest** includes 1191 acres in Lexington. Lands of the Catskill Forest Preserve Lands in the byway towns are shaded green on Map 2.

On the western side of the Deep Notch, the majority of the 4,760-acre **Halcott Mountain Wild Forest** lies within Lexington. Halcott Mountain (3537') and Sleeping Lion (3408') are the two trail-less peaks in this area. This wild forest also contains the Turk Hollow Lean-to along the Condon Hollow Trail, which connects the Westkill and Halcott Valleys. Four of the five parking areas for the HMWF are in the town of Lexington. As with all units in the Catskill Forest Preserve, a unit management plan (UMP) is developed by NYSDEC. The Halcott Mountain Wild Forest Plan was completed in 2001. It puts forth several recommendations, including parking lot construction and access improvements. An update to the plan should be undertaken, and the community's input can be influential in shaping the future management and use for this and other units. A related recommendation has been developed in this corridor management plan.

Just west of the hamlet of Lexington is the **Vinegar Hill Wildlife Management Area** (WMA). Most of the 400 acres that comprise this WMA are west of the West Kill, with parking and access being located on Beech Ridge Road. This land was given to the state with the stipulation that it become a game refuge. Its primary purposes are for wildlife management, wildlife habitat management, and wildlife-dependent recreation. Hunting, camping, and motorized vehicles are not allowed. A habitat management plan created by NYS DEC in 2016 provides for management practices and contains detailed information about the property.

State Lands - Lexington and Jewett

The 3,900-acre **Rusk Mountain Wild Forest** runs largely along the ridgeline boundary and incorporates lands within both towns. Five trail-less mountains in this wild forest are Rusk Mountain (3687'), East Rusk (3640'), Evergreen (3369'), Pine Island (3140'), and Packsaddle (3100'). Notably, this undisturbed range runs about six miles along the Schoharie Valley (23A) providing a magnificent scenic backdrop from Hunter through Jewett and into Lexington.

State Lands - Jewett

In the town's eastern portion, a string of mountain summits in the 18,000-acre **Windham-Blackhead Range Wilderness** help define the semi-circular valley that surrounds the 1500-acre **Colgate Lake Wild Forest**. Along the northeastern boundary of the town, the high peaks of the Blackhead Range -- Thomas Cole (3940'), Black Dome (3980'), and Blackhead (3940') -- form a spectacular natural skyline. Swerving to the southeast and then westward, this high-elevation forested swath includes Stoppel Point and several other mountaintops that embrace the valley of the East Kill. The privately held Onteora and Parker Mountains form the town's southern boundary, along with the East Jewett Range which contains one isolated state land parcel. Colgate Lake and surrounding environs are discussed below.

New York City Department of Environmental Protection, Public Access Areas

NYCDEP provides information on its lands that are open for recreation in the watershed areas of upstate on the [recreation section of its website](#), which includes the interactive New York Watershed Recreation Areas Map. This advanced resource provides comprehensive mapping tools and information for DEP public access areas, including links to separate maps for individual properties. There are 17 DEP units with all or most of their acreage in Jewett and Lexington.

Although these lands have been removed from the towns' developable land base, they have recreational, natural, and scenic value. Many of these units include streams and abut state land, as well as state, county, or local roads. Municipalities or other management entities can partner with NYCDEP to explore opportunities such as increasing access and providing interpretive information. Recently, a citizen's group has been working with DEP to develop cross country ski trails on the Beech Ridge Unit, connecting with the Halcott Wild Forest.

NYC DEP Recreation Lands in Jewett and Lexington

Unit Name	Muni	Acres	Comments
Balsam	Lex	853	Abuts Westkill Wilderness, SR 42, CH6 in hamlet
Barnum	Jwt	53	Connects Barnum Road with Windham-Blackhead Wilderness
Beech Ridge	Lex	653	Abuts Halcott WF, connects to local roads
Cave Mountain	Jwt	370	Abuts WHPWF, 3 separate parcels
Center Jewett	Jwt	227	Abuts 23C and Mill Hlw. Rd., 2 parcels
John Chase Brook	Lex	95	Abuts two sides of CH13
Katydid Creek	Jwt	143	Connects Shad Rd. with Windham-Blackhead Wilderness
Little Westkill	Lex	315	2 parcels
Maben Hill	Lex	253	4 parcels; abut 23A, Schoharie Crk.
North Lexington	Lex	144	2 parcels, connections to 23A and 23C
Pine Island Mtn	Lex	586	Connects local roads w/ Scho Crk and Rusk Mtn WF
Rusk Mountain	Jwt	151	Connects Deming Rd. w/ Scho Crk
Scribner Hollow	Jwt	284	Abuts to Scrib Hlw Rd, 23C, and East Kill
South Jewett	Jwt	269	Abuts 23A, Ford Hill Rd. 296
Spruceton	Lex	9	Located b/t Westkill hamlet, 42, and West Kill Crk
Tumbleweed	Lex	30	Abuts West Kill Crk, West Kill Wilderness
Westkill	Lex	336	Abuts Vinegar Hill Wildlife Mngmt Area, 42, Lex hamlet; 2 parcels

Shandaken Tunnel

Although there are no NYC reservoirs in Jewett or Lexington, both towns lie entirely within the West-of-Hudson Watershed. Land in the town of Jewett lies within the Schoharie Basin, while Lexington, in addition to the Schoharie, is part of the Ashokan and Pepacton Basins. Deep beneath the town of Lexington and drilled through rock for a distance of 18 miles is the Shandaken Tunnel. Begun in 1916 and opened in 1924, the tunnel operates by gravity and connects the Schoharie Reservoir with the Esopus Creek, which in turn runs to the Ashokan Reservoir. Although evidence of the tunnel can be seen only in a few locations (vent pipes), this engineering feature of NYC Water Supply System is an interesting addition in the interpretive story along the byway.

Historical and Cultural Themes

The towns of Lexington and Jewett were established in 1813 and 1849, respectively, although original settlements date back to the 1780s. Lexington derives its name from the Battle of Lexington and Concord in the Revolutionary War. Silas Fowler, a captain in the war, was joined by other veterans who influenced town leaders to change the name from the short-lived New Goshen. Jewett gets its name from Freeborn G. Jewett, who was the first chief judge of the NYS Court of Appeals and held other notable posts.

Historically, the populations for both towns have mostly decreased over time. Jewett's population reached its highest mark of 1452 in the 1850 census, a year after the town's formation. In the 2010 census, the town of Jewett's population was 953. Lexington's population peaked in 1840 at 2813; in 2010, 805 persons were recorded.

The rural nature of Jewett and Lexington can be attributed largely to the towns' relatively remote locations, the mountainous topography, and the abundance of non-developable public land. According to the 2010 US Census, Jewett's population density was 18.76 persons per square mile, while Lexington's was only 9.66. By comparison, Greene County's 2010 population density was 76, with this number being comparatively low statewide. The mountains, rivers, farms, and small-town character have been consistent attractors for residents and tourists.

Landscape Texts

There is great depth to be experienced in the multiple layers of historical and cultural landscapes in both towns. Historical settlement patterns are still very much reflected in today's landscape, and these have been supplemented by more recent and dispersed residential development, especially where the topography is more forgiving. Today's landscape is home to many part-time residents, and it also echoes and preserves the past, as is evident in the diversity of historical architecture, clustered hamlets, barns amidst restored or bygone farms, numerous cemeteries, and old roads and stone walls - many of these now embedded in mature forests. While there are historical points of interest and plenty of interpretive potential, it is the first-hand experience of the rich diversity in character – as expressed along these byway corridors -- that best elicits the feelings of the traveler and more holistically reveals the stories of the place.

A [reconnaissance-level historical resources survey](#) conducted for the town of Lexington in 2015 explains how historical resources work in concert:

“Rural historic landscapes are better reviewed as groups of resources considered in the aggregate because their components work together to generate a feeling of history or sense of place. As a group they are associated with the historic development and use of a place, and it is in their collective associations and physical relationships that the greatest degree of historic meaning can be understood.” (Ravage p. 36)

A scenic byway, then, becomes an ideal means to further enliven these relationships, deepening appreciation and offering opportunities for exploring and discovering the stories of the place. Importantly, the *reconnaissance-level* survey “discusses the town's

historic resources within the larger context of the physical landscape” (Ravage p. 2) and “can assist municipalities to take a more comprehensive approach in planning for and around identified resources.” (Ravage p. 1) This approach is analogous to scenic byway planning and offers valuable support for this corridor management plan. Although the history of the town of Lexington is the focus of the survey, this history is cast within the greater landscape by virtue of the interconnections with the physical landscape. Relationships between the geography and settlement, natural resources and economy, and scenery and tourism are inseparable. And these relationships remain as strong, if not stronger, today and in planning for the future.

Wilderness Influence

The role of the wilderness in the Catskills is particularly interesting, as it is intricately woven with the cultural and historical stories of the mountaintop, as well as the nation.

In the latter years of the 18th century, the first settlers encountered predominantly wilderness conditions. Homesteading typically entailed the removal of the forests, the establishment of mills, and agriculture, as well as hunting and trapping. In many cases, the locations of the earliest settlements are hamlets today.

The area’s timber resources then played an important role in the development of the tanning industry, roughly 1810 – 1855. The 2015 historical survey helps detail these activities in Lexington, which included parts of Jewett prior to 1849. Zadock Pratt, the name most affiliated with tanning in the Catskills, lived in the part of Lexington that is now part of Jewett. The tanning industry relied on the bark of the hemlock to produce tannin which cured animal hides into leather.

Meanwhile, just to the east along the Wall of Manitou (Catskills escarpment above the Hudson Valley) and in the Kaaterskill Clove, the Catskills’ prominent place in American cultural history was taking shape. It is here that peoples’ appreciation of the wilderness emerged and developed. Manifesting itself in art, poetry, and literature, this appreciation is expressed through and influenced by such works as Washington Irving’s *Rip Van Winkle* (1819), James Fenimore Cooper’s *The Pioneers* (1823), and Thomas Cole’s vivid renditions of the wilds of the Catskills, following his first trips to the mountains in 1825. The previous year, the construction of the Catskill Mountain House atop the escarpment signaled the beginning of the resort era and the trend to make the experience of wilderness more accessible to urban clientele.



The Clove, Thomas Cole (1827)
(Wikimedia Commons)

Other mountain houses soon followed suit, situating themselves near the escarpment, Kaaterskill Falls, and North Lake. Eventually, in the 1880s, a railroad connected the Ulster and Delaware line in Phoenicia (via Stony Clove Notch) with North Lake (adjacent to the Catskill Mountain House and the Kaaterskill Mountain House). And to the west, the U&D's main line continued up the valley of the East Branch of the Delaware and through the Grand Gorge. This left the towns of Jewett and Lexington without a railroad line, a factor influencing the more secluded feeling that has continued to this day.

The inns and mountain houses of Jewett and Lexington developed later in the 1800s and included numerous boarding houses. Many of these were existing farms, with main buildings being expanded to accommodate guests and the products of the farm being served to boarders. This arrangement also touches on the importance of local farming during this time. Although farming does not receive the same sort of attention that resorts do in historical accounts, it very much anchored the area's economy. (Ravage p. 26) And the practice of Catskills farms feeding tourist persists to the present day, with many successful "farm-to-table" efforts enjoying a boost from the recent surge in lodging facilities.



Mountainside House, Jewett

With the vacation economy moving westward in the mountains, some of the lesser known, more secluded areas were discovered and highlighted. As noted in the discussion on scenic resources, Deep Notch was featured in an 1873 article (published nationwide), and more regional guides, e.g. Van Loan's Catskill Mountain's Guide of 1882, began including this natural wonder. Nevertheless, the journey to this part of the Catskills at the time was longer and involved more stagecoach travel.

As the popularity of the mountains increased, so too did the despoliation of the landscape from the tanning industry and clearing of forests. In the wake of all the progress and profit, the hemlock trees were left to rot. Dried trunks fueled forest fires, factory wastes polluted waters, fish populations declined with the lack of shade and rise in water temperature, and the smelly industry conflicted with tourists who came to the mountains for fresh air and forest scenery. By the 1870s, the hemlock forests of the Catskills were decimated, and the tanneries began to fade, one by one. By mid-century, Cole and other artists began incorporating railroads, tree stumps, and other allegorical devices into their works to depict the effects of industrialization on the wilderness.

The degradation of forests devalued the land in the Catskills, and in many cases landowners, once they extracted the bark or lumber, abandoned their holdings and did not pay the taxes. In neighboring Ulster County, unpaid taxes on lands accumulated to the tune of forty thousand dollars. In 1879 a state law required the county to pay these taxes to the state. Resisting this mandate was Cornelius Hardenburgh who managed,

through an interesting series of legislative tactics, to reverse the situation. In 1885 legislation resulted in the transfer of the subject lands to the state. That same year, the New York State Forest Preserve was created and almost 34,000 acres become the first lands of the Catskill Forest Preserve. The creation of the Catskill Park followed in 1904, and today the total acreage in the Catskill Forest Preserve nears 300,000.

The rise of automobile travel is another notable chapter in the cultural history of the mountains. As part of an effort to encourage tourism, the State of New York created five scenic driving routes in the Catskill and the Shawangunk Mountains. State Route 23A was known as the Rip Van Winkle Trail. Running from Catskill to Prattsville, it was completed in 1921. This Trail was linked with the Mohican Trail (State Route 23) as a scenic loop and advertised in a 1923 guide, *The Land of Rip Van Winkle*, published by the Greene County Chamber of Commerce. (Ravage p. 28) The popularity of the trails seemed to wane during the depression and the Second World War, as a 1949



Timberlane Ranch, Jewett

newspaper article seeks contemporary photos to produce the first up-to-date guide to the RVW Trail in decades. (Greene Co. Examiner) Accounts of the five trails are found in the 1960s, though by that time the interstate highway system and other factors brought a decrease in vacationing in the Catskills. Nonetheless, the tradition of vacationing in the Catskills by car continued, though perhaps to a lesser degree, through the many family vacation spots and themed camps.

The histories of the two towns share many similarities that enrich our present-day appreciation and inspire ideas for byway interpretation. The abundance of themes through time – frontier settlements, timber and tanning, tourism destinations, scenic driving tours, wilderness and watershed protection – are all expressed in the character of today's landscape. And in contrast to the busy portions of Hunter's byway corridors, the interior locations of Jewett and Lexington have a more of a rural and wilder feel that complement the existing MCSB. And with some advances in broad-band internet services, these more secluded destinations have become attractive to metropolitan clientele.



Included within Historical Themes in NYS Scenic Byway guidance are *Archaeological Themes*. Archaeology is the study of cultures that lived in the past. Archaeology is divided into prehistorical (before the written record) and historical (post-written record). Given both the depth of history in the two towns and the brief glimpse into that past provided in this plan, there remains much opportunity for archaeological themes to be developed and interpreted for the benefit of the byway and its communities.

Recreational

Fishing

The waterways of the Catskills are legendary for fly fishing, and the region is known as the birthplace of the sport in America. Because of their pristine and abundant water supplies, the rivers draining the Catskill plateau began attracting anglers in the early part of the nineteenth century. As railroads reached the interior of the mountains, the popularity of the fly fishing grew along the valleys of the Beaverkill, Willowemoc, Esopus, Neversink, Delaware, and Schoharie. In each of valleys there are names of individuals and families who were affiliated with fly fishing and its promotion. In the Schoharie Valley, Art Flick is the most famous name.

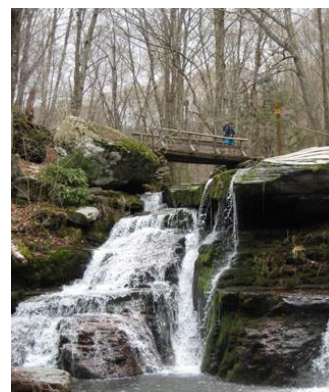


Art Flick (findagrave.com)

Arthur Flick (1904 – 1985) made important contributions to fly fishing and stream conservation. He moved to West Kill in 1941 to help run the family-operated West Kill Tavern. He became an avid outdoorsman and a fishing and hunting guide. In 1947, his *Streamside Guide to Naturals and Their Imitations*, a landmark work in fly fishing and entomology was first published. In 1972 his “*Master Fly Tying Guide*” was published. Mr. Flick’s persistent activity in stream habitat preservation helped lead to the designation of New York’s first public fishing waters along the Schoharie. Flick was a founder of Catskill Waters, an organization that worked to improve water releases from New York City’s reservoirs. Flick was a past president of the Catskill Mountains Fish and Game Club and the Federated Sportsmen's Clubs of Greene County. He also served as vice president of the New York State Conservation Council and received many recognitions for his work. Today’s extensive public fishing rights (PFR’s), providing direct access to streams, are major recreational amenities that may in no small part be attributed to Flick. Many miles of PFR’s are located on the proposed byway along the Schoharie Creek, West Kill, and East Kill.

Hiking

As detailed in the discussion on Natural Themes, the proposed byway provides access to many popular hiking destinations. Among these are eleven of the Catskills’ 35 high peaks: Rusk, Hunter, Southwest Hunter, Westkill, Sherrill, North Dome, Halcott, Bearpen Blackhead, Black Dome and Thomas Cole mountains. Numerous lower peaks, many of them without trails, offer opportunities for hiking, hunting, and other outdoor pursuits. This section reviews notable access points and destinations, while



Diamond Notch Falls

maps and other media provide further recreational information.

Hunter Mountain, with a restored fire tower atop its summit, is an especially popular destination. The six-mile round trip on the Hunter Mountain Fire Tower Road (aka Spruceton Trail) originates from the head of the West Kill Valley. The entire road from base to tower is also a NYS-designated Primitive Bicycling Corridor, allowing access by bicycle in an otherwise Wilderness Area.

A second approach to Hunter Mountain from Spruceton begins with an easy walk to Diamond Notch Falls. From here, the Devil's Path leads up either Westkill Mountain or connects to Hunter Mountain via the Devil's Acre. Diamond Notch Road (also a primitive bicycling corridor) continues from the falls, past the Diamond Notch Lean-to and through the notch to a trailhead accessible from the Catskill Mountains Scenic Byway. Hunter Mountain has two additional trail access points along State Route 214 on the Mountain Cloves Scenic Byway.

The western terminus of the Devil's Path is at a parking area on Spruceton Road, 3.75 miles from SR 42. This Spruceton Road access is quite active, in part due to the popularity of traversing the roughly 25-mile Devil's Path, which is known as one of the most difficult and scenic in the Eastern US. The trailhead is also popular among those seeking to reach all 35 high peaks because it provides access to the trail-less peaks of North Dome and Mount Sherrill. This trailhead is also located at the base of the Mink Hollow, where an old road (shown on 1903 edition of the USGS Phoenicia Quadrangle) once connected the West Kill Valley with Broadstreet Hollow in the town of Shandaken.



Colgate Lake (NYSDEC)

In Jewett, a popular destination and access point is Colgate Lake. A hiking trail leads from the lake up to Dutcher Notch, where it is crossed by the Escarpment Trail. This trail follows an old road that once connected Jewett with Cairo (shown on 1903 edition of the USGS Kaaterskill Quadrangle). Along the 24-mile Escarpment Trail to the west, the peaks of the Blackhead Range can be traversed ending at the Barnum Road trailhead. To the east, the trail continues high over the Hudson Valley to North-South Lake and beyond. These and other point-to-

point hikes make Colgate a popular day-or overnight hiking destination.

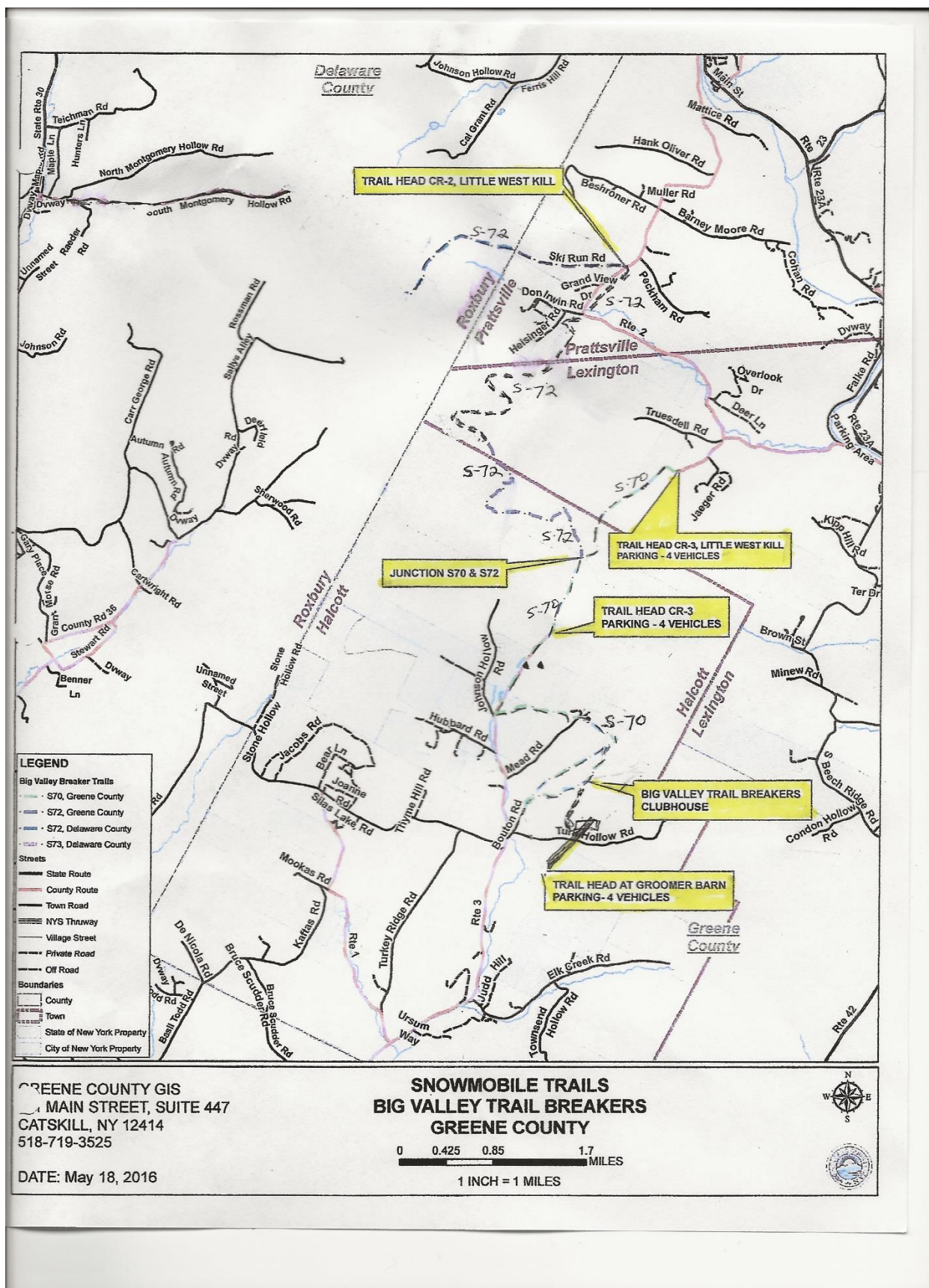
Colgate Lake also features six designated primitive campsites (one of which is accessible), an accessible fishing platform, and non-motorized boating access. Colgate Lake draws overflow use from North South Lake Campground and the effects of more intensive use have been experienced. The Draft Unit Management Plan for the 1500-acres Colgate Lake Wild Forest was recently completed.

The increases in recreational users at many locations, including Spruceton and Colgate Lake, will require solutions that are developed cooperative through active dialogue

between the community and the land managers. Some of these solutions will be site-specific, whereas others will be more regional and comprehensive.

Snowmobiling

As mentioned in the Lexington narrative (pp. 26, 30), the town is home to the Big Valley Trail Blazers Snowmobile Club, Inc. There is a network of trails west of Route 42 that extends from Lexington into Halcott and Prattsville (see map below). These trails complement others found in the region, including the extensive system in Delaware County, to the west. The town of Lexington has supported the sport, adopting a local law to allow snowmobile on public roads, within specified parameters. Snowmobiling is also included in the Mountaintop Resources Strategy, with recommendations that include improved connectivity and expansion of the trail system. For further information: www.facebook.com/bigvalleytrailbreakers/.



Chapter 4. Maintaining & Enhancing Intrinsic Qualities

This chapter maintains consistency with the corresponding chapter in the adopted MCCMP. The series of strategies found in the tables on pages 41 & 44 of the MCCMP are adapted here in text format. Many differences and complementary discussions which serve to enhance maintenance of the future byway are added.

Importantly, the MCCMP treats the Mountaintop Community Recreation, Cultural Resources and Scenic Quality Strategy in depth. This demonstrates and reinforces the reality that the intrinsic qualities are largely shared across the mountaintop communities. The MCCMP also describes the relevance of the transportation-focused Hunter Corridor Regional Planning Study to the then-proposed byway in Hunter. While conditions between the Hunter corridor study area and the extension towns differ significantly, there are illustrative lessons and relationships, some of which are integrated below.

Within the Stewardship section of Chapter 4 in the MCCMP, three main threats are put forth and explained: *Disruption of the immediate roadside environment; Incremental loss of distinguishing visual character; and Occasional periods of congestion and high use.* The potential of these general threats to the extended byway route are just as relevant today in Jewett and Lexington today as they are in Hunter. However, since the adoption of the MCCMP, the third threat, *Occasional periods of congestion and high use*, has changed significantly. “Occasional” is no longer adequate in describing what are now more routine and extended episodes of high use, especially along the designated byway. High use of the Catskill Forest Preserve has increased the impacts and challenges along highway corridors. In addition to well-known hot spots in Hunter, access points in and around Jewett and Lexington are also seeing marked increases in use. Colgate Lake in Jewett, the trailhead at the western terminus of the Devil’s Path, and the Hunter Mountain Trailhead (the latter two in Lexington) are prime examples. Strategies for addressing overuse of recreational access points are included below.

4.1 Zoning

Jewett and Lexington, unlike the town of Hunter, have zoning laws. Zoning enables more options to be considered in further enhancing the scenic byway. At the baseline level, these zoning laws have identified areas of the community where groups of like uses are compatible and permitted, while non-compatible uses are prohibited in certain districts. Jewett has five zoning districts, and Lexington has three. These basic schemes provide a fundamental connection and purpose between the goals and objectives of the respective comprehensive plans and future land-use development.

Additionally, both towns’ zoning laws include special use permit procedures and site plan review. Special use permits enable municipalities with zoning to allow certain uses in zoning districts, so long as locally defined criteria are met to ensure compatibility between the use, the zoning district purposes, and the neighborhood. Site plan review enables a local board (the planning board in Jewett and Lexington) to review the design and layout of a proposed project. In addition to providing an underpinning of future

growth and compatibility, these land use tools can be adjusted through amendment processes to better articulate related goals and objectives of the community.

4.2 Strategies to Maintain Intrinsic Qualities The format and most of the objectives of this section are adapted from the MCCMP to maintain continuity. (All section headings - **- Objectives, Description and Rationale, Recommendations and Discussion** are included under **Objective 1.** and carried throughout the section *without* labels and maintaining the two-paragraph format.)

Objective 1. Protect and preserve the community's landmarks.

Description and Rationale

The inventory and intrinsic quality information provided in this CMP provides baseline information from which individual landmarks or special places may be derived and organized. The Lexington Historical Resources Survey and the LTCRS have listings of architectural resources, and the Jewett Comprehensive Plan (p.44, Historical and Cultural Resources) list several resources and cites many more from a 2007 NYS OPRHP inventory.

Recommendations and Discussion

From the MCCMP: "There should be identification of important vistas and those at risk of degradation." The Jewett Comprehensive Plan includes a Historic Sites and Archeological Areas Map and a Scenic Roads and Views Map. Carrying out this plan's "Recommendations to Protect Scenic Resources", e.g. "Update the existing scenic resources map" would reinforce this corridor management plan. For Lexington, such recommendations and inventory maps as referenced in the Jewett comprehensive plan serve as examples for similar actions in the update of Lexington's comprehensive plan.



Scenic View from 23C

2. Promote conservation of the special features of sites proposed to undergo development by producing or refining resource inventory maps

With zoning in place, this recommendation positions Jewett and Lexington at an advantage for adjusting land use regulations to integrate the identified features. Such information can also be made readily available to prospective applicants in advance of the submissions of formal proposals.

Create or complete historic, cultural, or scenic resource inventories and maps to aid in the application of land use tools and reviews. Integrate the resources identified in this plan, as applicable, within the resource inventories. Consider the recommendations in the Jewett Comp Plan that focus on design guidelines, conservation subdivision

practices, historical preservation, and open space linkage, as well as the recommendations in the Lexington Hamlet Revitalization Strategy, the historical resource survey, and the LTCRS that put forth similar measures and examples.

3. Support education on Jewett and Lexington's history

Both towns have ample existing documentation on the wealth of historical information which can be leveraged to further develop appreciation of history along the byway. The narratives created by each town in the previous chapter are foundational materials for driving tours and interpretive maps.

Promotion of history can be undertaken through programming, such as that hosted by the Mountain Top Historical Society. Related partnership opportunities should be explored by all towns in the MCSB.

Other events may include organized or self-guided driving tours. For example, an interpretive bus tour around the Schoharie Reservoir was a popular choice during Schoharie Watershed Month. Interpretive and promotional materials can also be printed, posted in kiosks, or published online (all of which have been accomplished by MCSB).



Schoharie Reservoir Bus Tour

4. Promote context-sensitive road maintenance and rehabilitation

As put forth in the MCCMP, standards and guidelines include infrastructure replacement with the use of native stone and plants. Vista maintenance is also important and will be supported by the identification of these locations, as discussed above.

In cooperation with the larger stakeholder groups in the Catskill Park, continue to support the completion of the NYSDOT Guidelines for Facilities within Catskill Park. Input from Greene County should also be sought on related initiatives. The proposed 23C section of scenic byway is unique in many ways and generally unlike the broader state highway corridors.

5. Promote access management on major corridors

The MCCMP recommends “design guidelines that describe preferred access management practices...” Additionally, local plans support growth in hamlet areas (and not dispersed highway development), with the Jewett plan setting forth specific recommendations.

Both towns should consider the work of the [Hunter Corridor Study](#) and identify opportunities (e.g. Jewett Comp Plan) to integrate practices into overall zoning and site plan review with the aid of design guidelines, which could include managing curb cuts and the incorporation of Complete Streets principles. The elected bodies of all

municipalities in the MCSB should consider the adoption of Complete Streets resolutions if they have not already.

6. Consider establishing National Register Districts

The Lexington Historic Resources Survey, the LTCRS, and the Jewett Comp Plan all recommend the establishment of historic districts and include specific information and guidance. Plans emphasize the importance of capacity building and implementation strategies, including committee formation, communication, and grant writing and administration.

Each town should develop and assess its capacity to apply resources toward the establishment of National Register Districts and balance these resources with other needs and recommendations in community plans. For example, an implementation committee can pursue actions that produce results in the near term to help gather additional interest and momentum.

A Complete Street is a roadway planned and designed to consider the safe, convenient access and mobility of all roadway users of all ages and abilities. This includes pedestrians, bicyclists, public transportation riders, and motorists; it includes children, the elderly, and persons with disabilities.

Complete Street roadway design features include sidewalks, lane striping, bicycle lanes, paved shoulders suitable for use by bicyclists, signage, crosswalks, pedestrian control signals, bus pull-outs, curb cuts, raised crosswalks, ramps and traffic calming measures.

- [NYS DOT](#)

7. Foster local-regional communication around Scenic Byway programming

As described in the MCCMP, this forum would be a tool to establish routine dialogue about projects and issues between local officials and representatives of the DEC, DOT, or other regional bodies. Similar recommendations are found in the CMCMP and the Catskill Forest Preserve Public Access Plan.

Beginning in 2016, consistent meetings of the group that fulfills these purposes, known as the Catskill Park Transportation Working Group, have been held. The two CP scenic byways also formed the Joint Byway Group, which often meets with the TWG. The convening and activities of the TWG are currently supported by a Catskill Park Smart Growth grant. The value of this group has been demonstrated through communications and results, and its membership has increased. This CMP, with the proposed participation of two more CP local governments in the scenic byway program, recommends that the TWG be sustained.



Joint Byway Group

8. Promote conservation of vistas

As put forth in the MCCMP, this is a high priority that can be accomplished through voluntary means via design guidelines. In Jewett and Lexington, design guidelines can also accompany zoning, site plan review, and subdivision regulations.

Consistent with related recommendations in this (2 & 5 above) and other plans, each municipality should first determine what vistas (and other special areas) are important and record these locations with related information, e.g. photos of viewsheds. Design guidelines can then be developed. Many guidelines are non-regulatory, however, they often accompany regulations – and both tools reinforce the goals of the municipality. A good example is the town of Woodstock’s Scenic Overlay District Handbook. A scenic overlay district is a zoning tool that should also be considered.

9. Foster place-based economic development

This is an overall goal of a scenic byway and therefore covers a broad range of topics. Many efforts are underway, as evidenced in this plan, and can be further advanced.

For example, the businesses listed in the inventory/ narratives can be the subject of focused promotional efforts and feature stories via brochures and the expanded MCSB website. Another initiative in the works is the proposed creation of a network of cross-country ski trails on NYCDEP’s Beech Ridge Unit. DEP also owns the nine-acre Spruceton Unit at the entrance to the hamlet of West Kill, with frontage on State Route 42, County Highway 6, and the West Kill. There are many opportunities to explore at this location within NYC’s framework of allowable uses.

10. Enhance visitor experiences

This is another broad topic that includes an array of ideas across byway themes.

Recent emphases on this recommendation involves strategies that absorb the rise in tourist visits by increasing the number of visitor experiences and offering incentives to draw and disperse visitors westward. The realization of several recommendations in this plan will contribute to this balancing and enhancement of experience along the byways of the Catskills.

11. Improve the look and design of hamlets

The Lexington Hamlet Revitalization Study is an excellent example of the process involved in reaching this recommendation. Similar efforts could be applied to other hamlets. Such specific plans can articulate the broader goals of a comprehensive plan and set the steps to engage in specific implementation projects.

In Lexington, a small group has formed to implement recommendations of the Revitalization Plan. Additional capacity building and partnerships, as emphasized in the Plan, will be paramount. Setting priorities among projects will also facilitate implementation. In Jewett, projects should be identified on a consensus-building basis, whether or not this process is part of a formal hamlet study. Jewett’s desire to establish a small visitors’ center in East Jewett is an example of a focal project for the community.

12. Provide landscape enhancements at key locations

With increasing use of the Catskill Forest Preserve, points of access are increasingly becoming key locations for landscape enhancements. In recent years, NYS allocated \$500,000 for improvements to a dozen trailheads in the Catskill Park. Improvements included parking construction and expansion, kiosks, and trail construction. These projects have diversified access locations, accommodated greater capacities, eased hot spots and enabled dispersal of users. Need for these types of improvements continues.



Opening of expanded access in Catskill Park (NYSDEC)

MCSB, Inc. and stakeholders should identify existing locations in need of improvements and new locations for access to the forest preserve and other resources such as the Schoharie Creek and NYCDEP parcels. These locations can be charted and ranked in terms of importance and estimated costs.

13. Prepare a bicycle & pedestrian plan

In the more rural extension towns, the application of this strategy is more straightforward. The designation of bike paths – a topic discussed at a 2019 TWG meeting – is a relatively simple process to pursue. All the roads in the proposed byway extension are extremely scenic and offer a variety of challenges, so their designation and promotion as bike routes will serve the region well. Both 23A and sections of 23C have been incorporated within the Tour of the Catskills for several years. Whereas 23A and 42 are wide roadways with generally ample shoulders, the designation of bike routes should be relatively simple. 23C would require a more focused process of assessment. Being narrower and including some steep and curvy sections, the route should be examined for any measures that might be needed to help ensure safer conditions for cyclists. The towns of Jewett, Lexington, and Hunter should partner on the creation of designated bike paths along the roads of the scenic byway. Coordination with NYSDOT and the Greene County Highway Department will greatly facilitate the process.

For pedestrian plans, this is expected to involve the identification of the need for sidewalks in hamlets. Once these needs are identified, local byway implementation efforts should work with the respective owners of the rights of way or properties to identify any funding needs. Such improvement projects should be charted locally (e.g. in plans or by municipal resolutions) and with NYSDOT or GCHD for integration within future capital improvement projects.

14. Mitigate traffic impacts from new development

The MCCMP puts forth “Promote traffic impact analysis for new or significantly expanded uses.” Additionally, monitoring conditions for cumulative impacts of uses on

smaller roads that feed into county or state roads should also be incorporated within planning efforts. In addition to language in land use regulations that authorizes reviewing boards to review traffic impacts and require related studies, the SEQR regulations and guidance materials are other sources of assistance. Local laws from other municipalities are another source for sample language to enhance local regulations.

Each town should review their land use regulations to assess the status and sufficiency of a reviewing board's "toolbox" in managing potential impacts. As needed, sources cited (SEQR and sample local laws) should be consulted, collected, and integrated accordingly. The development of design guidelines (recommended in plans for both towns) should incorporate traffic management via text and graphics. The subject could also be a focus on land use training. Greene County Planning should be consulted to help explore this further.

15. Plan future corridor connections & enhancements with adjacent towns

Since this objective was developed in the MCCMP, the CMSB was designated (2015). Connecting with the MCSB on State Route 214, the CMSB also included State Route 42 from Route 28 to the Greene County line. With this CMP, the second connection is proposed. In the future, the possibility of making a third connection with the CMSB has also been discussed among both byway management groups. This concept entails extending the MCSB through Prattsville to Grand Gorge at Route 30 in Delaware County (8 miles from Lexington line to Grand Gorge). From Grand Gorge, a byway could be extended south along Route 30 and through the town of Roxbury to make a connection with the CMSB at Margaretville, a distance of 20 miles. The Joint Bwyay Group will remain an avenue to consider this dialogue further.

Chapter 5. Interpreting & Marketing the Byway

The byway extension has the benefit of being developed within a cooperative and successful supporting context. Neighboring communities within the two designated byways have demonstrated innovative and progressive promotional strategies and have strengthened working partnerships. For example, the Catskill Mountains and Mountain Cloves Scenic Byways have generated four audio tour CDs in cooperation with Silver Hollow Audio, a local business. The tours feature dozens of local speakers sharing their expertise on a wide range of topics to enhance the experience of byway travelers. Likewise, a series of kiosks celebrate and interpret resources along both byways. The communities of Jewett and Lexington are eager to advance complementary promotional efforts around their unique resources and work within the welcoming atmosphere of the existing byway groups. The following recommendations reflect the cooperative successes and suggest new avenues for promotion.

5.1 Recommendations

1) Continue to make hamlets focal points for information and activities

Exploring opportunities to identify and interpret resources in hamlets can support business, enhance byway appreciation, and reinforce historical settlement patterns. There are several conceptual and advanced efforts in the two towns.

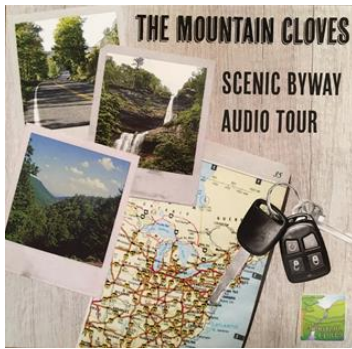
Foremost in terms of its stage of development is the Lexington Hamlet Revitalization Study. Occupying a key location at the junction of two state highways on the proposed route, it is clear this hamlet can benefit from the many recommendations made in the study. And the document outlines and provides ample guidance for doing so.

In West Kill, the Community Hall is a key resource for various gatherings in the valley. As ideas for byway promotion and interpretation are explored, the hall could support byway related events and information. Going forward, this social resource will also need of maintenance. And the greater its value can be demonstrated, the more options for funding will be available. The Community Hall is also part of potential historic district described in the historical reconnaissance survey that could qualify for listing on the National Register of Historic Places.

In Jewett, as discussed in Chapter 4, the “village green” public space with its bordering historic buildings may also be a place to include byway interpretive and travel information. The town of Jewett is also looking at opening a small visitors’ center in the hamlet of East Jewett. This is important location along the 23C section of the byway that helps reinforce the connections with the existing byway along non-state routes.

The local byway members, in cooperation with MCSB, Inc. should explore additional hamlet-based opportunities and coordinate their development in concert with byway promotional efforts.

2) Produce an audio tour for the Jewett and Lexington portions of the byway



Building upon the success of the Mountain Cloves Audio Tour, this project would be designed to help drivers explore the two (mountaintop and valley) routes of the extension. Potential for new interviewees is rich, given the many business people and knowledgeable community members in the two towns.

Lexington and Jewett, with support from the MCSB board, should pursue funding opportunities in the near term for this relatively low-cost project.

3) Enhance the MCSB website

Within recent years the MCSB has developed its website to include information and links to area resources. The extension of the byway will necessitate the update of material, so planning for these adjustments ahead of time will facilitate the process. The local inventories and resource maps in this plan will serve as starting points for expanding the website.

MCSB has also considered upgrades to the website to include features that may be even more attractive for byway travelers. The CMSB website includes business listings with “map it” features, thematic interactive maps, and logo-coded search abilities for business categories. MCSB has considered these features to increase compatibility with the CMSB website and to achieve related efficiencies through similar program applications. The second connection and loop between the byways will also increase the opportunities for joint marketing and promotion via both websites.



4) Update the MCSB brochure

The investment of resources and the experience gained in the creation of the first MCSB brochure – its coordination, design, mapping, and printing – will help facilitate the continuation of the process when the brochure is redesigned to include Jewett and Lexington. The new brochure can also be undertaken with the enhancement of the website. Like the audio tour, and website amendments, the creation of a brochure is a relatively inexpensive undertaking, and it should be pursued in the near term. In advancing the brochure and the website, MCSB should continue to seek the assistance of Greene County, who provided support and guidance in initiating these byway resources.

5) Establish informational kiosks at key byway locations



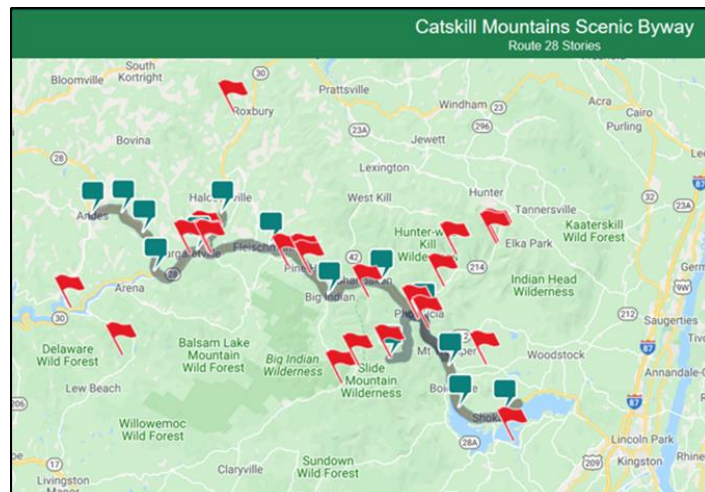
Stony Clove Notch

The MCSB has implemented recommendations to install kiosks to help interpret the byway at key locations (with support from NYSDEC's Catskill Park Smart Growth Program). These efforts should continue for the Jewett-Lexington section of byway. Members-to-be from Jewett and Lexington should work with MCSB, Inc. to identify the best locations and establish consistency with design of graphics and structure.

6) Explore the TravelStorys GPS application for the Mountain Cloves Scenic Byway

As technology advances and younger generations engage in travel, there is a need to keep pace with how the byway is marketed and navigated. Beyond designing websites that are compatible with mobile devices, addressing the desires of travelers includes various newer “apps.” Among them are TravelStorysGPS which enables interactive options while you travel. The app tracks the location of your device and automatically provides narratives associated with points of interest as you drive. The app can also be used manually to learn about the area without the automated traveling sequence.

A travel story for points along the CMSB is now available (without the need for a remote device) at the Catskills Visitors Center website (www.catskillinterpretivecenter.org.) Narratives from the audio tours have been coupled with other narratives and maps of the byway. In addition to the enlightening stories provided, exploring this app reinforces the abilities of this newer technology and encourages creative ideas for other ways to express the resources of the place. While the app is available at no cost for users, the establishment of a new “stories”, i.e. the Mountain Cloves Scenic Byway requires an investment. Exploring this opportunity will include the advantage of its current application in the region and the associated partners, including Silver Hollow Audio and the Catskill Center for Conservation and Development.



CMSB Stories and Points of Interest

7) Consider focused interpretive projects

There are many unique features and stories along the byway that are attractive to visitors as well as residents. For example, Levi Hill (discussed in Lexington's narrative), is a likely subject for further interpretation, as the attachments to the greater story of the development of color photography are fascinating.

Another potential interpretive focus is the Shandaken Tunnel, the 18-mile conduit bringing drinking water from the Schoharie Reservoir to the Esopus Creek and on to New York City. The majority of the tunnel is in Lexington, and because it's underground, many people don't know about it.

Jewett certainly has its historic figures, unique features, and several local businesses along the byway. One interesting interpretive opportunity is providing more information about the old road that crosses the Escarpment at Dutcher's Notch (also East Kill Notch). While there are many such old roads crossing the mountain passes of the Catskills, this route has the advantages of being a marked, public hiking trail that connects two valleys. Running almost five miles from Colgate Lake in Jewett to Stork's Nest Road in Cairo, hikers can feel a sense of history along this old route. Interpretive information can also be appreciated by those that do not hike.



Near the crest of Dutcher's Notch

8) Explore ways to better integrate roadside parking areas into the byway experience.

There are three sizeable parking areas along Route 23A that are under DOT ownership. Each is located adjacent to the east-bound lane and provides direct access to the Schoharie Creek. From the west, the first is just inside the town of Lexington and Catskill Park boundaries (-74.3996; 42.2834). Continuing east for 1.25 miles, the second parking area (-74.4082; 42.2678), also in Lexington, includes the Art Flick monument. From this parking area, third is reached in 5 miles and is located just east of the Lexington-Jewett town boundary (-74.3295; 42.2429).



Aerial view of DOT parking area along Schoharie Creek near western entry to proposed byway

In the hamlet of Lexington on Route 13A, DOT also owns a parking area/ fishing access adjacent to the Schoharie, and the town of Lexington has a small park between 13A and the Schoharie. On Route 42 in the Deep Notch is a pull-off area that is typically used by hikers to access the trail-less expanses of the Halcott Mountain Wild Forest. For many years, a DEC kiosk has been located next to this pull-off area; however, it has never contained any information. This can be a key location for an interpretive kiosk, that could include information on the Catskill Forest Preserve and the Shandaken Tunnel, for example. There is a sizeable waterfall adjacent to the pull-off/ parking area. Although this parking area typically sees only small amounts of vehicles, as there is no marked trail, it may need improvement if a kiosk is to be placed here. This is an item that can be discussed at a Transportation Working Group meeting with DOT and DEC.

9) Partner with businesses and other stakeholders to promote the byway



A successful example of partnership, the Catskills Getaway Giveaway, was undertaken by the Central Catskills Chamber of Commerce to promote the CMSB. The Chamber approached several businesses and tourist attractions along the byway and solicited donations for the Getaway Giveaway. Based on the donations, six themed getaways were developed. Donations that were combined into the getaway packages included overnight accommodations, a tent-platform installation, a four-hour licensed guide hike, and destination tours and activities, including farms, distilleries, restaurants, kayaking, a rail ride, and a quilting retreat.

To be eligible to win a getaway package, entrants were required to provide an email address and agree to receive emails about the byway and its resources.

Future information mailed to participants is intended to include survey materials that will provide byway organizers and businesses with an improved sense of traveler habits and preferences. This in turn can assist in structuring future byway events or programs, or recommending adjustments to business services, products, or hours. The six winners of the event were announced at the Cauliflower Festival, a longstanding heritage event along the CMSB.

Getaway Giveaway organizers also envision this example to be adapted regionally and have reserved a website address (CatskillsGiveaway.com) that currently defaults to the CMSB website (sceniccatskills.com).

This example is one approach for involving businesses and a chamber of commerce in byway marketing. Although it could be replicated by MCSB, it is certainly illustrative in considering like ideas for the Mountaintop. A related pursuit is devoting meetings of MCSB to business partnerships and interests in order to advance byway promotion.

10) Continue to encourage and support internships and involve colleges in byway promotion and related efforts

The Getaway Giveaway initiative was largely supported and managed by an intern. The intern is a graduate of the School of Business and Hospitality Management at SUNY Delhi, the only college in the West-of-Hudson Watershed. In Greene County's Watershed Assistance Program (Mountaintop Office of GCSWCD), an intern from Hudson Valley Community College continues to work with the MCSB coordinator to provide upgrades to the scenic byway website -- following the initiation of the site by the CMSB intern. GCSWCD has benefitted from at least four interns from the Student Conservation Association in recent years, including GIS mapping support for this scenic byway extension project.

The work of interns provides valuable experience for students and contributes to byway marketing and related efforts. Communications directly with area colleges can not only help sustain internships but involve students in other capacities. For example, in 2014 a University of Albany Planning Studio focused a major visioning-design project in Palenville, at the base of the Kaaterskill Clove and MCSB. This Palenville Greenway Plan offers multiple concepts, specific projects, and action plans for the major issues associated with Clove traffic and access on 23A, as well as valley-mountain mobility options and revitalization strategies in the Palenville hamlet. Other byway-college partnerships along the CMSB have been similarly valuable. MCSB, working in concert with Greene County and area chambers, for example, should strive to make college relationships a regular agenda item to further advance the success of the byway.

11) Update the recommendations of this plan on a regular basis – every two- to-three years.

Chapter 6. Byway Transportation Plan & Road Safety Record

The extension of the Mountain Cloves Scenic Byway seeks to increase the amount and diversity of scenic miles for travelers to enjoy while maintaining the conditions that help provide a safe traveling environment. The towns understand and appreciate how the attention given to the upkeep of the highways contributes to the driving experience and the enjoyment of landscape. In the 2019 season, the repaving, guiderail replacement, and striping of state highways, has greatly improved the safety and enhanced the visual qualities of the corridor.

6.1 Traffic and Accident Information

Based on collected traffic information, the state highways and the county road proposed for scenic byway designation do not experience high volumes for their respective capacities. Traffic data counts and estimates are readily available at the NYS Traffic Data Viewer (www.dot.ny.gov/tdv). This resource integrates a statewide interactive map with traffic count data for state and local roads. Annual average daily traffic (AADT) counts for road segments are shown on the map, while detailed traffic reports are available for many of these road segments by clicking on the individual segments. The table below includes data available through the Viewer for the proposed byway, including portions of CR 23C. Also included are CRs 6 and 78, which provide access to recreation destinations, the Spruceton trailheads and Colgate Lake.

Traffic Counts from Select Roads in the Towns of Jewett & Lexington (Retrieved 11/19)

Segment	Town(s)	Juris.	AADT	Days	Date	Collection hours	Notes
23A (CR17 <-> SR296)	J, Hunt.	NYS	1343	T-F	4/9/16	66	
23A (SR42 <-> CR17)	J, L	NYS	1061		2016		Latest available detailed report is 2014
23A (SR23 <-> SR42)	L, Prat.	NYS	1181	T-F	4/19/16	72	
42 (SR23A <-> CR6)	L	NYS	758	T-F	4/19/16	70	
42 (CR6 <-> UlsCo line)	L	NYS	657		2016		Latest available detailed report is 2014
23C (ScrHlw <-> CR78)	J	Gr Co	444		2016		Latest available detailed report is 2013
23C (CR17 <-> CR40)	J	Gr Co	193		2016		Latest available detailed report is 2014
CR78 ColgLk (23C<-> end)	J	Gr Co	215		2016		Latest available detailed report is 2013
CR6 (SR42 <-> WolfRd)	L	Gr Co	257		2016		Latest available detailed report is 2010

It must be noted that averages are developed, in part, from individual traffic counts that often do not relate to peak weekly or seasonal usage, for example. However, important relationships between traffic volumes in the region and over time (historical data is linked to segments) are illustrative of regional patterns. For instance, on the statewide

map AADT for highways are divided into six colored categories based on volumes between 1 and 300,000. Using the zoom feature to view the area of the existing and the proposed byway confirms the rural nature of the region: the highest AADT on the Mountaintop is 23A in Tannersville at 4600 in 2016. This figure follows 4536 (2013), 2400 (2010), and 1920 (2006). While the data is also influenced by local trips, the volumes of 23A on the existing byway clearly exceed those on the proposed byway. The three segments of 23A in the table are compared to (in addition to Tannersville): 3353 (SR 214 <-> SR 296); 2368 (SR 32A Palenville <-> CR 25, at the Stewart's Shop b/t Haines Falls and Tannersville.)

Accident data was provided by NYSDOT for the proposed byway portions of the involved highways (State Routes 23A and 42 and County Highway 23C) for the period 2014-18. Analysis of the data, which included 165 accidents, did not indicate any problematic factors or patterns along the proposed byway route. Of note is that under the category 'Apparent factor' (related to the accident and recorded for more than 95% percent of the accidents), 'Animal's Action' comprised approximately 45% of all accidents.

None of the data included any fatalities on the proposed byway route. Of the 23 injuries recorded, four of these were listed as serious.

The detailed data, which also includes such information as weather, light, and surface conditions, as well as location, provides a valuable baseline for the byway. It is recommended that future accident data be collected and assessed. Combined with traffic data, this information can be useful in measuring change and considering actions that can reinforce safety and enhance future experiences of the byway.

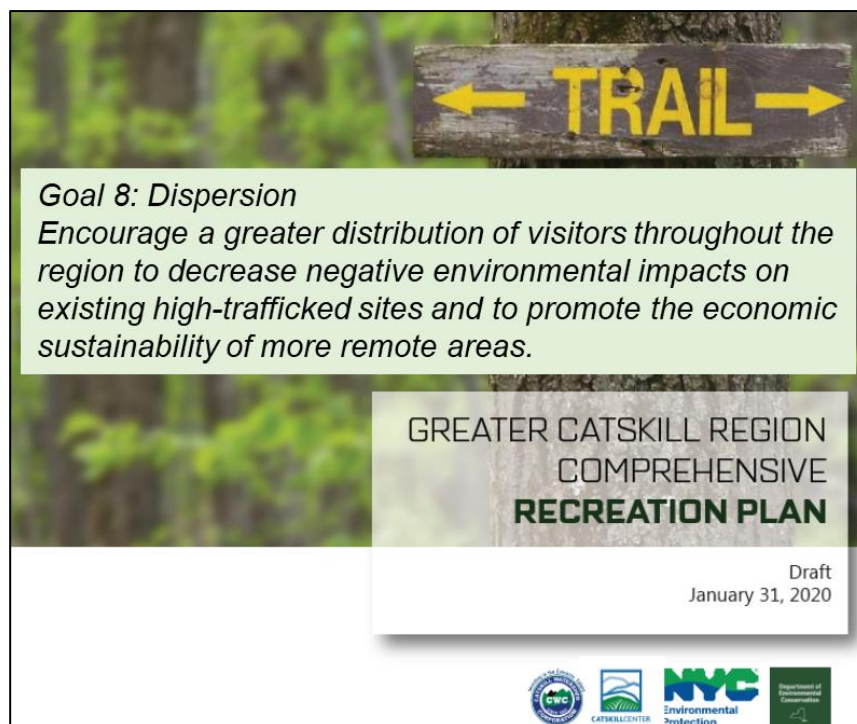
6.2 Regional Effects and Byway Locations

As noted, the general condition is that the designated byway along 23A has experienced increases in traffic in recent years. Additional traffic count data was shared by DOT for 23A in the Kaaterskill Clove (counter locations at CR25 Haines Falls and SR32A Palenville). For each month in 2019, AADT westbound exceeded that of eastbound; with the annual 2019 averages being 2164 westbound and 1759 eastbound. Likely factors in these differences include westbound traffic going only as far as: Molly Smith parking area on Rte. 23A (Kaaterskill Falls access); CR18 (North Lake Campground, Kaaterskill Falls, and Escarpment Trail access); and Twilight Park (a private residential community between Molly Smith and CR18). This data is valuable to the existing byway and its communities, the proposed extended byway, and the Catskill Park-Watershed Region as a whole.

Kaaterskill Clove, a longstanding and popular destination, has experienced increasing visits in recent decades, with corresponding impacts on the transportation system, especially in the form of excess numbers of illegally parked vehicles and motorist-pedestrian safety issues. These topics are treated in the MCCMP, and recent improvements to Kaaterskill Falls access and related projects have alleviated impacts to

a degree. Yet, because the Rte. 23 through the Clove is a primary access to the Mountaintop and the Catskill Park, its ability to adequately and safely accommodate visitors and traffic at present, and for years to come, is one of the most important topics in the Catskills. In fact, the Governor's 2020 State of the State Book calls for the formation of a Strategic Plan Advisory Group in the Catskills. This group will reflect the already-established Adirondack High Peaks Strategic Planning Advisory Group. Indication is that the group will focus on the Kaaterskill Clove. This heightened attention will complement the activities of the Kaaterskill Clove Working Group, a consortium of state and local officials and regional organizations, who are exploring solutions in the Clove, including a shuttle.

One of the advantages of extending the Mountain Cloves Scenic Byway is that it can help influence wider dispersion of visitors to the region. The extended byway will offer travelers other areas to explore, and it can help offset the peak influxes of visitors to the designated, eastern portions of the byway. Both Stony Clove (SR 214) and Deep Notch (SR 42) offer scenic drives between the Mountain Cloves and Catskill Mountain Scenic Byways. Annual averages of daily traffic through these mountain passes, as expected, are lower than the east-west state highway corridors. Coupled with strategies to get visitors to stay overnight, the byway extension can help influence alternatives to current tourism travel patterns. This is consistent with the draft Greater Catskill Region Comprehensive Recreation Plan (release in January 2020), which puts forth a goal of *Dispersion*.



Future byway designations and related regional marketing strategies can also be a factor in informing visitors of opportunities in a greater geographic range. For example, the MCCMP mentions the concept of extending the byway to Prattsville and Grand Gorge, where State Route 30 is reached. From Grand Gorge, a third connection with the CMSB is possible. Grand concepts of extending a scenic byway along Route 30 from Amsterdam (Adirondack Trail) to its southern terminus near Hancock have also been put forth.

It is also noted that with the recent expansion of the Hunter Mountain Ski Center a second entry point to ski facilities now coincides with the intersection of State Route 23 and Deming Road in the town of Jewett. In 2018 or 2019, NYS DOT conducted a study to determine if an extension of the 45-mph speed limit westward from the village of Hunter to Wright Road in Jewett was warranted. Based on DOT's findings, it was determined that the speed-limit change was not warranted as of June 2019. A related concern is the increase in the number of vehicles using this access. As with increases in Kaaterskill Clove, the collection of data at this intersection during ski season can contribute to future actions to help manage traffic and safety. The traffic counter could be placed on Deming Road.

State Route 42

Periodically, due to heavy, prolonged precipitation, the volumes of water in the creeks descending from both sides of the Deep Notch have caused significant erosion, and in some cases have comprised or removed portions of the road bed and surface of 42. In the Notch, debris from the cliffs on the west side can become dislodged and drop to lower elevations in the vicinity of the right of way of 42.

In response to incidents involving flooding and slope movement, the NYSDOT has been highly effective on all counts, from closure and notifications to repair and reopening. Additionally, heavy metal fencing in the Notch helps protect the right of way from stray material that may result from specific episodes or cumulative changes on the adjacent mountainside.

These natural occurrences, which can affect the region's movement of vehicles due to closures, or partial closures, generally do not threaten the intrinsic qualities of the byway corridor. However, they can offer opportunities to maintain the visual character of the corridor and apply practices to mitigate the environmental impacts of future occurrences. In this regard, the application of context sensitive practices will serve to help sustain the character of the natural qualities in this portion of the byway corridor. As cited in the MCCMP, and referenced in this CMP, the Catskill Park will benefit from the completion of the Guidelines for Highway Facilities within Catskill Park. Catskill Park stakeholders have long sought the value that this guidance document can bring, citing the example of the Adirondack Park Guidelines. Whether through repair due to flooding events or due to need to replace aged infrastructure, the Guidelines will aid in sustaining the qualities of the state corridors.

Additionally, there is opportunity to increase awareness, e.g. with DOT personnel, of the many programs associated with stream management in the Catskill-Delaware Watershed. New York City, in cooperation with regional stakeholders, has provided significant resources to protect its water supply. Many flood analyses and programs are focused on improving stream corridors, and many of the larger water courses share corridors with state highways. Whereas flooding periodically impacts Route 42, no major impacts to Route 23A were identified during the process of developing this plan.

County Route 23C

The inclusion of County Route 23C in this byway nomination contributes a highly scenic traverse of a landscape that includes working farms, small businesses, rural residential areas, and many views of surrounding mountain ranges. The character of 23C as a road differs from that of state highways. With narrower shoulders, Route 23C also includes some steep and curvy sections over its rolling course. The nature of the 23C portion of the byway is similar to the nearby Durham Valley Scenic Byway, and both offer touring opportunities that are quintessential to the experience of traveling the interior routes of the Northern Catskills.

Based on the annual average daily traffic data presented above and the federal Manual of Uniform Traffic Control Devices (MUTCD) (Chapter 5A, 2009), the majority of 23C in Jewett and Lexington is classified a low-volume road. The eastern portion, with an AADT exceeding 400, places the road in a different category. Each classification corresponds with comprehensive design and safety standards and requirements in the MUTCD and the NYS DOT Highway Design Manual. These requirements are integrated in the design of the road and its infrastructure, e.g. paving, guardrails, striping, and signage. If a road changes in its classification, the proper measures will be integrated in accordance with requirements. Accident data is also used as a basis for assessing the conditions of a road and its infrastructure, and for considering changes that will assist in supporting safety.

Other factors that can influence the design, maintenance, and signage of a road include weather, e.g. sections susceptible to fog, encroaching vegetation, or areas of new activity, such as a farm. With the designation of a rural road as a scenic byway comes the expectation that there will be an increase in travelers. The placement of scenic byway signage along the road will increase awareness that the road is a rural touring route. These byway signs will serve motorists who are new to the route and remind those who travel the roads regularly. The towns of Jewett and Lexington and the county highway department will continue their cooperative relationship in the management of the byway. For example, if additional signage or more frequent



23C, Looking East

traffic count collection can benefit future management of 23C, implementation of these steps will be pursued.

Western Gateway

A byway designation of 23C may raise some signage considerations at the two-route beginning of the byway at its western edge. The boundary of Lexington, where the byway is proposed to begin (in the eastbound direction) on both State Route 23A and County



Lower entrance to Kern's Nursery

Highway 23C lies approximately .4 of a mile east of the intersection of 23A and 23C, which is in the town of Prattsville. This short distance between the intersection and the actual beginnings of the scenic byway should be able to be resolved by signage, e.g. directional signs at intersection and "Begin Byway" signs at actual beginnings. The recent improvements to 23A included turning lanes with new pavement striping at this location. These changes will facilitate future byway signage. In addition to safety and providing accurate information to motorists, emphasis is placed on these topics because Jewett and Lexington want to help ensure that both byway routes are signed at this location.

Transportation Working Group

As explained earlier, the Catskill Park Transportation Working Group is a successful partnership effort that supports discussions within this chapter.

One of the regular agenda items at TWG meetings is reporting from representatives of each of the three DOT regions on upcoming state highway projects. Notably, Greene County stakeholders have mapped this project information and incorporated it with known local project information. These communication and mapping practices enable heightened attention and resources to be folded within an ongoing stakeholder dialogue that can benefit individual projects within the byway corridor. Additionally, communications and information around a project in one region can benefit stakeholders in other regions who are or will be undertaking similar initiatives, in many cases in partnership with DOT.



Transportation Working Group

Chapter 7. Byway Management

Implementation of this corridor management plan will be achieved largely through the ongoing activities of a successful management organization, the application of stewardship practices, and the continued leveraging of partnerships. As with several aspects of this plan, the byway extension towns have the advantage of joining an established management system. Jewett and Lexington bring new people and ideas to help strengthen resource protection, interpretation, and promotion on an extended byway system. And with the second connection to the CMSB on Route 42, activities can be further coordinated with partners on the adjacent byway.

These intermunicipal relationships will be complemented by the continued efforts to build upon collaboration with state agencies, particularly DOT and DEC. Future efforts and strategies within these general management categories (a healthy management organization, active stewardship, and working collaboratively) will present funding opportunities to reinforce the byway's intrinsic qualities and their management.

The need for focused byway management is coupled with current regional trends that illustrate significant increases in the use of public lands. The interface between these public lands and the transportation system is critical in maintaining the character of the region that is drawing these visitors. Underpinning the needs for parking, signage, proper visual treatment of corridors, pedestrian safety, increases in locations for recreational, and similar necessities, is the role of partnerships in implementing the actions that will sustain the balance of the region.

7.1 Recommendations

1) Complete the process of incorporating the towns of Jewett and Lexington into Mountain Cloves Scenic Byway, Inc.

MCSB, Inc. is a registered non-profit organization with representation from byway municipalities and a set of bylaws. Once the towns of Jewett and Lexington began to pursue the byway extension, MCSB recognized there would be a need to draft an amendment to the bylaws to include the two towns. The amendment to the bylaws has been drafted, approved by MCSB, Inc., and will take effect upon designation.

2) Address the need to build capacity jointly

The process of developing the nomination to extend the byway has strengthened both the alliances between Jewett and Lexington and the three municipalities already comprising the byway. Those qualities that make the byway special are shared between all the towns and villages, who have affirmed the need to sustain these qualities. The ability and the means to achieve the goals of the byway are also not only shared but strengthened with the increase in the number of managing partners. Commonalities among objectives to achieve the goals of this and other plans are also readily apparent. For example, the Lexington Hamlet Revitalization Strategy contains Capacity Building and Implementation Strategies that can easily apply to many rural towns in the area, not only individually but *collectively*. These are:

- Develop an implementation committee
- Ensure communication between various committees and boards
- Communicate with potential funders about priority projects
- Develop a grants committee
- Consider hiring a grants writer
- Prepare to administer grants

Cooperative project proposals are attractive to funders. They can be structured so that they are balanced to implement projects in two or more towns, projects that benefit all involved. Resources to support the development of proposals can also be shared. As municipalities consider the implementation of their individual plans, they can also look for opportunities to do this jointly. MCSB has demonstrated this practice with successfully securing funding for a project that has installed interpretive kiosks along the byway and, in partnering with the CMSB, a project to help market both byways with advertisements, audio tours, and videos.

3) Review sources of financial support that have advanced byway goals and identify new potential funding sources

MCSB has been successful in implementing several byway goals in the areas of marketing, interpretation and trails development with support from the NYS DEC's Catskill Park Smart Growth Implementation Program. Lexington has leveraged funding for flood recovery (NYS Long Term Recovery Strategies) and redevelopment with plans that identify new projects (CWC Local Technical Assistance). These projects demonstrate progress and community commitment and set forth next steps, most of which will benefit from further financial support. These projects can also attract private investment or new public partners. In reviewing the progress, MCSB, Inc. can articulate additional ways to advance byway interests along the existing and extended byway.

In Lexington, for example, one of the focal areas of hamlet redevelopment is a cluster of five adjacent properties, one of which (the Lexington House) is on the National Register of Historic Places. This is an architectural gem in an anchor location, and both the property owner and the town have keen interest in exploring revitalization options. The owner has pursued assistance through NYS Empire State Development to create a general store. Programs and assistance from NYS Office of Parks and Recreation as well as the periodic Greene County Microenterprise Assistance Program may also offer support. As Jewett advances the concept for a small visitors' center, these and similar types of programs should be pursued.

Another opportunity for the byway municipalities and Greene County to consider is joining the Hudson River Valley Greenway. When created in 1991, eligible Greenway included 263 municipalities in 12 counties. Today, the Greenway area includes 324 eligible municipalities in 14 counties. In 2006, state Greenway legislation was amended to include the Ulster County municipalities of the Catskill Park, enabling these communities to be eligible for Greenway assistance and funding. However, there still exists the opportunity for Greene County municipalities in the Park to be included.

Within the Greenway's grant programs, categories of eligible projects related the MCSB include community design guidelines or standards, cultural resources inventories, tourism development plans and viewshed analysis. The Greenway also manages programs of the Hudson River Valley National Heritage Area, including Heritage Development Grants.

The Hudson River Valley Greenway is a unique state agency created to assist with the development of a voluntary regional strategy for preserving scenic, natural, historic, cultural and recreational resources while encouraging compatible economic development and maintaining the tradition of home rule for land use decision making.

Through voluntary participation in the Greenway community planning program, communities in thirteen counties in the Hudson River Valley can receive technical assistance and funding for local land use planning projects which support the goals of the Greenway program.

Given the significance of the Hudson Valley and the Catskill Mountains at the national level, MCSB should also explore, in cooperation with the CMSB, designation under the National Scenic Byway

Program. Funding for this program was recently reinstated and future funding availability is a possibility

4) Explore opportunities for funding through the non-profit MCSB, Inc.

An advantage to having a non-profit management entity is that it expands the range of grant programs that can be applied to. The non-profit is also strengthened by its close relationships with the byway's municipal governments. With strong municipal comprehensive plans in place (and Lexington beginning the process to update its plan), opportunities should be explored on how private and public resources can leverage enhancement of the byway.

5) Reinforce the appreciation of the intrinsic qualities and resources that make this proposed route unique and marketable

Although this is a foundational principle of stewardship that helps guide specific actions, it can always benefit from reinforcement. The pursuit of linking the byway's special resources with stewardship actions is an ongoing activity that helps increase understanding of the connections between management tools and the route's distinguishing qualities.

For example, the knowledge and enthusiasm of the members of the local byway groups demonstrate the interest and pride that have gone into the development of this nomination. Yet this activity is only a snapshot of the larger community, whose engagement and support can be more fully realized through efforts to involve them.

Another illustration of this principle can be expressed through land use regulations. While all land use regulations should be based on a comprehensive plan, the regulations themselves often do not draw the connection between the plan's objectives and regulation itself. For example, with regard to sustaining a byway corridor's visual qualities during a project review process, there is often ample opportunity to complement the language in a municipality's regulations, e.g. special use permit and site plan review. Such language is often incorporated within a purpose statement or preamble or listed in a series of guiding principles that help illustrate what the purposes of the regulations are. Other land use tools, such as non-regulatory design guidelines often use graphics to illustrate principles and conditions the regulations are intended to achieve.

6) Encourage land use training events and curriculums that can help reinforce preservation and enhancement of byway qualities

Per NYS law, village and town planning boards, zoning boards of appeal, and county planning boards are required to receive four hours of training per year (unless the local governing body has adopted a resolution that amends this requirement). The review of proposed projects under special use permit and/ or site plan review requirements, for example, are critical in enabling land use development while balancing a community's qualities. Design guidelines, special use permit criteria, site plan review elements, traffic access and circulation requirements are all examples of specific tools that help strike this balance. Specialized curriculums can also be sought or developed. For example, ridgeline protection was the subject of a training program conducted by the Catskill Center, and access management is a topic for which instructors are likely available. These types of programs often include examples from across the state that illustrate how land use tools can be adjusted to meet local needs. Working cooperatively with developers is also a relevant topic, and examples of context sensitive design for commercial developments are often shared during land use training sessions that include design guidelines, site plan review, and special use permit.

7) Continue to meet with DOT and DEC and explore opportunities to help achieve mutual byway goals

In many cases, the local interests of byway management and stewardship are shared with DOT and DEC. State highway corridors play a major role in defining the character of the proposed byway extension, the existing byways, and the sense of place in the

Catskill Park. Along these corridors are numerous access points to state lands and waters managed by DEC. Safe interactions with roadways, enjoyment of recreational pursuits, proper signage, and realized potential of interpretive opportunities are in the interest of all stakeholders.

These and other related topics are discussed on a regular basis at meetings of the Catskill Park Transportation Working Group and the Catskill Park Advisory Committee. The meetings include dialogues between state, regional, and local stakeholders that identify and report on solutions to shared concerns and related opportunities. The Park's two designated scenic byways are included in the agendas of these groups, and the benefits of these working relationships are extremely valuable for the future of the region. The continued participation of the byway management entities in these settings will enhance implementation of shared byway goals and objectives. The following topics, already part of these dialogues, should continue to be pursued in partnership with these state agencies.



Catskill Park Advisory Committee

8) Support the completion of the Design of Highway Facilities within Catskill Park

Generally referred to as the Catskill Park Guidelines, this comprehensive resource will increase understanding of the importance of state highway corridors in the Park and provide guidance for how the corridors – their appearance, construction, bicycle and pedestrian accommodation, signage, interface with state lands, and other features – will be managed by DOT. Having a set of guidelines in place will develop an assurance and an expectation that the special qualities of highway corridors will be sustained for future generations.

9) Support efforts to increase guidance, organization, and application of the Catskill Park Sign Law and Tourist Oriented Directional signs along the byway and in the Park

With off-premise advertising signs (a.k.a. billboards) prohibited along scenic byways and in the towns of the Catskill Park, there is a need for community stakeholders to better understand the TOD sign program. TOD signs enable a wide range of “tourist oriented” businesses to provide directional signs to the travelling public, thereby accomplishing vital guidance while maintaining a consistent visual vocabulary in the Park.

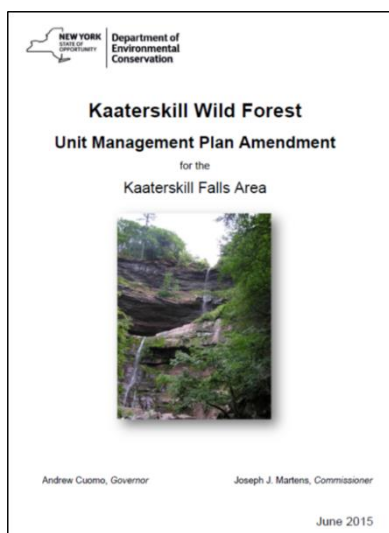
There are also opportunities to plan for and organize the installation of TOD signs in the Park and along the MCSB. Because the installation of these signs is a private undertaking, typically on an individual basis, these signs can accumulate over time and create sign clutter, detracting from the visual qualities of byway corridors. Aged signs no longer associated with an active business are not always removed. Older signs with the yellow-on-brown scheme remain in some locations.



Older Catskill Park
TOD Signs

Simple guidance materials specialized for the Catskill Park, with regional contact information for additional assistance can help in the coordination of TOD signs. There are also opportunities to work with groups of businesses off main highways to share TOD sign assemblies to reduce clutter and costs and to explore alternative means to provide information to travelers without overly compromising scenic values. For the byway extension, locations for TOD signs in Lexington and Jewett should be identified, once input from eligible businesses is received.

10) Provide input on DEC Unit Management Plans and related land management opportunities



Lands of the Catskill Forest Preserve are divided into land management units, with each unit having a plan that is periodically revised. State land units in Jewett and Lexington are outlined in Chapter 3. Revisions to units can include recommendations for opening new access points and for expanding the types of allowable uses. Each unit is also part of the larger region that includes other state lands, as well as NYC lands, local hamlets, and the transportation network. Plan revisions provide for public comment and input from stakeholders.

The interests of the byway and the plans that manage public lands have many areas of overlap. Projects along the existing MCSB, e.g. Kaaterskill Rail Trail and the town of Hunter trails system, involve state and city lands and

private easements. Participation in the unit management planning process by byway stakeholders can enhance collaborative efforts, such as improving existing access points, creating new access points, or connecting public lands to hamlets. These dialogues also increase communications among stakeholders. For example, use patterns at forest preserve access points are receiving increasing amounts of attention by outdoor groups, who are increasingly monitoring trail usage. These studies are conducted at levels of detail that go beyond current state resources and they provide valuable data. Trail and vehicle counts at access points have important relationships with instituting changes that improve user experience while retaining byway character. While dialogues and engagement in unit management planning are beneficial, the timing of actions may need to be accelerated in order to keep pace with the current changes the region is experiencing.

Enhanced communications with NYCDEP are also opening opportunities to increase recreational access on city lands. At the regional scale, the developing Greater Catskill Region Comprehensive Recreation Plan is considering how regional recreation networks can be enhanced. The inclusion of MCSB and CMSB in the Catskill Park Advisory Committee meetings has heightened awareness of many important relationships between the Park's scenic byways and public land. Understanding of needs related to access, as well as identifying opportunities for education and interpretation are contributing to the justification of funding support for the region.

Chapter 8. Conclusion

The proposed portion of the Mountain Cloves Scenic Byway in the towns of Jewett and Lexington is not only one of the richest traveling experiences in New York State, but a byway that could merit individual designation. Yet, with its benefits reaching well beyond this status, the extension becomes a logical addition to the NYS Scenic Byway system.

Establishing a second connection with the CMSB will extend and diversify the qualities of the traveling experience; support local businesses and communities; strengthen regional partnerships and cooperation; contribute to the management of regional tourism and recreation activities; and help retain the special character of the Catskill Park.

Appendix 1 – Municipal Resolutions



P.O. Box 132 – Jewett, NY 12444
Tel: 518-263-4646 Fax: 518-263-3758
www.TownofJewett.org

James Pellitieri
Supervisor

Carol Muth
Deputy Supervisor

Brian Carl
Councilman

JR Quackenbush
Councilman

Marianne Romito
Councilwoman

Maya Carl
Town Clerk/
Tax Collector

Nancy Bower
Sole Assessor

Carl Giangrande
Code Enforcement
Officer

Robert Mallory
Highway
Superintendent

TOWN OF JEWETT Town Board Meeting of April 8, 2020

Regular X
Special

Resolution #8 of 2020

Board member Quackenbush offers the following Resolution and moves its adoption:

**SUBJECT: Resolution for Mountain Cloves Extension Scenic Byway
Nomination and Corridor Management Plan Adoption (Jewett)**

"WHEREAS, the 41-mile Mountain Cloves Scenic Byway in the town of Hunter and the villages of Hunter and Tannersville was approved and signed into law by Governor Cuomo in 2013;

WHEREAS, the Mountain Cloves Scenic Byway Corridor Management Plan recommends cultivating regional interest by extending the byway and working with neighboring municipalities;

WHEREAS, the Jewett Town Board adopted a resolution in 2016 expressing interest in extending the MCSB through the town to promote regional byway tourism, and the board subsequently appointed two residents to work in cooperation with the town of Lexington to develop this corridor management plan;

WHEREAS, the NYS Department of Transportation has encouraged collaborations among scenic byways and supports extending the MCSB, as it would connect to the Catskill Mountains Scenic Byway and enhance both designated byways and include Deep Notch, an extraordinary scenic mountain pass on State Route 42;

WHEREAS, the management entities of both the Mountain Cloves and Catskill Mountains Scenic Byways have formed a Joint Byway Group and have engaged the towns of Jewett and Lexington; and

WHEREAS, the extended byway route proposed to include State Routes 23A and 42 and County Route 23C is highly expressive of scenic, natural, recreational, cultural and historical byway themes as detailed in the Corridor Management Plan for the byway's extension;

NOW, THEREFORE, BE IT RESOLVED, that the Town of Jewett supports the designation of the Mountain Cloves Scenic Byway in the towns of Jewett and Lexington as defined in the Corridor Management Plan for Scenic Byway Extension and adopts said plan which includes programs for stewardship and enhancement of the scenic byway and guidance to manage future activities along its corridor;



James Pellitteri
Supervisor

Carol Muth
Deputy Supervisor

Brian Carl
Councilman

JR Quackenbush
Councilman

Marianne Romito
Councilwoman

Maya Carl
Town Clerk/
Tax Collector

Nancy Bower
Sole Assessor

Carl Giangrande
Code Enforcement
Officer

Robert Mallory
Highway
Superintendent

P.O. Box 132 – Jewett, NY 12444
Tel: 518-263-4646 Fax: 518-263-3758
www.TownofJewett.org

BE IT FURTHER RESOLVED, that the town of Jewett confirms that they will not issue building permits or any other permits or other permission to construct new off-premise outdoor advertising signs along the designated Byway route; that off-premise tourism oriented directional signage on state highways will be in compliance with the NYS Department of Transportation's Tourist Oriented Directional Signs (TODS) program, and that off-premise directional signage on any County and local roads along the designated Byway route will be consistent with the state TODS program;

and BE IT FURTHER RESOLVED, that the town of Jewett will work in partnership with the towns of Lexington and Hunter, and the villages of Hunter and Tannersville, and local and regional stakeholders to support future Byway program development. "

Seconded By Board Member Romito.

ROLL CALL VOTE: Supervisor James Pellitteri
Board member JR Quackenbush
Board member Brian Carl
Board member Carol Muth
Board member Marianne Romito

AYE NAY
AYE NAY
AYE NAY
AYE NAY
AYE NAY

Certification

I, Maya Carl, being the Clerk of the Town Of Jewett and the official recording officer of the Town of Jewett records do hereby certify that the above resolution was approved at the meeting of the Town of Jewett Board on April 8, 2020, that the resolution is true and correct and in full force and that an official record of this action is on file in the Town of Jewett's minutes book.

Signed: Maya Carl
Town Clerk

Date: 4/15/2020

**Resolution for Mountain Cloves Extension Scenic Byway Nomination
and Corridor Management Plan Adoption (Lexington)**

WHEREAS, the 41-mile Mountain Cloves Scenic Byway in the town of Hunter and the villages of Hunter and Tannersville was approved and signed into law by Governor Cuomo in 2013;

WHEREAS, the Mountain Cloves Scenic Byway Corridor Management Plan recommends cultivating regional interest by extending the byway and working with neighboring municipalities;

WHEREAS, the Lexington Town Board adopted a resolution in 2016 expressing interest in extending the MCSB through the town to promote regional byway tourism, and the board subsequently appointed two residents to work in cooperation with the town of Jewett to develop this corridor management plan;

WHEREAS, the NYS Department of Transportation has encouraged collaborations among scenic byways and supports extending the MCSB, as it would connect to the Catskill Mountains Scenic Byway and enhance both designated byways and include Deep Notch, an extraordinary scenic mountain pass on State Route 42;

WHEREAS, the management entities of both the Mountain Cloves and Catskill Mountains Scenic Byways have formed a Joint Byway Group and have engaged the towns of Jewett and Lexington; and

WHEREAS, the extended byway route proposed to include State Routes 23A and 42 and County Route 23C is highly expressive of scenic, natural, recreational, cultural and historical byway themes as detailed in the Corridor Management Plan for the byway's extension;

NOW, THEREFORE, BE IT RESOLVED, that the Town of Lexington supports the designation of the Mountain Cloves Scenic Byway in the towns of Jewett and Lexington as defined in the Corridor Management Plan for Scenic Byway Extension and adopts said plan which includes programs for stewardship and enhancement of the scenic byway and guidance to manage future activities along its corridor;

BE IT FURTHER RESOLVED, that the town of Lexington confirms that they will not issue building permits or any other permits or other permission to construct new off-premise outdoor advertising signs along the designated Byway route; that off-premise tourism oriented directional signage on state highways will be in compliance with the NYS Department of Transportation's Tourist Oriented Directional Signs (TODS) program, and that off-premise directional signage on any County and local roads along the designated Byway route will be consistent with the state TODS program; and

BE IT FURTHER RESOLVED, that the town of Lexington will work in partnership with the towns of Jewett and Hunter, and the villages of Hunter and Tannersville, and local and regional stakeholders to support future Byway program development.

Charlotte

I, ~~Jaeger~~ Town Clerk of the Town of Lexington, County of Greene, certify that this resolution was adopted by the town of Lexington Town Board on the 7 day of April, 2020.

Charlotte P. Jaeger, Town Clerk

Appendix 2 – Nomination Support Letters

Mountain Cloves Scenic Byway, Inc.
Greene County Legislature
Greene County Soil & Water Conservation District
Greene County Highway Department
U.S. Senator Charles Schumer
U.S. Senator Kirsten Gillibrand
U.S. Congressman Antonio Delgado
NYS Assemblyman Christopher Tague
NYS Senator George Amedore, Jr.
Town of Lexington Historians
Hunter Chamber of Commerce
Lexington Arts + Science, LLC
Mountain Top Historical Society
Catskill Mountain Foundation
Hunter Mountain Foundation
Central Cats Chamber of Commerce
Catskill Mountain Club
Catskill Center for Conservation and Development
New York-Jersey Trail Conference
Jewett and Lexington Businesses
Catskill Mountain Club
Lexington Arts + Science, LLC
Jewett and Lexington Businesses

TOWN OF LEXINGTON

P.O. Box 28
Lexington, NY 12452
(518)989-6476
Fax: (518)989-6618

JoEllen Schermerhorn, *Supervisor*

Michael Barcone, *Councilman*
Bill Pushman, *Councilman*

Bradley Jenkins, *Councilman*
Bennett Wine, *Councilman*

April 8, 2020

NYS Scenic Byways Advisory Board
NYS DOT
50 Wolf Rd, POD 4-1
Albany, NY 12232

Dear Scenic Byways Advisory Board:

RE: Extension of Mountain Cloves Byway

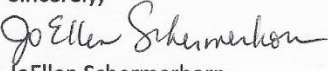
At our April 7th, 2020 Town Board Meeting, we unanimously voted on the resolution to adopt the Mountain Cloves Extension Scenic Byway and Corridor Management Plan for the Town of Lexington (5-0). This extension will not only promote local tourism and strengthen our relationship with our neighboring towns but will provide a connection to the Catskill Mountains Scenic Byway (State Route 28).

The byway route proposed includes State Routes 23A and 42, as well as County Route 23C in the Town of Lexington. This route offers the scenic ride thru the valley, which follows the Schoharie Creek (with the many resources that it provides), and the mountain roads that allows the breathtaking views of the awesome Western Catskill Mountains.

In an ever changing world, this proposal gives a sense of place of what our community has to offer: historical sites, diverse recreational activities, small businesses, cultural events and the beautiful peaceful views of the Catskill Mountains.

We would like to thank Peter Manning, Project Coordinator, and our Town of Lexington Local Byway Group, Nancy Orr, Mary Palazzolo and Christine Dwon, for their many tireless hours spent on researching, preparing, and keeping us informed of this very inclusive Extension to the Mountain Cloves Scenic Byway.

Sincerely,


JoEllen Schermerhorn
Supervisor

MOUNTAIN CLOVES SCENIC BYWAY, INC.
P.O. Box 70, Tannersville, NY 12485
518-589-6151



April 13, 2020

New York State Scenic Byways Advisory Board
NYS DOT
50 Wolf Road, POD 4-1
Albany, NY 12232

RE: Extension of the Mountain Cloves Scenic Byway

Dear New York State Scenic Byway Advisory Board:

Mountain Cloves Scenic Byway, Inc. has always envisioned an extended scenic byway system to celebrate, promote, and protect the Catskill Park's special combination of resources. Building upon the Park's first scenic byways – three separate segments of road corridor in the Kaaterskill, Platte, and Stony Cloves totaling 14 miles – MCSB, Inc. successfully nominated the 41-mile Mountain Cloves Scenic Byway in 2013. During the nomination process and in the MCSB Corridor Management Plan, visions were put forth to work with neighboring municipalities and extend the MCSB westward and establish further connections with the now-designated Catskill Mountains Scenic Byway (CMSB).

We are now excited in providing our enthusiastic support and commitment to the towns of Jewett and Lexington as they seek nomination for the extension of the Mountain Cloves Scenic Byway. The 36-mile byway route will help sustain the scenic beauty of the great interior of the northern Catskill Mountains for present and future generations of visitors. The extended route will support many interpretive opportunities to promote the unique cultural and historical narratives in Jewett and Lexington, while enhancing the region's need to accommodate tourism and recreation. The expanded byway will include spectacular ridge and valley routes in Jewett and incorporate the awesome Deep Notch in Lexington, making a second connection with the CMSB.

This extension of the Mountain Cloves Scenic Byway will also realize longstanding goals of regional planning efforts, including the *Mountaintop Community Resources Strategy (2009)* and the *Catskill Forest Preserve Public Access Plan (1999)*. The development of the nomination has also strengthened our relationships with the CMSB (via the Joint Scenic Byway Group) and the state agencies and regional organizations (via the Catskill Park Transportation Working Group).

MCSB, Inc. has worked closely with representatives of Jewett and Lexington during the development of the corridor management plan, and we have prepared for their future inclusion through draft bylaw amendments. We have thoroughly reviewed the addendum to the corridor management plan and are in full support of the nomination.

If you have any questions, please do not hesitate to contact me, or our MCSB coordinator, Michelle Yost, at 518-589-6871.

Sincerely,

David Kukle, President
Mountain Cloves Scenic Byway, Inc



**Greene County
Watershed Assistance Program**
PO Box 996, Tannersville, NY 12485
Phone (518) 589-6871 Fax (518) 589-6874

April 13, 2020

New York State Scenic Byways Advisory Board
NYS DOT
50 Wolf Road, POD 4-1
Albany, NY 12232

RE: Extension of Mountain Cloves Scenic Byway

Dear Scenic Byways Advisory Board,

On behalf of the Greene County Soil & Water Conservation District Watershed Assistance Program (WAP), I am writing to express my strong support for the nomination of the extension of the Mountain Cloves Scenic Byway through the towns of Jewett and Lexington.

The WAP supports the Mountaintop municipalities within the NYC Watershed with programs and projects that build upon the watershed economy. We have been involved with the Mountain Cloves Scenic Byway from the beginning (2007) and provide administrative support to the MCSB, Inc. to achieve outcomes outlined in the corridor management plan. One of those goals is to extend the MCSB through neighboring towns and we are very pleased to see this vision within reach for the towns of Jewett and Lexington.

The proposed route includes spectacular scenery and really captures the essence of what the towns of Jewett and Lexington have to offer. The extended byway features a beautiful stretch of the Schoharie Valley along State Route 23A, an upland traverse along County Route 23C, and an amazing pass through the Deep Notch on State Route 42, making a second connection with the Catskill Mountains Scenic Byway. An expanded route will help reinforce the sense of place that defines our region – its historic hamlets, small businesses, diversity of recreational opportunities, and cultural offerings. This extension of the MCSB is another means to celebrate and brand the region and its rich cultural and natural heritage.

The process of developing the proposed byway extension has strengthened relationships among the towns and villages on the Greene County Mountaintop, as well as with the connecting communities in Ulster and Delaware Counties. As someone who works to foster collaborative partnerships between public and private interests, it is wonderful to see how these municipalities have come together during the planning process and see themselves as part of broader picture. This collaborative approach echoes many of the goals in the region's planning documents, and it positions the greater Catskill Park community to better manage present and future changes. With its asset-based planning process, a scenic byway brings partners together and fosters a collective appreciation of place. By both promoting and

preserving the defining qualities of the region, this scenic byway extension will complement the vitality of our economy.

It is wonderful to see Jewett and Lexington taking this step to officially have these corridors recognized for their unparalleled beauty and history. The draft Corridor Management Plan they created with regional planning consultant, Peter Manning, presents a balanced and forward-thinking program that complements the MCSB CMP.

I appreciate your careful consideration of this thoroughly developed nomination and request that you endorse the formal designation of the routes outlined in the plan. Creating a cohesive byway that connects significant natural and cultural sites within the Catskill Park will not only help the Park's economy, but also will encourage regional planning in preserving the special sense of place in which many live, work and recreate.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Michelle Yost".

Michelle Yost
WAP Coordinator



**Greene County
Highway and Solid Waste
Department**

240 West Main Street
Post Office Box 435
Catskill, New York 12414

Robert J. Van Valkenburg
Superintendent

New York State Scenic Byways Advisory Board
NYS DOT
50 Wolf Road, POD 4-1
Albany, NY 12232

April 27, 2020

RE: Extension of Mountain Cloves Scenic Byway

Dear Scenic Byways Advisory Board:

I am writing to express the Greene County Highway Department's support for the proposed extension of the Mountain Cloves Scenic Byway.

Greene County has more than 262 miles of county highways, each offering unique traveling experiences. Four county highways were previously incorporated within the Mountain Cloves Scenic Byway in 2013: County Highways 16, 18, 23C (partial), and 25. County highways have also been incorporated into the Durham Valley Scenic Byway.

The proposed extension of the Mountain Cloves Scenic Byway westward along 23C (and state highways) will further enhance our scenic byway touring system, providing many positive impacts for residents, communities, and visitors. This expansion also helps further the county's tourism efforts and promotes public awareness of recreation sites, businesses, and cultural attractions.

During this project's development, I have been kept apprised of the progress, and I have reviewed the draft corridor management plan, including the Traffic and Safety chapter. Consistent with the plan, we will continue to work cooperatively with the towns of Jewett and Lexington, as well as the other municipalities in the Mountain Cloves Scenic Byway. Please feel free to contact me if you have any questions on this.

Sincerely,

Robert J Van Valkenburg
Superintendent



P: 518-943-4600 F: 518-943-3363 greene.gov/highway

United States Senate
WASHINGTON, DC 20510-3203

May 1, 2020

New York State Scenic Byways Advisory Board
NYS DOT
50 Wolf Road, POD 4-1
Albany, NY 12232

Dear Scenic Byways Advisory Board:

RE: Extension of Mountain Cloves Scenic Byway

It is my pleasure to express strong support for the nomination of the extension of the Mountain Cloves Scenic Byway through the towns of Jewett and Lexington.

The proposed route includes spectacular scenery and really captures the essence of what the towns of Jewett and Lexington have to offer. The extended byway features a beautiful stretch of the Schoharie Valley, an upland traverse along 23C, and an amazing pass through the Deep Notch, making a second connection with the Catskill Mountains Scenic Byway. An expanded route will help reinforce the sense of place that defines the region – historic hamlets, small businesses, diversity of recreational opportunities, and cultural offerings.

The process of developing the proposed byway extension has strengthened relationships among the towns and villages on the Greene County Mountaintop, as well as with the connecting communities in Ulster and Delaware Counties. This collaborative approach echoes many of the goals in the region's planning documents, and it positions the greater Catskill Park community to better manage present and future changes. With its asset-based planning process, a scenic byway brings partners together and fosters a collective appreciation of place. By both promoting and preserving the defining qualities of the region, this scenic byway extension will complement the vitality of our economy.

I strongly support the nomination of the extension of the Mountain Cloves Scenic Byway in the towns of Jewett and Lexington, and hope that it will be given careful consideration.

Sincerely,



Charles E. Schumer
United States Senator

KIRSTEN GILLIBRAND
NEW YORK
SENATOR
RUSSELL SENATE OFFICE BUILDING
SUITE 478
WASHINGTON, DC 20510-3205
202-224-4451

United States Senate

WASHINGTON, DC 20510-3205

May 21, 2020

COMMITTEES:
ARMED SERVICES
ENVIRONMENTAL AND PUBLIC WORKS
AGRICULTURE
SPECIAL COMMITTEE ON AGING

New York State Scenic Byways Advisory Board
NYS DOT
50 Wolf Road, POD 4-1
Albany, NY 12232

Dear Scenic Byways Advisory Board,

I write in support of the nomination of the proposed extension of the Mountain Cloves Scenic Byway to be designated a scenic byway by New York State on behalf of the Towns of Jewett and Lexington. The 36 mile proposed extension would help cultivate regional tourism and encourage economic development.

The Towns of Jewett and Lexington, nestled in the Catskill region, are home to significant environmental and historical beauty. Along with the Catskill Mountains, the Catskill Forest Preserve Lands and the Catskill and Delaware Watersheds have tremendous appeal. Additionally, historic villages and hamlets in the region have created close-knit and walkable communities that attract tourism from all over the Northeast.

The current Mountain Cloves Scenic Byway is a 41-mile state-designated byway providing access to scenic, cultural, and recreational resources. The extension to the existing byway would embrace new valleys, vistas, farms, and local small businesses. Notably, the extended byway will include the scenery of the Schoharie Valley and the Deep Notch. The extension will also help foster partnerships across the entire byway that would ultimately help promote and preserve the region.

I ask that you please give this nomination your full consideration. If you have any questions, or desire further information, please do not hesitate to contact my staff member, Claire Descamps, at (202) 224-4451.

Sincerely,



Kirsten Gillibrand
United States Senator

ALBANY/CAPITAL DISTRICT OFFICE
LEON O'NEILL
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1 CORTLAND SQUARE, ROOM 801
ALBANY, NY 12242
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BUFFALO, NY 14203
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LONG ISLAND OFFICE
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MELVILLE, NY 11767
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NORTH COUNTRY OFFICE
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ROCHESTER OFFICE
NANCY B. KEATING
FEDERAL OFFICE BUILDING
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NEW YORK CITY OFFICE
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NEW YORK, NY 10017
TEL: (212) 934-4082

HUDSON VALLEY OFFICE
PO BOX 603
MARSHALL, NY 12541
TEL: (845) 674-4985
FAX: (845) 675-0589

ANTONIO DELGADO
19TH DISTRICT, NEW YORK
1007 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5614

Congress of the United States
House of Representatives
Washington, DC 20515-3219

COMMITTEE ON AGRICULTURE
SUBCOMMITTEE ON COMMODITY EXCHANGES,
ENERGY AND CREDIT
SUBCOMMITTEE ON BIOTECHNOLOGY,
HORTICULTURE AND RESEARCH
COMMITTEE ON SMALL BUSINESS
SUBCOMMITTEE ON ECONOMIC GROWTH,
TAX AND CAPITAL ACCESS
COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
SUBCOMMITTEE ON WATER RESOURCES
AND ENVIRONMENT

May 27, 2020

New York State Scenic Byways Advisory Board
New York State Department of Transportation
50 Wolf Road, POD 4-1
Albany, New York 12232

Dear Scenic Byways Advisory Board,

I write in support of the application submitted by the Towns of Jewett and Lexington from the Scenic Byway Extension Program through the Scenic Byway Advisory Board to extend the Mountain Clove Scenic Byway into the Towns of Jewett and Lexington.

The Towns of Jewett and Lexington are characterized by extraordinary scenic beauty and outstanding environmental qualities. Along with the mountainous topography, the presence of both the extensive "forever-wild" Catskill Forest Preserve lands and the Catskill and Delaware Watersheds contribute significantly to the regional sense of place.

If approved, this application will extend the Mountain Clove Scenic Byway by approximately 36 miles into the Towns of Jewett and Lexington. The proposed route will take travelers through beautiful Catskill vistas, active farms, and historic villages and hamlets like Jewett and Prattsville. The proposed extension will also provide a second connection between the Mountain Clove Scenic Byway and the Catskill Mountains Scenic Byway, expanding upon the utility of this route for sightseers and cyclists. Finally, and perhaps most importantly, this expansion project will allow for greater intermunicipal cooperation in land use development and economic development activities in the Catskill region.

I ask that you please give this application your full consideration. If you have any questions, or desire further information, please do not hesitate to contact my staff at (202) 225-5614.

Sincerely,



Antonio Delgado
Member of Congress



Christopher W. Tague
Assemblyman, 102nd A.D.

Albany, Columbia, Delaware,
Greene, Otsego, Schoharie and
Ulster Counties

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

RANKING MINORITY MEMBER
Committee on Tourism, Parks,
Arts and Sports Development

COMMITTEES
Election Law
Environmental Conservation
Local Governments
Real Property Taxation

April 22, 2020

New York State Scenic Byways Advisory Board
New York State Department of Transportation
50 Wolf Road, POD 4-1
Albany, NY 12232

Dear New York State Scenic Byways Advisory Board,

This letter is provided to express my enthusiastic support for the nomination of the extension of the Mountain Cloves Scenic Byway through the Greene County towns of Lexington and Jewett.

The Mountain Cloves Scenic Byway traverses 41 miles of various scenic roads in the Town of Hunter, in the Catskill Mountains region of New York State. This area has an abundance of natural, scenic, recreational, historical, and cultural resources along this corridor and the Mountain Cloves Scenic Byway designation has helped to establish a connection among the many attractions, in turn fostering economic development and tourism in the area.

Currently, a coordinated effort is underway to expand the Mountain Cloves Scenic Byway to include the spectacular scenery and essence of what the neighboring towns of Lexington and Jewett have to offer. The proposed, extended route features a beautiful stretch of the Schoharie Valley, an upland traverse along Greene County Route 23C, and an amazing pass through Deep Notch, making a second connection with the adjacent Catskill Mountains Scenic Byway.

While undertaking an asset-based planning process, a scenic byway brings partners together and promotes a collective appreciation of place. The process of developing this proposed byway extension has already had the benefit of strengthening relationships among the towns and villages on the Greene County mountaintop, as well as with the connecting communities that are a part of the Catskill Mountains Scenic Byway in Ulster and Delaware counties. This collaborative approach echoes many of the goals in the region's planning documents and it positions the greater Catskill Park community to better manage present and future changes.

By both promoting and preserving the defining qualities of the region, this scenic byway extension will complement the vitality of our economy. Beyond that, an expanded route will help reinforce the sense of place that defines our region – its historic hamlets, small businesses, diversity of recreational opportunities, and cultural offerings. For these reasons and more, I wholeheartedly support the nomination of the extension of the Mountain Cloves Scenic Byway and appreciate your consideration of such.

Sincerely,

Christopher W. Tague
Assemblyman, 102nd A.D.

CT/tr

ALBANY OFFICE: Room 937, Legislative Office Building, Albany, New York 12248 * 518-455-5363, FAX 518-455-5856
DISTRICT OFFICES: 45 Five Mile Woods Road, Suite 3, Catskill, New York 12414 * 518-943-1371, FAX 518-943-0223
113 Park Place, Suite 6, Schoharie, New York 12157 * 518-295-7250

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MENTAL HEALTH & DEVELOPMENTAL DISABILITIES

MEMBER
HIGHER EDUCATION
LOCAL GOVERNMENT
VETERANS, HOMELAND SECURITY & MILITARY AFFAIRS

E-MAIL ADDRESS:
AMEDORE@NYSenate.GOV

WEBSITE:
AMEDORE.NYSenate.GOV

**THE SENATE
STATE OF NEW YORK**



GEORGE A. AMEDORE, JR.
Senator, 46th District

ALBANY OFFICE:
ROOM 408
LEGISLATIVE OFFICE BUILDING
ALBANY, NEW YORK 12247
PHONE: (518) 455-2350
FAX: (518) 426-6751
DISTRICT OFFICE:
3770 CARMAN RD., STORE 3
SCHENECTADY, NY 12303
PHONE: (518) 913-7001
FAX: (518) 355-3012

April 22, 2020

New York State Scenic Byways Advisory Board
New York State Department of Transportation
50 Wolf Road, POD 4-1
Albany, NY 12232
RE: Expansion of Mountain Cloves Scenic Byway

Dear Scenic Byways Advisory Board:

I write this letter in support of support for the nomination of the extension of the Mountain Cloves Scenic Byway through the towns of Jewett and Lexington in Greene County.

The proposed route includes spectacular scenery that captures the essence of what the towns of Jewett and Lexington have to offer. The extended byway features a beautiful stretch of the Schoharie Valley, an upland traverse along 23C, and an amazing pass through the Deep Notch, making a second connection with the Catskill Mountains Scenic Byway. An expanded route will help reinforce the sense of place that defines our region – its historic hamlets, small businesses, diversity of recreational opportunities, and cultural offerings.

The process of developing the proposed byway extension has strengthened relationships among the towns and villages on the Greene County Mountaintop, as well as with the connecting communities in Ulster and Delaware Counties. This collaborative approach echoes many of the goals in the region's planning documents, and it positions the greater Catskill Park community to better manage present and future changes. With its asset-based planning process, a scenic byway brings partners together and fosters a collective appreciation of place. By both promoting and preserving the defining qualities of the region, this scenic byway extension will complement the vitality of our economy.

I appreciate your careful consideration of this thoroughly developed nomination. Feel free to contact my office if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'George Amedore'.

George Amedore
Senator, 46th District

Town of Lexington Historians

March 27, 2020

New York State Scenic Byways Advisory Board
NYS DOT
50 Wolf Road, POD 4-1
Albany, NY 12232

RE: Extension of Mountain Cloves Scenic Byway

Dear Scenic Byways Advisory Board:

On behalf of the Town of Lexington Historians, we are writing to express our enthusiastic support for the nomination of the extension of the Mountain Cloves Scenic Byway through the towns of Jewett and Lexington.


The Town of Lexington Historians and Historical Society are dedicated to preserving the rich history of our town. The Scenic Byway Committees are committed to extend the Mountain Cloves Scenic Byway so travelers may enjoy the scenic beauty and history of our valley and mountains.

The proposed route includes spectacular scenery and really captures the essence of what the towns of Jewett and Lexington have to offer. The extended byway features a beautiful stretch of the Schoharie Valley, an upland traverse along 23C, and an amazing pass through the Deep Notch, making a second connection with the Catskill Mountains Scenic Byway. An expanded route will help reinforce the sense of place that defines our region—its historic hamlets, small businesses, diversity of recreational opportunities and cultural offerings.

The process of developing the proposed byway extension has strengthened relationships among the towns and villages on the Greene County Mountaintop, as well as with the connecting communities in Ulster and Delaware Counties. This collaborative approach echoes many of the goals in the region's planning documents, and it positions the greater Catskill Park community to better manage present and future changes. With its asset-based planning process, a scenic byway brings partners together and fosters a collective appreciation of place. By both promoting and preserving the defining qualities of the region, this scenic byway extension will complement the vitality of our economy.

We appreciate your careful consideration of this thoroughly developed nomination.

Sincerely,



Mary Palazzolo
Town of Lexington Historian



Christine Dwon
Town of Lexington Deputy Historian



Hunter Chamber of Commerce

PO BOX 177
Hunter, NY 12442
mountaininfo@hunterchamber.com
www.hunterchamber.org

April 15th, 2020

Re: Extension of Mountain Cloves Scenic Byway

Dear Scenic Byways Advisory Board:

The Hunter Chamber of Commerce is an organization of 75 area businesses. Our non-profit has joined together to enhance commerce, connect community members, and to advance the quality of life in the communities we serve.

We are delighted to hear about the Scenic Byways extensions for Lexington and Jewett. As an association of local businesses we fully support this initiative set forth for our area. The business community seeks to develop a four season destination and would benefit from more designated travel sites.

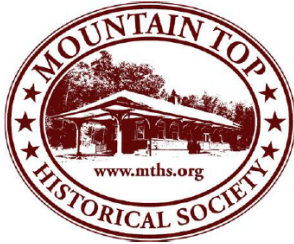
The proposed route includes spectacular scenery and really captures the essence of what the towns of Jewett and Lexington have to offer. An expanded route will help reinforce the sense of place that defines our region including its small businesses, historic hamlets, diversity of recreational opportunities, and cultural offerings. By both promoting and preserving the defining qualities of the region, this scenic byway extension will complement the vitality of our economy.

We appreciate your careful consideration of this thoroughly developed nomination.

Regards,

Dave Kashman

Dave Kashman - President
Hunter Chamber of Commerce



The Mountain Top Historical Society, Inc.
5132 Rt. 23A, P.O. Box 263
Haines Falls, NY 12436
www.mths.org
Contact: Alisa Alvarez
518-589-6657
mthsdirector@mths.org

April 13, 2020

New York State Scenic Byways Advisory Board
NYS DOT
50 Wolf Road, POD 4-1
Albany, NY 12232

RE: Extension of Mountain Cloves Scenic Byway

Dear Scenic Byways Advisory Board:

On behalf of the Mountain Top Historical Society, I am writing to express my enthusiastic support for the nomination of the extension of the Mountain Cloves Scenic Byway through the towns of Jewett and Lexington.

The mission of the Mountain Top Historical Society is to discover, interpret, share and preserve the rich history of the Northern Catskills. The proposed extension of the Mountain Cloves Scenic Byway through the towns of Jewett and Lexington falls directly within the region of the Catskill Mountains that is the focus of our mission. The Board of the Society and I fully support this nomination.


The proposed route includes spectacular scenery and really captures the essence of what the towns of Jewett and Lexington have to offer. The extended byway features a beautiful stretch of the Schoharie Valley along State Route 23A, an upland traverse along County Route 23C, and an amazing pass through the Deep Notch on State Route 42, making a second connection with the Catskill Mountains Scenic Byway. An expanded route will help reinforce the sense of place that defines our region – its historic hamlets, small businesses, diversity of recreational opportunities, and cultural offerings.

The process of developing the proposed byway extension has strengthened relationships among the towns and villages on the Greene County Mountaintop, as well as with the connecting communities in Ulster and Delaware Counties. This collaborative approach echoes many of the goals in the region's planning documents, and it positions the greater Catskill Park community to better manage present and future changes. With its asset-based planning process, a scenic byway brings partners together and fosters a collective appreciation of place. By both promoting and preserving the defining qualities of the region, this scenic byway extension will complement the vitality of our economy.

I appreciate your careful consideration of this thoroughly developed nomination.

Sincerely,

Adrienne Larys
President, Board of Directors

Like us on Facebook 



CATSKILL MOUNTAIN FOUNDATION, INC.

April 16, 2020

New York State Scenic Byways Advisory Board
NYS DOT
50 Wolf Road, POD 4-1
Albany, NY 12232

RE: Extension of Mountain Cloves Scenic Byway

Dear Scenic Byways Advisory Board:

On behalf of Catskill Mountain Foundation, Inc., I am writing to express my enthusiastic support for the nomination of the extension of the Mountain Cloves Scenic Byway through the towns of Jewett and Lexington.

The mission of the Catskill Mountain Foundation is to bring the very best in the arts to our area and the greater Catskill Region. Our vision is the belief that the arts can transform the lives of those touched by it, and can transform our community. To this end, our arts programming combines high quality performances, artist residencies and arts education in a multi-faceted program that delivers a broad impact to our region.

The proposed route includes spectacular scenery and really captures the essence of what the towns of Jewett and Lexington have to offer. The extended byway features a beautiful stretch of the Schoharie Valley along State Route 23A, an upland traverse along County Route 23C, and an amazing pass through the Deep Notch on State Route 42, making a second connection with the Catskill Mountains Scenic Byway. An expanded route will help reinforce the sense of place that defines our region – its historic hamlets, small businesses, diversity of recreational opportunities, and cultural offerings.

The process of developing the proposed byway extension has strengthened relationships among the towns and villages on the Greene County Mountaintop, as well as with the connecting communities in Ulster and Delaware Counties. This collaborative approach echoes many of the goals in the region's planning documents, and it positions the greater Catskill Park community to better manage present and future changes. With its asset-based planning process, a scenic byway brings partners together and fosters a collective appreciation of place. By both promoting and preserving the defining qualities of the region, this scenic byway extension will complement the vitality of our economy.

I appreciate your careful consideration of this thoroughly developed nomination.

Sincerely,

Sarah Finn, President

Hunter Foundation, Inc.

5994 Main Street, P.O. Box 563, Tannersville, NY 12485

4/15/2020

New York State Scenic Byways Advisory Board
NYS DOT
50 Wolf Road, POD 4-1
Albany, NY 12232

RE: Extension of Mountain Cloves Scenic Byway

Dear Scenic Byways Advisory Board:

On behalf of The Hunter Foundation Inc, I am writing to express my enthusiastic support for the nomination of the extension of the Mountain Cloves Scenic Byway through the towns of Jewett and Lexington.

Our organization's mission has always been focused on the economic health of the Town of Hunter. The identification and protection of our Byway that connects all our Mountain Top communities together is of critical importance to our core mission and values.

The proposed route includes spectacular scenery and really captures the essence of what the towns of Jewett and Lexington have to offer. The extended byway features a beautiful stretch of the Schoharie Valley along State Route 23A, an upland traverse along County Route 23C, and an amazing pass through the Deep Notch on State Route 42, making a second connection with the Catskill Mountains Scenic Byway. An expanded route will help reinforce the sense of place that defines our region – its historic hamlets, small businesses, diversity of recreational opportunities, and cultural offerings.

The process of developing the proposed byway extension has strengthened relationships among the towns and villages on the Greene County Mountaintop, as well as with the connecting communities in Ulster and Delaware Counties. This collaborative approach echoes many of the goals in the region's planning documents, and it positions the greater Catskill Park community to better manage present and future changes. With its asset-based planning process, a scenic byway brings partners together and fosters a collective appreciation of place. By both promoting and preserving the defining qualities of the region, this scenic byway extension will complement the vitality of our economy.

I appreciate your careful consideration of this thoroughly developed nomination.

Sincerely,



Sean Mahoney
Executive Director

5994 Main Street, Tannersville, NY 12485 - (518)-589-5050- www.hunterfoundation.org



April 19, 2020

Christine Colley, NYS Scenic Byway Coordinator
NYSDOT
50 Wolf Road
Albany, NY 12232

Dear Christine,

The Central Catskills Chamber of Commerce, Inc. has been an enthusiastic participant in the planning effort to create scenic byways in the Catskill Park Region of NYS. Our goal is to build businesses and connect communities as we assist in growing an economy based on our unique qualities as a Catskill Mountain region.

As a member of the Central Catskills Collaborative established early on to our current involvement as the appointed administrator for the Catskill Mountains Scenic Byway, we remain encouraged by the benefits that a scenic byway brings to a community, its businesses and Main Streets and the municipalities that have committed to sustaining the qualities of each community for the future.

To facilitate a broader vision for our 'byway' system with a regional perspective our joint efforts with the Mt. Cloves Scenic Byway and a NYSDEC Smart Growth grant provided funding to enlist the regional planner, Peter Manning, to work with the Towns of Lexington and Jewett to go through the planning process to become byway communities in an effort to connect the current byways: Mt. Cloves and Catskill Mountains Scenic Byways. Creating a linked byway system was the next step to creating a system of roadways for travel through the Catskill Park region.

We believe that additional municipalities should take this step to become byway communities to continue to connect to our regional byway vision. We are proud to see the brown and white byway signs along the roadway and have seen an increase in tourism travel.

The NYSDOT Scenic Byway program has provided a way for communities to take a new look at important community assets and to embrace a regional perspective to build an economy based on those assets that are valuable to tourism travel. Also important is the communication stream established between municipalities and elected officials in the 9 towns and villages.

We support the approval of the proposed municipalities in the Towns of Lexington and Jewett in Greene County that will be added as a spur to the Mountain Cloves Scenic Byway and connect to the Catskill Mountains Scenic Byway.

Thank you very much for your support of this request.

Sincerely,

Carol O'Beirne, President
Central Catskills Chamber of Commerce, Inc.
Administrator, Catskill Mountains Scenic Byway



Catskill Mountain Club
P.O. Box 404
Margaretville, NY 12455
catskillmountainclub.org

New York State Scenic Byways Advisory Board
NYS DOT
50 Wolf Road, POD 4-1
Albany, NY 12232

April 29, 2020

Dear Scenic Byways Advisory Board:

RE: Extension of Mountain Cloves Scenic Byway

On behalf of the Catskill Mountain Club, I am writing to express my enthusiastic support for the nomination of the extension of the Mountain Cloves Scenic Byway through the towns of Jewett and Lexington.

The CMC is a regional non-profit organization guided by a volunteer board of directors comprised of local citizens. We are deeply involved in increasing recreational opportunities in the Catskill Mountain region, including building trails, performing and promoting stewardship work on public lands, promoting sustainable economic development as it relates to outdoor recreation, working cooperatively with like-minded area organizations and encouraging public support for policies that promote the aforementioned goals.

The proposed route includes spectacular scenery and really captures the essence of what the towns of Jewett and Lexington have to offer. The extended byway features a beautiful stretch of the Schoharie Valley, an upland traverse along 23C, and an amazing pass through the Deep Notch, making a second connection with the Catskill Mountains Scenic Byway. An expanded route will help reinforce the sense of place that defines our region – its historic hamlets, small businesses, diversity of recreational opportunities, and cultural offerings.

The process of developing the proposed byway extension has strengthened relationships among the towns and villages on the Greene County Mountaintop, as well as with the connecting communities in Ulster and Delaware Counties. This collaborative approach echoes many of the goals in the region's planning documents, and it positions the greater Catskill Park community to better manage present and future changes. With its asset-based planning process, a scenic byway brings partners together and fosters a collective appreciation of place. By both promoting and preserving the defining qualities of the region, this scenic byway extension will complement the vitality of our economy.

I appreciate your careful consideration of this thoroughly developed nomination.

Sincerely,

A handwritten signature in cursive script that reads "Wendell George".

Wendell George
Executive Director



May 5, 2020

New York State Scenic Byways Advisory Board
NYS DOT
50 Wolf Road, POD 4-1
Albany, NY 12232

Dear Scenic Byways Advisory Board:

The Catskill Center for Conservation and Development (Catskill Center) would like to express our full support for the nomination of the extension of the Mountain Cloves Scenic Byway through the towns of Jewett and Lexington.

As a nonprofit organization whose mission is to protect the Catskill region's environmental and economic health, the Catskill Center has been a strong proponent of the Mountain Cloves Scenic Byway since its conception. The proposed extension of the Mountain Cloves Scenic Byway will complete a second connection with the Catskill Mountains Scenic Byway. The Catskill Center conducts many programs and activities along these byways including programming from our offices in Arkville, coordinating the Streamside Acquisition Program at our offices in Tannersville, and operation of the Catskills Visitor Center in Mount Tremper—the first and only visitor information center dedicated to the Catskill Park and region.

This scenic byway extension includes an incredibly scenic route through the towns of Jewett and Lexington. The extended byway features a beautiful stretch of the Schoharie Valley, an upland traverse along 23C, and an amazing pass through the Deep Notch. The expanded route highlights the region's historic hamlets, small businesses, diversity of recreational opportunities, and cultural offerings.

The process of developing the proposed byway extension has strengthened relationships among the towns and villages on the Greene County Mountaintop, as well as with the connecting communities in Ulster and Delaware Counties. This collaborative approach echoes many of the goals in the region's planning documents,

BOARD OF DIRECTORS
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P.O. Box 504 43355 Route 28 Arkville, NY 12406 (845) 586-2611 catskillcenter.org

By both promoting and preserving the defining qualities of the region, this scenic byway extension will complement the vitality of our economy and position the Catskill region to better manage present and future changes.

The Catskill Center fully supports the Mountain Cloves Scenic Byway extension and greatly appreciates your careful consideration of its nomination.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kali Bird', with a stylized, flowing script.

Kali Bird
Associate Director



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New York State Scenic Byways Advisory Board
NYS DOT
50 Wolf Road, POD 4-1
Albany, NY 12232

May 8th, 2020

Dear Scenic Byways Advisory Board:

RE: Extension of Mountain Cloves Scenic Byway

On behalf of the New York-New Jersey Trail Conference, I am writing to express my enthusiastic support for the nomination of the extension of the Mountain Cloves Scenic Byway through the towns of Jewett and Lexington.

The New York-New Jersey Trail Conference is a volunteer-powered organization that builds, maintains, and protects public trails. Together with our partners, we strive to ensure that the trails and natural areas we share are sustainable and accessible for all to enjoy for generations to come. The Trail Conference protects and advocates for the natural open spaces we all depend on. Public trails, trail lands, and natural areas have a critical role to play in our communities and throughout the region and we believe that all people should enjoy nature whether it is on a trail or driving through the Catskill Forest Preserve.

The proposed route includes spectacular scenery and really captures the essence of what the towns of Jewett and Lexington have to offer. The extended byway features a beautiful stretch of the Schoharie Valley, an upland traverse along 23C, and an amazing pass through the Deep Notch, making a second connection with the Catskill Mountains Scenic Byway. An expanded route will help reinforce the sense of place that defines our region – its historic hamlets, small businesses, diversity of recreational opportunities, and cultural offerings.

The process of developing the proposed byway extension has strengthened relationships among the towns and villages on the Greene County Mountaintop, as well as with the connecting communities in Ulster and Delaware Counties. This collaborative approach echoes many of the goals in the region's planning documents, and it positions the greater Catskill Park community to better manage present and future changes. With its asset-based planning process, a scenic byway brings partners together and fosters a collective appreciation of place. By both promoting and preserving the defining qualities of the region, this scenic byway extension will complement the vitality of our economy.

I appreciate your careful consideration of this thoroughly developed nomination.

Sincerely,

A handwritten signature in black ink, appearing to read "Joshua", written over a horizontal line.

Joshua Howard
Executive Director

Lexington Arts + Science LLC
LEXINGTON HOUSE
3879 NY-42, Lexington, N.Y. 12452
(212)602-1936
www.LexArtSci.com

April 23, 2020

New York State Scenic Byways Advisory Board
NYS DOT
50 Wolf Road, POD 4-1
Albany, NY 12232

RE: Extension of Mountain Cloves Scenic Byway

Dear Scenic Byways Advisory Board:

On behalf of Lexington Arts + Science (LA+S), I am writing to express my enthusiastic support for the nomination of the extension of the Mountain Cloves Scenic Byway through the towns of Jewett and Lexington.

To introduce our organization:

The mission of LA+S is to foster creativity, conservation and exploration of nature through the Arts and Sciences. We do this by honoring the legacy of our historic buildings and the artists, scientists and craftspeople who have preceded us. LA+S acquired the property in June of 2019 and is working with the Town of Lexington as well as architects, city planners, forest land management and historical preservationists to rehabilitate the Lexington House and its accessory structures as an integral part of the revitalization of the Town of Lexington. (www.LexArtSci.com; instagram: **lexartsci**)

The proposed route of the scenic byway offers multiple connections with the Catskill Mountains Scenic Byway, not to mention magical, breathtaking scenery. Contextually, the route encapsulates the essential character of the towns, in the larger framework of the Catskills, as a re-emerging premier destination for vacation travellers. Lexington and Jewett have historically been important vacation destinations, and demand for sustainable, responsible tourism has increased dramatically over the past few years.¹ The expanded route will reinforce the sense of place that defines our region – its historic hamlets, small businesses, diverse recreational opportunities and cultural offerings.

The Lexington House², in the hamlet district of the Town of Lexington, is a local landmark and one of very few remaining examples of the characteristic Italianate and Eastlake

¹ “The Catskills are becoming an ‘it’ destination once again” <https://www.businessinsider.com/catskills-reviving-millennials-tiny-house-resort-owners-2019-12>

² https://en.wikipedia.org/wiki/Lexington_House

architectural styles of 19th century Catskills Mountain resort architecture. After serving as a summer resort through the 1950s, Lexington House has been home to the Camp Lexington Center for Performing Arts; Tad "Oakley" Hall's Lexington Conservatory Theatre; Art Awareness; Ensemble Theater Studio; and now LA+S. The property has been the setting of countless gallery showings, theater productions, photography and film, musical events and celebrations, with a long tradition of nurturing creativity. On the property stands the seminal 1995 collaborative artwork *Schoharie Creek Field Station* designed and built by the renowned artists J. Morgan Puett, Mark Dion and Bob Braine. J. Morgan Puett has agreed to assist LA+S in the rehabilitation of this installation artwork, whose purpose is to provide a public repository for the tools necessary to explore the watershed region.

The Lexington House was listed on the National Register of Historic Places in 1986, and bears NRHP Reference Number 86002175.

The Lexington House and its accessory structures and the larger Town of Lexington provide a visually stunning, historically important point of interest for and inspiration to visitors - including those who today stop by to experience this marvelous collection of structures in their wonderful setting by the Route 42 bridge over the Schoharie Creek.

It is worth mentioning that the process of developing the proposed byway extension has nourished budding relationships among local leaders, existing and nascent businesses and interested parties throughout the towns and villages in the Catskills Park Mountaintop Region, as well as with similar communities in Ulster and Delaware Counties. This collaborative approach has strengthened the greater Catskill Park community - positioning it to collectively plan for the future and to effectively manage emerging challenges, ultimately vitalizing our economy.

We appreciate your anticipated consideration of this thoroughly developed nomination.

Sincerely,

LEXINGTON ARTS + SCIENCE LLC

By

Alejandro Rodriguez
Principal

Jewett and Lexington Businesses

The gathering of support letters from local businesses coincided with the safety precautions instituted during the COVID-19 pandemic. This presented difficulties for the members of the local byway groups, who intended to make personal visits to the businesses. The following businesses have pledged their support for the extension of the Mountain Cloves Scenic Byway.

Town of Jewett

Kerns Nursery

www.kernsnursery.com/

Adena Orchard & Vine Event Venue

www.adenaov.com/

Scribner Hollow Farm

<https://scribnerhollowfarm.com/>

Warfield Logging

East Jewett

www.warfieldlogging.com

JJ Farber Farms

East Jewett

<https://www.warfieldlogging.com/>

Maple Glen Farms

East Jewett

Xenia Resort

www.xenioresort.net

Town of Lexington

Creamery Millwork

<http://creamerymillwork.com/>

West Kill Brewing

www.westkillbrewing.com

Appendix 3 – Implementation Table

This table summarizes the objectives and recommendations from this CMP. Corresponding discussions within respective chapters are to be taken together with this summary. The table articulates suggested timeframes, responsible parties, and *potential* funding sources. Related recommendations are also noted. While these additions provide more specificity, they also remain flexible. Going forward, actions are likely to emerge from dialogues that set priorities and identify relevant funding sources that can drive implementation.

It is recognized that the search for implementation funding is an ongoing process. Programs change and there is always opportunity to explore new avenues; and this relates to building local capacity through grant writing resources, which itself is reinforced through this plan and local plans. Funding may also reflect advocacy efforts. For example, the consortium of Catskill Park/ Region partners has been successful in obtaining and structuring state funding to carry out needed initiatives. The Park's scenic byways are part of this consortium, and the involved local governments account for a significant geographic portion of the region. In addition to the related Catskill Park Smart Growth Program, both the Environmental Protection Fund (EPF) and the Catskill Park's Aid to Localities have contributed separate resources to Catskill efforts.

The potential funding sources listed in the table are by no means exhaustive. They can serve as a starting point. NYS's economic development regions, for example, are potential means to leverage support. Towns, organizations, and grant writers should be familiar with the state's Consolidate Funding Applications. Intermunicipal cooperation – especially if cost savings are demonstrated – may also be a vehicle for assistance, e.g. NYS Department of State shared services programs.

The 'responsible parties' category not only reflects those who may directly carry out an initiative but includes partners who can influence progress in ways other than grantmaking. For example, the Catskill Watershed Corporation and the Catskill Center for Conservation and Development have participants in the TWG and supportive of scenic byway efforts.

Timeframes

Short-Term: 0-2 years

Mid-Term: 2-5 years

Long-Term: 5+ years

Abbreviations

PB (Planning Board); TB (Town Board); MCSB (MCSB, Inc.) SG (Catskill Park Smart Growth Program); AtL (Catskill Park Aid to Localities); REDC (NYS Regional Economic Development Council Grants); NYSCA (NYS Council on the Arts)

Chapter 4

Objective 1: Protect community landmarks/ identify important vistas and those at risk of degradation	
Rec. 4.1: Create or update scenic resources maps	
Responsible Parties: PBs; MCSB	Timeframe: Mid-term
Funding Sources: SG	Related Recs: 4.2, .4, .5, .8,.10, .13; 7.6,.8
Objective 2: Promote conservation of the special features of sites proposed to undergo development	
Rec. 4.2: Create or complete historic, cultural, and natural [in addition to scenic] resource inventories and maps to aid in the application of land use tools and reviews.	
Responsible Parties: PBs; MCSB	Timeframe: Mid
Funding Sources: SG	Related Recs: 4.1,.2,.4,.6,.7,.10,.13,.15,.16
Objective 3: Support education on Jewett and Lexington's history	
Rec.4.3: Undertake specific project, e.g. events, displays, promotional materials, development of community facilities	
Responsible Parties: Historical Societies, MCSB	Timeframe: Ongoing
Funding Sources: OPRHP; Market NY	Related Recs: 4.8,.13; 5.2-.7; 7.5
Objective 4: Promote context-sensitive road and vista maintenance and rehabilitation and use of native stone and plants.	
Rec. 4.4: Maintain regular communication with DOT and Co. Hwy. after completion of scenic inventory and identify specific locations	
Rec 4.5: Support adoption and implementation of Catskill Park Highway Guidelines	
Responsible Parties: MCSB, DOT, Co. Hwy	Timeframe: Mid - Long
Funding Sources: SG	Related Recs: 4.4: 4.9,.12,.14,.15; 5.8; 7.2,.5,.7,.8 4.5: 4.1,.4,.14,.15; 5.8; 7.5,.7-.9
Objective 5: Promote access management on major corridors	
Rec. 4.6: Create design guidelines that describe preferred access management practices and connect with land use regs, e.g. advisory handbook	
Rec. 4.7: Adopt Complete Streets resolutions	
Responsible Parties: 4.6: PB, MCSB, Consultant; JSB, DOT 4.7: TBs	Timeframe: Mid/ Long
Funding Sources: SG	Related Recs: 4.6: 4.10,.13,.16; 7.7-.8; 4.7: 4.16,.17; 5.1,.8; 7.6,.8
Objective 6: Consider establishment of National Historical Register Districts	
Rec. 4.8: Build capacity to undertake historic preservation and other efforts, e.g. grant writing	
Responsible Parties: TBs, MCSB	Timeframe: Mid
Funding Sources: AtLs, SG	Related Recs: 4.9,.16-.17; 5.9-.10; 7.2-.4
Objective 7: Foster local-regional communication around Scenic Byway programming	
Rec. 4.9: Provide coordination support to TWG and JSB to continue productive dialogue and action	
Responsible Parties: MCSB, CMSB	Timeframe: Ongoing
Funding Sources: AtLs, SG	Related Recs: 4.8,.13,.17; 5.10; 7.2-.4,.7
Objective 8: Promote conservation of vistas	
Rec.4.10: Consider adoption of scenic overlay zones and/ or scenic guidelines	
Responsible Parties: TBs, PBs, Consultant	Timeframe: Mid
Funding Sources: SG	Related Recs: 4.1,.4-.6,.13,.16; 7.5, 7.8
Objective 9: Foster place-based economic development	
Rec. 4.11: Specific ex: Better utilize DEP-owned parcels for recreation and compatible uses	
Responsible Parties: DEP, MCSB, TBs	Timeframe: Ongoing
Funding Sources: NA	Related Recs: 4.3,.8,.12-.14; 5.1,.7,.9; 7.5,.10

Objective 10: Enhance visitor experiences; explore and implement the concept of Dispersion in Catskill Region Recreation Master Plan	
Rec. 4.12: Increase capacities to accommodate recreation visitors, diversify offerings and connect with commerce/ hamlets, e.g. proposed expansion of Devil's Path in regional rec plan	
Responsible Parties: JSB, TBs, TWG	Timeframe: Ongoing
Funding Sources: EPF, AtLs	Related Recs: 4.9,.14,.17; 5.1,.5,.6,.8; 7.7,.10
Objective 11: Improve the look and design of hamlets	
Rec. 4.13: Implement Lexington Hamlet Revitalization Study and related Jewett projects	
Responsible Parties: TBs, MCSB, Local Groups	Timeframe: Mid - Long
Funding Sources: See hamlet rev. study, e.g.	Related Recs: 4.2,.3,.6,.7,.9,.15; 5.1,.5,.7,.9
Objective 12: Provide landscape enhancements at key locations	
Rec. 4.14: Identify existing locations in need of improvements and new locations for access to the forest preserve and other resources such as Schoharie Creek and NYCDEP parcels.	
Responsible Parties: TBs, TWG	Timeframe: Ongoing
Funding Sources: EPF, AtLs	Related Recs: 4.9,.11,.12; 5.5,.8; 7.7,.10
Objective 13: Prepare a bicycle & pedestrian plan	
Rec. 4.15: Pursue designation of bicycle routes and installation of sidewalks in hamlets	
Responsible Parties: MCSB +/-or TWG, TBs	Timeframe: Short - Mid
Funding Sources: SG, EPF, AtLs	Related Recs: 4.9,.12-.14,.17; 5.1,.8; 7.7
Objective 14: Mitigate traffic impacts from new development	
Rec. 4.16: Utilize SEQR guidance, review samples/ adopt local laws, organize land use training on topic	
Responsible Parties: TBs, PBs, Planners	Timeframe: Short - Mid
Funding Sources: TBs, Co. Planning, Consultant	Related Recs: 4.6,.7,.13; 7.6,.8
Objective 15: Plan future corridor connections & enhancements with adjacent towns;	
Rec. 4.17: Continue to strengthen intermunicipal relationships via JSB &TWG and explore opportunities	
Responsible Parties: JSB, TWG, TBs	Timeframe: Ongoing
Funding Sources: EPF, AtLs	Related Recs: 4.8,.9,.12-.15; 5.8,.9; 7.2,.3,.7

Chapter 5

Recommendation 5.1: Continue to make hamlets focal points for information and activities	
Responsible Parties: TBs; Local groups, Businesses	Timeframe: Ongoing
Funding Sources: OPRHP; REDC	Related Recs: 4.7,.8,.11-.13,.15; 7.5
Recommendation 5.2: Produce an audio tour for the Jewett and Lexington portions of the byway	
Responsible Parties: MCSB	Timeframe: Short
Funding Sources: NYSCA	Related Recs: 4.3,5.3-.7, .9, 7.5
Recommendation 5.3: Enhance the MCSB website	
Responsible Parties: MCSB	Timeframe: Short - Mid
Funding Sources: SG, Businesses	Related Recs: 4.3,.9,.17; 5.4-.7,.9-.10; 7.5
Recommendation 5.4: Update the MCSB brochure	
Responsible Parties: MCSB	Timeframe: Short
Funding Sources: SG, Businesses	Related Recs: 4.3; 5.2,.3,.5,.6,.9; 7.5
Recommendation 5.5: Establish informational kiosks at key byway locations	
Responsible Parties: MCSB, DOT, GCHwy	Timeframe: Mid
Funding Sources: SG	Related Recs: 4.3,.12; 5.2,.4,.6-.9; 7.5

Recommendation 5.6: Explore the TravelStorys GPS application for the MCSB	
Responsible Parties: MCSB, CCCD, Grant writer	Timeframe: Mid
Funding Sources: Philanthropic/ Foundations	Related Recs: 4.3; 5.2-.5,.7,.9; 7.5
Recommendation 5.7: Consider focused interpretive projects on unique places, people, and stories	
Responsible Parties: MCSB, Hist. societies, local volunteers	Timeframe: Mid - Long
Funding Sources: NYSCA; OPRHP; Fndtns	Related Recs: 4.3,.18,.13; 5.1-.6,.8; 7.5
Recommendation 5.8: Explore ways to better integrate roadside parking areas into the byway experience	
Responsible Parties: MCSB, DOT, TWG	Timeframe: Short - Mid
Funding Sources: SG	Related Recs: 4.3,.12,.14,.15; 5.5; 7.5,.7,.8
Recommendation 5.9: Partner with businesses and other stakeholders to promote the byway	
Responsible Parties: MCSB, Businesses, JSB	Timeframe: Short - Mid
Funding Sources: Promo contests; events	Related Recs: 4.3,.14,.17; 5.1-.4
Recommendation 5.10: Continue to encourage and support internships and involve colleges in byway promotion and related efforts	
Responsible Parties: MCSB et. al.	Timeframe: Ongoing
Funding Sources: Regional foundations	Related Recs: Many

Chapter 7

Recommendation 7.1: Complete the process of incorporating the towns of Jewett and Lexington into Mountain Cloves Scenic Byway, Inc.		
Responsible Parties: MCSB, Inc.		Timeframe: Short-term/ Immediately
Funding Sources: NA		Related Recs: NA
Recommendation 7.2: Address the need to build capacity jointly		
Responsible Parties: MCSB, JSB, TWG		Timeframe: Ongoing
Funding Sources: SG		Related Recs: 4.8,.9,.13,.17; 5.9, 7.3
Recommendation 7.3: Review sources of financial support that have advanced byway goals and identify new potential funding sources		
Responsible Parties: MCSB, JSB, TWG		Timeframe: Short
Funding Sources: To be discussed		Related Recs: 4.8,.9,.13,.17; 7.2,.4
Recommendation 7.4: Explore opportunities for funding through the non-profit MCSB, Inc.		
Responsible Parties: Grant writer, MCSB		Timeframe: Short, Ongoing
Funding Sources: TBD		Related Recs: 4.8, 7.3
Recommendation 7.5: Reinforce the appreciation of the intrinsic qualities and resources that make the proposed route unique and marketable		
Responsible Parties: MCSB, JSB		Timeframe: Ongoing
Funding Sources: Project specific		Related Recs: Most others
Recommendation 7.6: Encourage land use training and related events and curriculums that can help reinforce preservation and enhancement of byway qualities		
Responsible Parties: MCSB, JSB, Co. Planning, TBs		Timeframe: Ongoing
Funding Sources: Many available at no cost		Related Recs: 4.6,.7,.10,.16
Recommendation 7.7: Continue to meet with DOT and DEC and explore opportunities to help achieve mutual byway goals		
Responsible Parties: TWG		Timeframe: Ongoing
Funding Sources: SG		Related Recs: 4.4,.5,.9,.12,.14,.15; 5.8; 7.8-.10

Recommendation 7.8: Support the completion of the Design of Highway Facilities within Catskill Park	
Responsible Parties: DOT, TWG, JSB	Timeframe: Ongoing
Funding Sources: SG, DOT support	Related Recs: 4.4-.6,.9; 5.8; 7.7,.9
Recommendation 7.9: Support efforts to increase guidance, organization, and application of the Catskill Park Sign Law and Tourist Oriented Directional signs along the byway and in the Park	
Responsible Parties: DOT, DEC, TWG	Timeframe: Ongoing
Funding Sources: Initiative of state agencies	Related Recs: 4.5,.9; 5.9; 7.6-.8
Recommendation 7.10: Provide input on DEC Unit Management Plans and related land management opportunities.	
Responsible Parties: MCSB, TBs	Timeframe: Ongoing
Funding Sources: NA	Related Recs: 4.9,.11,.12,.14; 5.8; 7.7
Recommendation 7.11: Update the recommendations of this plan on a regular basis – every two- to-three years.	
Responsible Parties: MCSB	Timeframe: Mid
Funding Sources: NA	Related Recs: All

Appendix 4 – Off-Premise Sign Inventory

Off-premise *directional* signs for several businesses were located along the proposed route. These signs are intended primarily for directional purposes. Many, if not all, of these business signs should be eligible for signage under the NYS Tourist Oriented Directional (TOD) Sign Program (<https://www.dot.ny.gov/programs/nys-signs/tod>) This program will enable the signs to conform with requirements.

At one location, wooden signs are likely to have been erected under the TOD guidelines because they bear yellow text on brown background. The new color scheme in the Catskill Park is white lettering on a brown background. New signs would be erected in accordance with regulations and through a highway work permit process. One of the signs is located on County Highway 23C, along the short section where this highway overlaps with County Highway 17. County requirements may also apply.

This inventory also includes a few other signs, along with notes to aid in future conformance for these signs. The byway management entity should identify opportunities (along the entire byway route) where the purchase and installation of TOD signs could be coordinated with two or more businesses. Coordination reduces cost and separate signs along the route (clutter). The notes in this inventory suggest specific opportunities.

All sign photographs were taken in January 2020. Location information (Google-sourced maps and coordinates) was not collected in the field and is therefore approximate. Notes follow graphics.

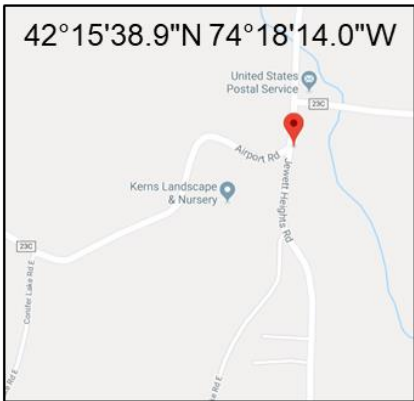
1) Maple Hill Farms



2) Terra Books



3) Kern's Nursery



4) Yellow & Brown TODs (SR 23A & CR2)



5) Farm Stand – Advance Signs, SR 42



6) Sandwich Board Directional Sign SR 42 & CR6



7) Green & White Directional Sign (SR42 & CR2)



Notes:

1) Maple Hill and 2) Terra Books. The owners of these advance signs could consider partnering to install TOD sign assemblies with the white-on-brown color scheme.

3) Kern's Nursery. This sign is in good condition. Prior to any replacement, byway managers and local officials should consult with the nursery owners and other eligible businesses to determine whether there is need and interest in establishing a shared TOD assembly.

4) Some of these signs may have once been permitted through a TOD process; whereas others may have been added at a later point. This wooden structure and the wooden signs will need replacement, and they do not conform to the present post requirements and color scheme. Some or all the businesses represented on the aging assembly, as well as additional businesses, may be interested in establishing a combined TOD assembly. It's possible two new assemblies (one in each direction) would be located on 23A.

5) These signs in the Route 42 right of way do not conform to TOD standards.

6) This location can be well served by a TOD sign. As suggested with other signs, it would behoove the businesses and the community to work together to identify any additional businesses that could cost-share to erect a TOD assembly for the Spruceton Valley.

7) This directional for the Catskill Christian Assembly may enjoy some exemption from regulations. A white-on-brown replacement sign may be able to be combined with other entities at this location (mentioned above) and will be more in keeping with the visual qualities of the Park and the byway.

Appendix 5 – References

Town of Lexington Draft Long Term Community Recovery Strategy (LTCRS). September 2014. Stolzenburg, Nan, Community Planning & Environmental Associate, et. al.

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