

Table of Contents

A. Executive Summary

B. Introduction

- Section 1. Community Vision Statement
- Section 2. Plan Initiatives
- Section 3. Goals
- Section 4. Next Steps

C. A Brief History of Glenville

complete

D. Plan Initiatives

- Section 1. Recreational Resources/Facilities and the Arts **complete**
 - a) Introduction and Explanation
 - b) Goals
 - c) Priority Initiatives and Next Steps

- Section 2. Commercial and Industrial Facilities **complete**
 - a) Introduction and Explanation
 - b) Goals
 - c) Priority Initiatives and Next Steps

- Section 3. Community/Economic Development **complete**
 - a) Introduction and Explanation
 - b) Goals
 - c) Priority Initiatives and Next Steps

- Section 4. Housing **complete**
 - a) Introduction and Explanation
 - b) Goals
 - c) Priority Initiatives and Next Steps

- Section 5. Natural Resources **complete**
 - a) Introduction and Explanation
 - b) Goals
 - c) Priority Initiatives and Next Steps

- Section 6. Institutional, Government and Educational Resources/Facilities **complete**
- a) Introduction
 - b) Government Resources/Facilities: The Town of Glenville
 - c) Educational Resources/Facilities
 - d) Needs
 - e) Goals
 - f) Priority Initiatives and Next Steps
- Section 7. Infrastructure and Utilities **complete**
- a) Introduction and Explanation
 - b) Goals
 - c) Priority Initiatives and Next Steps
- Section 8. Transportation **complete**
- a) Introduction and Explanation
 - b) Goals
 - c) Priority Initiatives and Next Steps
- Section 9. Historic and Cultural Resources **complete**
- a) Introduction and Explanation
 - b) Goals
 - c) Priority Initiatives and Next Steps
- Section 10. Health and Emergency Services **complete**
- a) Introduction and Explanation
 - b) Goals
 - c) Priority Initiatives and Next Steps
- Section 11. Agricultural Resources **complete**
- a) Introduction and Explanation
 - b) Goals
 - c) Priority Initiatives and Next Steps
- Section 12. Renewable Energy **complete**
- a) Introduction and Explanation
 - b) Goals
 - c) Priority Initiatives and Next Steps

E. Plan Areas **complete**

- 1) Mohawk Riverfront
- 2) Route 50 Corridor
- 3) Freemans Bridge Road Corridor
- 4) Rural Western Glenville
- 5) Glenville Business and Technology Park and Vicinity
- 6) Suburban Eastern Glenville
- 7) Village of Scotia

F. Implementation Matrix – Roles and Responsibilities

Attachments

1. Summary of Public Comments **complete**

2. Community Profile **complete**
 - Regional Context
 - Demographic Status and Trends Complete
 - Analysis of Physical Environment – Suitability Matrix
 - Distribution, Scale and Intensity of Land Uses

3. Summary of Complementary Planning Documents **complete**
 - Town Center Master Plan (2004)
 - Freemans Bridge Road Master Plan (2004)
 - Scotia-Glenville Industrial Park Master Plan (2007)
 - Town of Glenville Open Space Plan (2008)
 - Advisory Report on Protection of the Glenville Wellfield (2013)
 - Mohawk River Revitalization Plan
 - Town of Clifton Park Open Space Plan
 - Any plans from the Village of Scotia
 - Any land use or open space plans by Schenectady County

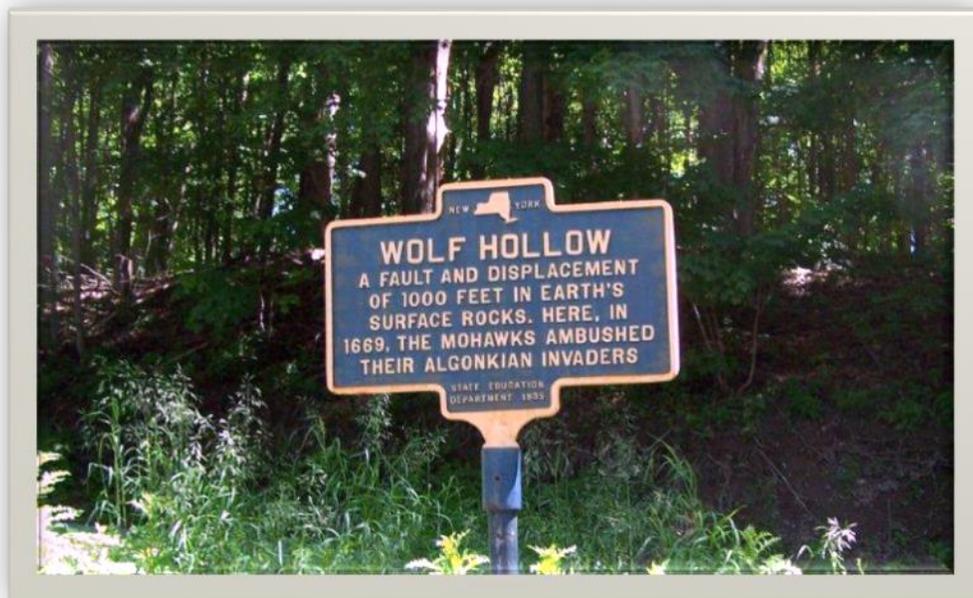
4. Glossary of Terms/Definitions

C. A Brief History of Glenville

The first evidence of man in the area that was to become Glenville can be traced to a period shortly after the continental glaciers of the last ice age retreated; somewhere on the order of 8,000 to 10,000 years ago. This was confirmed in the early 1900s when a stone knife was discovered just inside the western border of Glenville. Known as an ulu, this knife had the characteristics of tools used by Eskimo women, so the first peoples in Glenville may have been from a fur-clad, Eskimo-like race. The Ulu was just one of many well-preserved artifacts found.

Several different peoples of the Algonkian nations next occupied, or at least visited our area for a long period of time, though likely intermittently. It is unclear if the first Algonkian race occupied our area at the same time as the Eskimo-like peoples, or if there was a lapse between the two peoples. The Algonkian period of occupation/visitation lasted into the late 1600s, overlapping the arrival of the Mohawk Indians. The Mohawks, the easternmost tribe of the Iroquois Nation, appear to have migrated from Canada and northern Vermont to the eastern Mohawk Valley, including the area that was to become Glenville, around 1590. The Mohawks arrival may have resulted in the native Mohicans being forced to the east, to join their kindred at the mouth of the Mohawk River at the Hudson, and in the area that is present day Albany.

It is well-argued that the allied Algonkian nations departed our area and went into precipitous decline following the battle of the Kinaquariones in 1669, where they suffered great losses at the hands of their Mohawk attackers. Here, along the banks of the Chaughtanoonda Creek of Wolf Hollow, the Mohawks dealt a severe blow to the Algonkians



following the Algonkians unsuccessful attack of the Mohawk village of Gandawague, 18 miles upstream on the Mohawk River. It is recorded that roughly 50 of the Algonkian's principal leaders were killed in this ambush, including their great sachem, Wampatuck.

Historical sign referring to the 1669 Mohawk ambush of the Algonkians

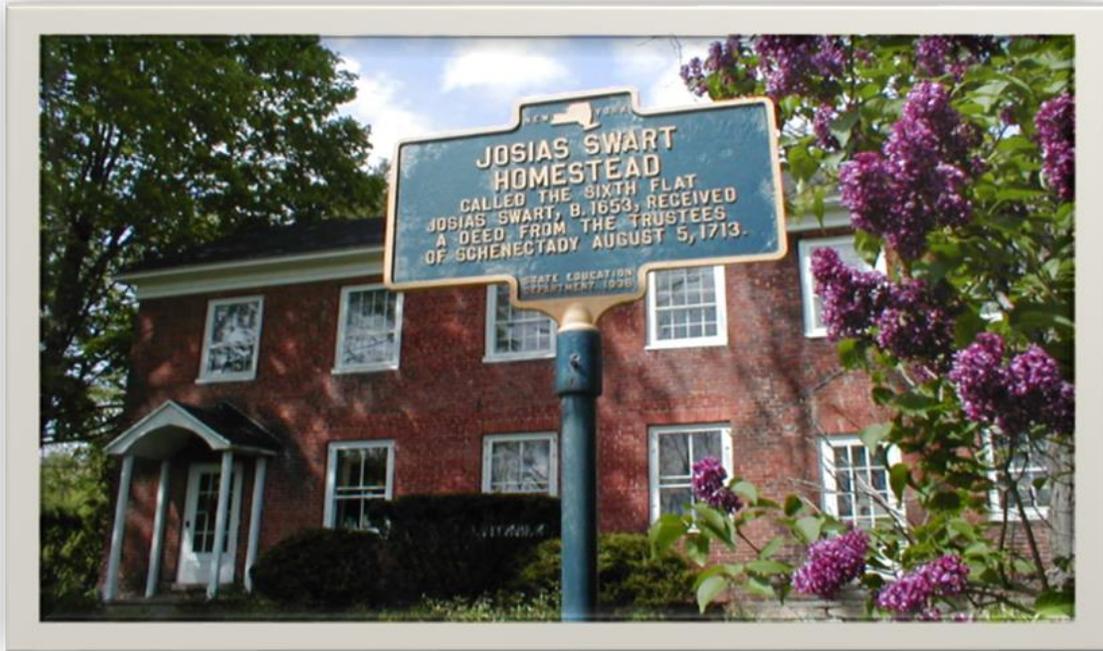
A mound-building Native American race also inhabited Glenville during the same period as the Algonkians intermittent occupation/visitation of our area. This mound-building race appears to have migrated here from the Ohio River Valley, eventually following the Mohawk Valley to the Hudson River, where they appear to have split. Some of the migrants continued north to the Champlain Valley and others south along the west bank of the Hudson River, nearly to what is now the Village of Catskill. Two burial sites of this race were found in Glenville; one in Hoffmans and the other half way between the Village of Scotia and Hoffmans. Numerous artifacts have also been found. No Villages of this group have been discovered in our area, possibly suggesting a short-term presence in the Mohawk Valley.

In the 1620's, when Dutch settlers and fur traders arrived in the land that was to become Glenville, the area was clearly occupied by the Mohawks. In 1662, Schenectady was settled, and in 1665 a Scotsman, Alexander Lindsey Glen, built his home on the north side of the Mohawk River in an area he named "Scotia" in memory of the Scottish hills where he was born.

Glenville was sparsely settled during the 1700s, with most residents making their homes along riverbanks. Much of the interior of the town was an Indian hunting ground during the 1700s. The late 1700s witnessed the introduction of a number of mills; mostly saw mills and grist mills. Evidence exists for the presence of mills on the Alplaus Kill, Indian Kill, and Crabb Kill during the last quarter of the 1700s. There was also a grist mill operated by Johannes Sanders during this time period, located in the vicinity of the intersection of Ballston Avenue and Glen Avenue. This mill would not have been powered by water, but more likely by horses or oxen.

In 1798, the City of Schenectady was incorporated, with Glenville becoming its fourth ward. A little over two decades later, in 1821, Glenville split off from Schenectady and was incorporated as a separate town.

Through most of the 1800s, the Town was a farm community, with some tradespeople, stores, and hotels serving local residents and westward migrants who passed through the area after the Erie Canal was opened in 1825. Vedder Manor (1676), the Barhydt House (1756), and Swart Tavern (1792), all still standing along Route 5, provided respite for Canal travelers, and in the case of Swart Tavern, at least, it served as a stage coach stop prior to construction of the Canal.



The Former Swart Tavern; now the Lee residence, 130 Johnson Road

Then, as now, natural resources played a key role in the industries established in the Town. Several brickyards were established, and tanneries were constructed to cure the plentiful animal skins brought by fur traders. Limestone extraction for building and farming, broom agriculture, and cement manufacturing were also important early industries.

The development of Glenville was influenced by the location of transportation routes. Many of the local roads, such as Sacandaga Road, follow former Native American trails. In 1800, the Mohawk Turnpike and Bridge Company was formed to construct a bridge over the Mohawk River, as well as build a toll road that would connect Schenectady and Utica. Route 5 follows this same route today. The 900 foot-long Mohawk Bridge, in the location of what is now the Western Gateway Bridge, built by the company, was one of the first suspension bridges in the nation and an engineering marvel of its day. Glenville taxpayers were exempt from the bridge toll, a situation which prompted many Schenectady residents to purchase land in the Town.

Ferry service across the Mohawk River was also common. Vedders Ferry was one of the earliest, established in 1790. In 1835, John Hoffman purchased the rights to this ferry, thus giving his name to the hamlet in the western section of the Town. The next year, the Utica and Schenectady Railroad was opened along the north bank of the Mohawk River.

Throughout the late 19th and early 20th centuries, Glenville grew slowly with the rest of the Schenectady region. The Town remained largely a rural residential and farming community with small hamlets along Saratoga Road in eastern Glenville, in western Glenville, and along the Mohawk Turnpike (Route 5). Scotia was incorporated as a separate village in 1904, although the area had been settled as far back as the latter half of the 1600s.

In 1927, the Schenectady Airport was opened as a private facility on 1,000 acres of land in eastern Glenville. The Airport was purchased by Schenectady County not long after in 1934. In 1949, the New York Air National Guard began operating at the airport.

As with much of Schenectady County, the development of Glenville was closely linked to the evolution of the region's largest industrial employer, General Electric. The growth of this industry, since its founding in the late 19th century, created a steadily increasing demand for housing. After World War II, the demand for housing increased sharply as returning soldiers found employment in an expanding industry, and with FHA mortgages in hand, helped push Glenville into the suburban era. The suburbanization of eastern Glenville occurred relatively quickly: between 1950 and 1970 the total number of housing units in the Town almost doubled, with most of the increase occurring in suburban subdivisions along Route 50.

Glenville today has become one of the more desirable suburban locations in the Capital District. It is viewed primarily as a bedroom community, offering a mix of rural and suburban character, high quality school systems, pleasant parks and preserves, and easy access to employment and shopping.

In just the last few years the Town has witnessed moderate commercial and industrial growth and redevelopment, as new businesses such as Old Dominion Freight Line and Communications Test Design Incorporated built new facilities in the Glenville Business & Technology Park. The Town Center has also seen a rebirth, first with a new Target being built on the site formerly occupied by K-Mart, and then with the arrival of new restaurants, including Panera Bread and Applebee's.

The year 2013 may also prove to be notable as this was the year that the State of New York completed the Glenridge Road reconstruction project. This project brought us our first roundabout, at the intersection of Glenridge Road and Maple Avenue. More importantly, perhaps, the Glenridge Road project eliminated the two narrow (one-lane in one instance) railroad overpasses that essentially acted as a vehicular and psychological barrier at the Town's eastern gateway. With elimination of these restrictions and with the introduction of much improved traffic flow at Glenville's border with the Town of Clifton Park, time will tell if more shoppers end up visiting Glenville from Clifton Park, and other points east. Businesses in the Glenville Town Center stand to benefit the most from elimination of this bottleneck.

**COMMENTS AND RECOMMENDED EDITS
BY THE TOWN OF GLENVILLE RESIDENT ADVISORY COMMITTEE**

On May 18, 2015 the Residents' Advisory Committee met and reviewed the draft version of Chapter C. A Brief History of Glenville. The committee's discussion focused on the following questions:

- *What are the positive aspects of the draft section?*
- *Are there any issues to discuss with the drafters of the section?*
- *Are there any recommendations to add or clarify material?*

Positive Aspects

- *There was general agreement was that it is an interesting read, well- crafted and entertaining. The history of Native American presence in the area was of special interest. The author was complimented on a fine job.*
- *It was observed that the piece was more heavily weighted in antiquity than in more recent history, offering historic information not widely known. Although there was further interest in wanting to know more about recent history, as noted below.*

Issues for Discussion

- *None.*

Recommendations and Suggestions

- *The history chapter is brief, three pages, leaving the reader curious for more. If the intent list would be a welcome addition. Typical references could include:*
 - *Percy Van Epps' quite thorough "History of the Town of Glenville".*
 - *Donald Keefer's "Burial Grounds".*
 - *Local books on Glenville and Scotia, such as those featured in the local section of the Open Door Bookstore.*
 - *Reference to the Town Historian and Town Library for further reading.*
- *In the 1990 Town Master Plan there was significant importance placed on the protection of the aquifer, rightly so. It would be of interest to know more of the history of the aquifer, and some incidentals surrounding it – such as when and why did the Town begin selling water to other communities.*
- *Grammatical Usage and Syntax:*
 - *The history begins with the line The first evidence of man in the area . . . It is suggested to use a non-gender term, such as The first evidence of human existence . . .*
 - *Grammatically a Ulu (reference to a knife on page 1) should be an Ulu.*

Section 1 Recreational Resources/Facilities and the Arts

A) Introduction

1) Recreational Resources/Facilities

In addition to the presence of very good local school systems, one of the most commonly-cited reasons why Glenville and Scotia residents enjoy living here is the quality and variety of its parks and preserves. Glenville and Scotia's parks and preserves offer a bounty of recreational activities, including forested hiking trails, horse trails, fishing, hunting, orienteering, canoeing/kayaking, swimming, baseball, softball, soccer, football, basketball, volleyball, tennis, ice skating, hockey, broomball, cross-country skiing, snowshoeing, sledding, playground activities, and more. The settings of these parks vary significantly, providing local residents a pleasant diversity of environments.



Footbridge over the Indian Kill Dam at the Indian Kill Nature Preserve

In Glenville, there are four large parks and preserves that comprise 776 acres, including the Town-owned Sanders Preserve (370 acres), Indian Meadows Park (190 acres), and Maalwyck Park (57 acres), as well as the Schenectady County-owned Indian Kill Nature Preserve (108) acres. If you add in various smaller Town park/preserve holdings and open space properties owned by the Town, County and State, including three islands in the Mohawk River, 1,121 acres of land in Glenville and Scotia are publicly-owned and dedicated towards park use or open space.

Table ____

Publicly-Owned Parks, Preserves, and Open Spaces in the Town of Glenville and Village of Scotia

LOCATION	OWNER	ACREAGE
Sanders Preserve	Town of Glenville	370
Indian Meadows Park	Town of Glenville	190
Various State-owned parcels along the Mohawk River/Exit 26 Bridge	State of New York	108.13
Indian Kill Nature Preserve	Schenectady County	108
Big Island (Isle of the Onondagas)	State of New York	69.4

Maalwyck Park	Town of Glenville	57.55
Collins Park	Village of Scotia	53.55
Christiana Natural Area	Town of Glenville	49.11
Andersen Park and Dog Park	Town of Glenville	33.2
Lock 9 Canal Park	State of New York	21.2
Daly's Island	State of New York	20.8
Alplaus Kill Natural Area	Town of Glenville	11.4
Unnamed Island ("Conor Island" on some maps)	State of New York	10
Hemlock Hollow	Town of Glenville	9
Berkley Square	Town of Glenville	2.93
Indian Kill Park	Town of Glenville	1.8
Freedom Park	Village of Scotia	1.8
Veteran's Memorial Park	Schenectady County	1.7
Collins Lake Island	Village of Scotia	1.1
Green Corners School	Town of Glenville	0.53
Freemans Bridge Boat Launch	State of New York	0.46
Total Park, Preserve, and Open Space Acreage in Glenville and Scotia		1,121.66

In the Village of Scotia, the 53-acre Collins Park is very popular and accessible, offering a sandy beach on Collins Lake, ballfields, playground, basketball and tennis courts, an outdoor in-line skating/hockey rink, bike and walking paths, and a sledding hill. Complementing Collins Park along the shoreline of the Mohawk River is the linear Freedom Park, which includes an amphitheater for summertime concerts. Jumpin' Jack's drive-in, immediately adjacent to Freedom Park and Collins Park draws tens of thousands of people annually, many of whom combine a trip to Jumpin' Jack's with the adjacent Village parks.

The Town of Glenville and Village of Scotia are also home to a 1.1-mile segment of the Mohawk-Hudson Bike-Hike Trail, which runs parallel to the Mohawk River between Washington Avenue in Scotia and Freemans Bridge Road in the Town. Both the Town and Village acknowledge that the Bike-Hike Trail has fallen into disrepair and is in need of repaving and reconstruction along most of its length. Both the Town and Village have and will continue to seek grant funding to restore this trail.

In terms of recreational programs, there are several youth-oriented soccer, baseball, softball and football clubs and leagues that have their base of operations in various Glenville parks. Highland Soccer Club, Scotia-Glenville Jr. Tartans Football, Burnt Hills-Ballston Lake Girls Softball, and Burnt Hills Spartan Youth Football are four of the more visible youth programs that can be found playing in local parks such as Maalwyck, Collins, and Indian Meadows.

2) The Arts

While Glenville is a pleasant community on a number of fronts, the Town is largely lacking any presence in the arts. Residents and those from some of Glenville's surrounding communities travel to other cities and towns to attend theaters, see movies, watch or participate in dance, listen to readings, or go to indoor or outdoor concerts – along with the restaurants and coffee shops that typically spring up around these venues. Promotion, encouragement and funding for these types of artistic activities within the Town could make Glenville an even more desirable place to live and visit.

The Village of Scotia does have a couple of cultural and arts offerings, one being the Scotia Cinema and the other Freedom Park and its amphitheater, which hosts a summer concert series every year. The Cinema and Freedom Park are both popular destinations for Scotia and Glenville residents, as well as residents from immediate surrounding communities.



A typical crowd during the Freedom Park summer concert series

In its pursuit of arts venues and programs, the Town of Glenville should focus on activities that complement the Village of Scotia's existing programs and venues, instead of competing with them. The cultural and arts void is significant in the Town, meaning we have a "clean slate" to work with, and considerable potential.

The Town Center Master Plan (2004) recognized the paucity of arts and music venues in Glenville, and by extension, the potential that exists to improve upon the current situation. The Town Center Plan offers a remedy, in the form of a proposed new Municipal Center Campus located on and to the rear of the existing Municipal Center, Library, and History Center at 18 Glenridge Road. The campus would include the various buildings and services that comprise Town government (exclusive of the Highway Department), as well as the establishment of an outdoor amphitheater. Contemplation has since been given to including the relocation of the Greater Glenville Family YMCA from its present location in a residential area on Droms Road to the proposed Town Center Campus.

The establishment of a new amphitheater in the Glenville Town Center could certainly compete with the Freedom Park Amphitheater and Summer Concert Series in Scotia. However, the wide variety of performing arts and the varied tastes of residents is such that both venues could function well, provided the two venues coordinate their scheduling and pursue their own niches.

B) Goals

1. Recreational Resources/Facilities

Short-term and ongoing

- Preserve, enhance, and where practical and cost-effective, expand existing Town and Village parks, preserves, and open spaces.
- Where feasible, enhance and expand public access to and recreational use of the Mohawk River.
- Better inform Town and Village residents of the location of and facilities within existing Town and Village parks and preserves.
- Continue to partner with existing youth sports leagues and use these opportunities to improve existing facilities and programs.

Long-term

- Acquire additional parklands and open space for both active and passive recreation as dictated by future population growth and demand.
- Explore the consolidation of parks and open space ownership and management with the Village of Scotia and Schenectady County in an effort to improve efficiencies and cut costs.

2. The Arts

Short-term and ongoing

- Promote local artists, musicians, and other participants of the performing arts.
- Encourage walkability and the set-aside of spaces for outdoor street artists in areas of high pedestrian activity.

Long-term

- Develop, or encourage the development of theaters and performance spaces for public appreciation of the arts.

C) Priority Initiatives and Next Steps

1. Recreational Resources/Facilities

- Repair and upgrade the Town and Village's portion of the Mohawk-Hudson Bike-Hike Trail and encourage greater public use of the Trail.
- Complete the planned build-out of Maalwyck Park.
- Reroute existing hiking trails in Sanders Preserve that are subject to erosion and frequent water inundation, and create new trails where practical.
- Pursue funding for and development of multi-use paths and walkways in the Town Center, per the Town Center Master Plan.
- In partnership with Schenectady County, explore the possibility of abandonment of Wolf Hollow Road (Schenectady County Route 59) and conversion of the right-of-way into a linear park.
- Improve security, surveillance, and deterrence in an effort to cut down on vandalism within our parks.

2. The Arts

- Solicit a movie theater to open within the Town, preferably within the Town Center.
- Develop an outdoor performance space, ideally as part of the proposed Town Center Campus.
- Explore the idea of establishing an indoor performance space, ideally within an existing facility under the control of the Town or other public body.
- Promote and encourage open mic nights, and seek out performance venues/space for open mic events.
- Provide public building space for local painters, sculptors, weavers, fiber artists, etc. to exhibit their work for rotating periods.
- Promote and encourage writers' groups to meet in public spaces by offering free meeting space, copier privileges, and advertising for public readings.

1/7/16

COMMENTS AND RECOMMENDED EDITS BY THE TOWN OF GLENVILLE RESIDENT ADVISORY COMMITTEE

On Monday, January 18th, 2016 the RAC reviewed and discussed this section on Recreational Resources Facilities and The Arts. This narrative is presented as (2) sub-sections: the first focuses mainly on the Parks within the Town and Village; the second is an initial discussion of the presence of the Arts within Glenville and Scotia.

This is the second round review of the Parks section – the RAC responded to the first draft on Sept. 30, 2015. And this is the first review of the section on the Arts, which originated as a proposed draft from a subset of the RAC (Wendy Carroll, Caryn Canfield and Emil Jarczynski), sent to Town staff July 18, 2015. Each of the two subsections will be provided their own response.

The following points are offered as feedback, suggestions and recommendations to the drafters of the chapter and Town staff responsible for the Comprehensive Plan. The members of the RAC would welcome further discussion or clarification of any of the items mentioned. We look forward to reviewing the subsequent draft after the following points are considered.

RECREATIONAL RESOURCES and FACILITIES

Positive Aspects -The Following Items have been incorporated into the Section since the First Draft.

Thank you.

- *Including the Village of Scotia’s status, plans and needs is positively noted – (other first draft Sections focused only on the Town).*
- *Recognizing the need for paving and reconstruction of the 1.1-mile segment of the Mohawk-Hudson Bike-Hike Trail within Glenville and Scotia. This is sorely needed.*
- *Including a list of (21) Publicly-Owned Parks, Preserves and Open Spaces in the Town and Village. We are rich with natural areas.*
- *The short and long term Goals are now bulleted and clearly listed.*
- *There is an abundance of outdoor recreational activities listed in the first paragraph, which speaks well of an active Town - although we don’t know where they can be found. Could a Goal be added to create a list of where these many activities occur, and add that to the Town website?*

- *The photo of a Freedom Park summer concert shows how well-attended and attractive it is.*
- *NOTE: The Glenville Dog Park, under construction, is looking good and will be a welcome addition.*

Positive Aspects noted by the RAC for DRAFT #1 (Draft sent 07-20-2015), but these items are now missing from DRAFT #2 (Draft sent 01-07-2016):

While DRAFT #2 is considerably cleaner in format than DRAFT #1 and has an easy flowing narrative, there is far less material covered in DRAFT #2 than there was in DRAFT #1. We recommend that the following points be re-included.

- *Comment on DRAFT#1: “First of all, we are pleased that Glenville had the foresight to have a Park Planning Commission, and that the town considers parks of high importance.”*

DRAFT#2: *There is no mention of the Park Planning Commission. We believe it should be mentioned, as this seems an important part of the Park system.*

- Comment on DRAFT#1: *“This draft is a good overview of our town parks. It contains interesting background material, several members said they learned much that they hadn’t previously known.”*
- Comment on DRAFT#1: *“The photos of each park were appreciated. Nice touch.*

Including more photos of the parks’ facilities, ball fields and trails would add an even more comprehensive feel to the section and more fully inform the reader about the parks’ attributes.”

- Comment on DRAFT#1: *“It’s encouraging to see a variety of types of areas and uses for the parks, such as walking trails, ball fields and fishing.”*

DRAFT# 2: *There is no longer a discussion and photos of each of the parks in the Town and Village. We had hoped that there would be more description and photos of our parks, but now there is much less.*

Items from the Sept. 30, 2015 RAC Response to DRAFT #1 (07-20-2015) that are NOT Included in DRAFT #2 (01-07-2016). The RAC still believes these points are important and request that they be considered to make this Section even more valuable and comprehensive:

- *A strong case was made in the Sept. 30, 2015 RAC Response for adding a network of biking and walking trails, especially in the Town where bikers and walkers share the road with higher speed traffic – often on roads with narrow or no shoulders, making numerous hazardous and dangerous situations. There is no mention of adding biking and walking trails in this second draft, and the RAC again strongly encourages their inclusion in the discussion and in the Goals.*
Bike trails are popular, promote good health and exercise, and undoubtedly would be widely used. A system of bike trails could also be promoted as a key benefit and green resource for residents, potential new home owners and renters, and visitors from surrounding towns.
- *While there was good description of the parks in DRAFT #1 (and we believe they should be re-included), there is still no mention of other health and sports related facilities throughout the town, such as the YMCA, Glen Hills Pool, the Guan Ho Ha Rod and Gun Club, Glenville Hills Rod & Gun Club, and the Ski Venture Ski Area. While recognizing that most of these are not Town-owned facilities, they are additional recreational resources in the community. In a Comprehensive Plan, should these be included as part of an overall picture of the recreational resources within the Town?*
- *As a possible enhancement of the town’s recreational facilities, it’s noted that there are no public swimming facilities at any of the parks. (While there is the private Glen Hills outdoor pool in Alplaus, and the indoor pool at the YMCA.) Would the addition of a public pool be a desirable goal for one of our parks?*
- *The **Park Master Plan** was referred to in DRAFT #1. This appears to be an important element of Parks and Recreational Resources, but we still know nothing about it or where it can be found. If it already exists, shouldn’t it be either included as part of this Comprehensive Master Plan, or at least referenced to inform readers where to find it?*

Further Recommendations, Suggestions and Questions. While inclusion of some of these may be too detailed for a Master Plan, they could be listed as specific Goals and Initiatives.

- *A map showing the location of the parks would be most welcome.*
 - o *A map showing park locations on the Town website, similar to the existing map showing locations of businesses within the Town, would be welcome.*
 - o *Along with that, a similar map on the Town website showing the locations of The Park, Preserve, and Open Space Acreage in Glenville and Scotia (the (21) areas listed in the table on page 2 of DRAFT #2) would help people find these areas.*
 - o *And for people biking through the Town and Village, a downloadable App (for smart phones) that shows points of interest, scenic areas, rest and refreshment stops (e.g., Stewart's shops, Convenience stores, public restrooms in Collins Park, etc.) would be a popular feature.*

- *A schematic layout or sketch of each of the parks showing what facilities and trails are available, where parking is located, would be very useful. And so that residents could plan their walks, a listing of the length and relative difficulty of the trails would be most helpful; and whether there are any restrictions, such as no dogs or trail bikes allowed.*

Again, this is too much detail for the Master Plan – but if this information exists elsewhere, a link or reference to them could be included. And if it doesn't exist, it could listed as a Goal.

- *The Maalwyck Park archeological plan was mentioned in DRAFT #1, but not in DRAFT #2. It would seem that an archeological study along the Mohawk River is an important topic – too important to be left out. We suggest that the discussion of the archeological studies be included to inform readers of the Master Plan of what it is and why it is important.*

RELATED QUESTION: *Should this, and other archeological sites in the town, be included in Section 9 Historic and Cultural Resources?*

- *A possible initiative for Indian Meadows Park: While there is a gravel parking lot, when there is heavy usage of the park such as during sports tournaments, people are forced to park on the grass and have a tendency to get stuck in soft ground, especially in wet conditions. Considering additional gravel parking space would be a benefit.*
- *There is mention in DRAFT #2 of the Collins Park sandy beach, but swimming, as we know, is not currently permitted in Collins Lake at the beach. Shouldn't remedying this be listed as a Goal?*
- *DRAFT #2 has a welcomed discussion of youth recreational programs. One additional item that should be included is the BH-BL Junior Baseball program that has spearheaded the many improvements at Indian Meadows Park, encouraging others to do the same at other facilities.*
- *The following items were brought up in our discussions and we request they be considered:*
 - o *Developing outdoor fitness centers at the Parks.*
 - o *Improving the fishing areas, perhaps even a stocking program where appropriate.*
 - o *Creating a driving range or par 3 golf course at the old landfill, knowing that it might be adjacent to a new shooting range.*

- o Consider a Forestry Management program at Sanders Preserve.
- o Promote hiking trails with organizations, such as the ADK.

The ARTS

Positive Aspects

- *First of all, thank you to the Town for having the foresight to open a dialogue on having more of an Arts presence in Glenville and Scotia.*
- *The introductory section closely follows the proposed draft (07-18-2015), and reads well. We offer only two suggestions aimed at giving the narrative an even more positive feel.*

In the first sentence, we suggest to replace “. . . the Town is largely lacking any presence in the arts” with: “the Town has noted that an increased presence and focus on developing an arts culture would be an important and welcome benefit.”

And in the first sentence of the second paragraph, replace “. . . Scotia does have a couple of cultural and arts offerings” with:

“. . . Scotia has two significant cultural and arts offerings”

- *The Priority Next Steps and Initiatives are well articulated. We suggest adding one additional bullet under Long-Term Goals, which should be actionable by the Town:*

Create an Arts Steering Committee to brainstorm, plan, create enthusiasm and encourage cultural and artistic events.

- *And under*
 - o *In addition to the outdoor and indoor performance venues in or close to Town Center, promote and utilize existing structures such as barns in rural Western Glenville for barn dances, plays, readings and other arts activities.*
 - o *Consider a covered (but open) outdoor performance space, a feature that most other local outdoor venues do not have – making Glenville’s space a unique draw.*

Section 2 Commercial and Industrial Facilities

A) Introduction

Given the large amount of land area in Glenville devoted to single-family housing, rural land uses, and open space, Glenville has a relatively modest but robust commercial and industrial tax base. However, Glenville does enjoy a long-established, bustling industrial area in the Glenville Business and Technology Park off of Route 5, just west of the Village of Scotia. Consisting of approximately 310 acres and 3.9 million square feet of building space, the Business and Technology Park was originally established as a U.S. Navy military depot, having been built in 1942 and 1943 to support the nation's efforts in World War II.

The majority of the properties and buildings within the former depot have long been converted to private sector occupation and use. Ownership within the Park is now mixed, with the Galesi Group and the Schenectady Industrial Development Agency being major players in the Park, along with a number of individual private companies. The Federal Government still maintains a presence in the Park, via the General Services Administration's (GSA) Defense National Stockpile Center, which is part of the GSA's 68-acre holdings.

Some of the more notable, long-time tenants of the park include Adirondack Beverages, Georgia Pacific, and Norampac. Three substantial new businesses can be found in the newly-developed western end of the Park; Communications Test Design, Inc. (CTDI), Old Dominion Freight, and Dimension Fabricators, Inc. Numerous smaller enterprises, old and new, occupy the Park, providing a diverse mix of mostly good-paying jobs within this industrial enclave of Glenville.



New businesses at the western end of the Business & Technology Park include, left to right, Communications Test Design, Inc., Old Dominion Freight, and Dimension Fabricators.

Newer companies to the Park have cited the proximity to Exit 26 of the New York State Thruway as a key attraction of the Business & Technology Park, as well as abundant water, a skilled work force, and rail service. Strategically-located industrial land with infrastructure already in place is a valuable commodity in the Capital District. The Town of Glenville is fortunate to be able to offer such properties.

The Park does present some challenges, however. Two well-defined plumes of groundwater and soil contamination (Trichloroethylene and Carbon Tetrachloride) within the Park, mostly on and adjacent to the GSA's property, have been awaiting clean-up for decades. A clean-up plan has been determined and agreed upon, but the millions of dollars necessary to commence the clean-up operation have not yet materialized.

The contamination has prevented the GSA from releasing ownership of most of their unused and underused holdings within the Park. The western end of the Park has seen a rejuvenation in the last few years as new, large companies have occupied formerly vacant or abandoned properties, bringing millions of dollars of new construction and hundreds of new jobs to Glenville. However, the contaminated GSA

holdings have not enjoyed this same rebirth, due to the glacial progress that has occurred with the clean-up planning and operation. Until such time as the soil and groundwater contamination are addressed and the GSA releases much of their property for private sector development, a 60+ acre plot of desirable and strategically-located industrial land, right in the middle of the Glenville Business & Technology Park, sits dormant and off-limits.

On the commercial side, the Route 50 and Freemans Bridge Road corridors have long served as Glenville's primary business areas. Retail businesses both large and small, restaurants, general purpose and medical offices, service uses, and automotive businesses have all made their marks on Glenville's business landscape.

Route 50's business "personality" varies depending on where you are within the corridor. The Town Center area, in and around the intersection of Saratoga Road (Route 50) and Glenridge Road has been the Town's commercial hub since the 1950s. Supermarkets and larger retail businesses have long made their homes here, as well as restaurants, banks, services, and automotive uses of all varieties. The Town Center has seen a re-birth in the last few years with the construction of a new Target store where K-Mart used to be located, a new Panera Bread restaurant, and most recently, a new Applebee's restaurant.

As you go north from the Town Center along Route 50, this corridor takes on more of a residential feel, with relatively small single-family homes being prevalent, but mixed with residential-scale retail and service uses, and the occasional automotive use. Glenville's post-World War 2 suburban housing explosion largely explains this development pattern along Route 50 north of the Town Center. A lack of public sewers here has also kept this portion of the corridor from becoming more commercial.

Route 50 south of the Town Center also exhibits a mix of residential and commercial uses. Unlike north of the Town Center, there are several large commercial enterprises that front along Route 50 to the south, within well-defined pockets of business enterprise. The Socha Plaza retail and office complex is one vivid example. The cluster of commercial uses in and around the vicinity of the Schenectady County Airport and Freemans Bridge Road/Route 50 intersection, including the recently-expanded Capitaland GMC/Subaru, is another notable commercial node.

There are other areas of commercial activity in Glenville. NYS Route 5, which includes a 5 ½-mile, four-lane stretch of highway from Vley Road to the Montgomery County line, is home to a variety of businesses, albeit at a much lower density than along Route 50 and Freemans Bridge Road. On this segment of Route 5 in Glenville one can find a sparse mix of retail businesses, automobile sales, repair and auction operations, gas stations, contractor's offices, a marina, warehousing, assembly facilities, and a microbrewery.

The two-lane section of Route 5 to the east of Vley Road has a different personality. The Glenville Business and Technology Park dominates the north side of Route 5 between the Village of Scotia and Vley Road. The south side of Route 5 in this area is primarily single-family residential, with a handful of businesses interspersed. Then as you progress east into the Village of Scotia, Route 5 becomes Mohawk Avenue, which is the Village of Scotia's downtown. Here one can find various retailers, personal service uses, gas stations, offices, and pleasantly, a cinema.

Segments of certain other roads in Glenville are also home to handfuls of businesses. This is particularly true of Glenridge Road within the Town Center area, as well as the segment of Sacandaga Road (NYS Route

147) that runs between Mohawk Avenue in the Village of Scotia and Vley Road in the Town of Glenville. The hamlet of Alplaus, along the Town's eastern border with Clifton Park, though not known for its commercial appeal, does have a popular marina, as well as an aging industrial park.

Not to be overlooked, both the Schenectady County Airport and the 109th Airlift Wing of the Stratton Air National Guard Base are major contributors to the local economy. With approximately 500 full-time employees, both military and civilian, working at Stratton, and with weekend employment and housing often exceeding 1,200, it has been estimated that the Base has an annual economic impact of \$125 million.

Stratton Air National Guard Base

Despite what seems to be an envious number and mixture of businesses - both commercial and industrial - in the Town of Glenville, the Town has long had to wrestle with a tax base that is heavily weighted towards the residential sector. Glenville is indeed a bedroom community, and the disproportionate tax burden that falls upon the residential sector is indicative of this out-of-balance tax base. It is for this reason that the current Town administration has been an active proponent of economic development.

To that end, over the last several years the Town has taken numerous steps to boost the commercial/industrial tax base. Among the efforts taken by the Town include the following:

- Formation of a Local Development Corporation to offer loans for start-up businesses and businesses



looking to expand.

- Establishment of the REDI (Revitalization and Economic Development Initiative) Fund, which includes a yearly grant program aimed at businesses looking to make improvements to their façades, signs, landscaping, entrances, etc.

- Hosting of an annual business promotion conference called the “Let’s Talk Business Expo.”
- Streamlining of the Town’s planning/zoning review process to allow for the expeditious review of meritorious commercial/industrial development applications.
- Various zoning map amendments to encourage commercial and industrial development in areas where the infrastructure is in place to serve such uses.

These efforts have yielded results, including the addition of several new businesses in two areas of the Town that were targeted for reinvestment; the Glenville Business & Technology Park and the Town Center. Major new businesses putting down roots in Glenville over the last few years include the aforementioned Target, Old Dominion Freight, Communications Test Design, Inc., Panera Bread, and Applebee’s. Keeping this momentum going in both the Business/Technology Park and the Town Center, and reinvigorating other commercial areas of Glenville are two challenges facing the Town.

B) Goals

1. Commercial Facilities

Short-term and ongoing

- Assure that appropriate design and scaling of new and rehabilitated commercial structures is integrated into the Town’s planning/zoning review process.
- Identify strategic, long-vacant commercial parcels and buildings and develop strategies for redevelopment/reoccupation of these properties and structures.
- Continue to apply the REDI fund on a yearly basis for use by the Town’s business community and pursue additional applications of the funding, above and beyond cosmetic improvements.
- Make better use of the Town of Glenville website to promote vacant commercial buildings and properties.

Long-term

- As the technology for energy efficiency improves, adopt incentives for the construction of LEED (Leadership in Energy and Environmental Design) Green Building Rating System commercial buildings.

2. Industrial Facilities

Short-term and ongoing

- Ensure that industrial facilities are properly located and designed, and that they are good neighbors to adjacent landowners.
- Partner with Metroplex to attract new businesses to, and new investment in, the Glenville Business & Technology Park.

- Keep Glenville’s industrial areas competitive by keeping codes up-to-date to accommodate emerging technologies and businesses.

Long-term

- Periodically update (5 to 10 year intervals) the Glenville Business & Technology Park Building Assessment, originally prepared in 2007 by Clough Harbour & Associates.
- Evaluate the growth potential and suitability of existing zoning within those industrial areas of town outside of the Business & Technology Park.

C) Priority Initiatives and Next Steps

1. Commercial Facilities

- Amend existing commercial design and landscaping standards and consistently apply these standards to new projects so as to buffer commercial facilities from residential properties and neighborhoods.
- Update the Vacant Commercial Buildings Inventory on an annual basis, at a minimum, and include Village of Scotia properties/buildings.

2. Industrial Facilities

- Develop enforceable and reasonable commercial and industrial lighting standards and ensure that outdoor lighting of industrial facilities, in particular, is not excessive or intrusive on neighboring land uses.
- Promote and advertise the shovel-ready vacant properties and tenant-ready vacant buildings that presently exist within the Glenville Business & Technology Park.
- Update the 2007 Glenville Business & Technology Park Master Plan.
- Advocate for the expeditious clean-up of contamination of GSA-owned properties within the Glenville Business & Technology Park and pursue the release of these properties for private development.

10/8/15

***COMMENTS AND RECOMMENDED EDITS
BY THE TOWN OF GLENVILLE RESIDENT ADVISORY COMMITTEE***

Chapter 2 comments and recommended edits will be listed after Chapter 3.

Section 3 Community/Economic Development

A) Introduction

The Town of Glenville has experienced a significant amount of growth in the last 10 years. Some of the more notable recent developments include:

- Construction of a 157,000 sq. ft. Lowe's hardware and garden store
- Demolition of the vacant K-Mart and replacement by a 135,000 sq. ft. Target store and a 32,000 sq. ft. retail plaza
- Construction of a Panera restaurant
- Construction of an Applebee's restaurant

- Construction of a 60,000 sq. ft. mixed use building on the Shady Lane Realty property, adjacent to Socha Plaza
- Construction and establishment of Old Dominion Freight, and Communications Test Design, Inc. in the Glenville Business & Technology Park
- Development of a commercial center at the Schenectady County Airport, including a new Richmor Aviation hangar

Recently-built mixed-use building at Socha Plaza

This growth has demonstrated that Glenville has the capacity to compete with other areas of the Capital District and beyond in regards to drawing new businesses. This ability takes on greater importance as our region gains national and international recognition as a tech-savvy environment with a well-educated and skilled workforce. The challenge lies in the marketing of the town as a partner in that environment without being overshadowed by towns that enjoy closer proximity to the generators of the latest scientific and educational advancements, such as Global Foundries in Malta and the College of Nanoscience and Engineering at SUNY Albany.



The common perception is that Glenville is a comfortable residential community with a history based on agriculture and long-standing family holdings and farms, as well as pleasant single-family home neighborhoods. The various community meetings that were held early on in the planning process, as well as the on-line community survey results indicate that, in large measure, Glenville residents like it that way. Common themes raised repeatedly during the community meetings included:

- Glenville is quiet, comfortable and safe
- We have a very good water supply
- Our rural atmosphere is attractive
- There are several very good parks and preserves and ample amounts of open space
- Services are adequate and, for the most part, are readily available
- There is good access to the Mohawk River and waterfront

- Glenville offers a pleasing mix of residential neighborhoods and rural areas
- The overall quality of life is very good

As the Town strives to expand our commercial and industrial tax base in order to relieve the tax burden on the residential sector, the considerable challenge will be to preserve the above-mentioned and oft-cited community qualities, even as we grow. As economic development continues apace, and as the population continues to rise, additional demands will be placed on the Town's infrastructure, natural resources, and open spaces. Key segments of Route 50 and Freemans Bridge Road are already close to capacity during the p.m. peak period of traffic, and our proximity to the Rivers Casino and Resort project in Schenectady will further stress Glenville's already busy arterials.

Accommodating additional commercial and industrial growth will require scrutiny by and coordination with the zoning, environmental, and land use components of the Town government if the character of Glenville is to be preserved. Several objectives begin to emerge that need to be recognized and incorporated into decision-making in order to achieve retention of the Town's character:

- Retain the integrity and quality of residential neighborhoods
- Allow the rural areas of Glenville to remain rural and continue to function as a buffer against sprawl
- Preserve and continue to develop parks and recreation facilities
- Manage both traffic volumes and the distribution of traffic over our road network
- Continue to apply the Town's design standards, and periodically update these standards for both the Town Center and the commercial/industrial areas outside of the Town Center

With these objectives in mind, additional importance is placed upon concentrating new growth and redevelopment in areas where commercial and industrial growth has already occurred, and in areas where adequate highways, water, sewer, power, and telecommunications exist. Infill within existing commercial corridors, such as Route 50 and Freemans Bridge Road, is also appropriate, and certainly preferable to expanding commercial development to highway corridors that are predominantly residential at this time.

The 5.5-mile long segment of Route 5, to the west of its intersection with Route 890/Vley Road, deserves individual attention given that it is a 4-lane State highway and it has very good access to the Interstate Highway system; much better access than either Route 50 or Freemans Bridge Road. Yet, the Route 5 corridor is largely rural, with a mix of scattered single-family residences, isolated businesses, and warehousing/contractor operations.



The four-lane section of Route 5 in Glenville is predominantly a rural highway corridor

Further, as a commuter highway/arterial, it serves the important function of getting motorists to and from the Interstate Highway system relatively quickly. The fact that nearly all of the 5.5-mile length of Route 5 has a 55 mph speed limit speaks to the principal function of Route 5 as a commuter route for residents in western Glenville and Montgomery County, as they make their way to and from employment centers in Schenectady and Albany. If too much development and a proliferation of commercial driveways were to occur along the Route 5 corridor, traffic speeds would slow and the speed limit could be reduced, forcing commuters – and customers – to seek alternative paths to and from work. Thus, it is imperative that if the Town wants to attract new businesses to the Route 5 corridor, consideration be seriously given to limiting commercial growth potential to well-defined nodes, as opposed to promoting strip development.

The two-lane portion of Route 5, east of the Route 890/Vley Road intersection, is strategically important for local economic development due to the presence of the Glenville Business & Technology Park. The Town, Metroplex, and Empire State Development, New York State’s primary economic development agency, have and continue to work closely to redevelop this important, long-standing industrial area. As noted earlier, two large businesses, Old Dominion Freight and Communications Test Design have recently built and occupied new facilities within the western end of the Park along Route 5. A few years prior to that, Dimension Fabricators occupied and reinvigorated the former Super Steel facility. These three businesses have breathed new life into the aging industrial park. Given the considerable potential for continued redevelopment within the Business & Technology Park, the Town and its partners should continue to market the Park, with an emphasis on attracting tech-related businesses and “clean” industries.



The Town recognizes, however, that the occasional big “score” is only one part of the formula for economic health and a more balanced tax base in Glenville. The attracting and expansion of smaller-scale businesses, many of which are home-grown, is also vital to a healthy local economy. The “company town” model of economic well-being, while once the norm throughout the U.S., is no longer ideal. For when that local economic behemoth downsizes or relocates or goes out of business altogether, the local economy does the same. This in turn drags down the local housing market. The local school district(s) suffers in turn, as enrollment drops and school budgets suffer from a declining tax base. Quality-of-life markers take a turn for the worse, and the community begins to erode.

To repel this all-too-often scenario, the Town of Glenville pledges to remain aggressive in promoting local economic development. Yet, the Town also recognizes that there are limits to growth, and that commercial and industrial expansion must be properly located and scaled to fit the existing character of the Town, and to satisfy the desires of the Town’s residents.

B) Goals

Short-term and ongoing

- Reduce the tax burden on the residential sector by expanding the commercial and industrial tax base.
- Promote diversification of the Town’s commercial/industrial tax base.
- Encourage good communication and feedback between the Town’s citizens and business owners, and Town government.
- Create employment opportunities that provide living wage compensation.

- Target Freemans Bridge Road for new development and reinvestment, in recognition that the pending Rivers Casino and Resort project in Schenectady will bring more motorists and potential customers to the Freemans Bridge Road corridor.
- Analyze the Route 5 corridor for commercial development potential and identify nodes where growth is appropriate, while preserving the arterial nature of the highway.
- Improve upon the visibility of the Glenville Local Development Corporation and its loan programs.
- Make better use of the Town of Glenville website to promote commercial growth opportunities in Glenville, and keep the website current.

Long-term

- Extend public sewer in areas where commercial growth potential makes it economically feasible to do so.
- Explore the economics and potential implementation of developer mitigation fees.

C) Priority Initiatives and Next Steps

- Foster the creation of management structures for both the Town Center and the Glenville Business & Technology Park, to better market both of these areas and to identify obstacles to development/redevelopment.
- Continue to sponsor the yearly “Let’s Talk Business” Expo, and keep it fresh by tailoring it to timely development issues and challenges.
- Develop and maintain a community socio-economic database as an information clearinghouse for economic development.
- Identify a marketing strategy and development concept for the Town-owned 11+ acre parcel to the north of Route 5, across from the terminus of Route 890.
- Assess the suitability of dormant gravel mine sites along Route 5 for re-use as development sites.
- Promote the new sidewalk system within the Town Center and continue to pursue a walkable Town Center concept, per the Town Center Plan.
- Promote the development and recreation potential of targeted areas of the Town’s riverfront.
- Develop a Capital Plan and funding stream for on-going infrastructure repairs and expansions.

10/15/15

**COMMENTS AND RECOMMENDED EDITS
BY THE TOWN OF GLENVILLE RESIDENT ADVISORY COMMITTEE**

On October 19th and November 5th, 2015 the RAC reviewed and discussed these two sections on Commercial and Industrial Facilities and Community and Economic Development. These narratives focus on

describing, promoting and expanding the commercial areas of the town. Since much of the feedback is similar and overlaps the two sections, we combine them here – while anything particular to only one section is noted. The following points are offered as feedback, suggestions and recommendations to the drafters of the chapter and Town staff responsible for the Comprehensive Plan. The members of the RAC would be happy to further discuss or clarify any of the items mentioned.

Positive Aspects (Section 2 & 3):

- *The Introduction narratives are clear and succinct.*
- *The recognition that Glenville’s tax base is “heavily weighted toward the residential sector”, which spurs “an active proponent of economic development” to help offset the “disproportionate tax burden” is a view that would be supported by many residents.*
- *The photographs are helpful. Perhaps adding an aerial photo of Town Center and Rt. 50 would help even further, since there is considerable discussion of this area.*
- *The discussion of shovel-ready sites was a welcome feature of the Technology Park.*
- *The view that Glenville is a “comfortable residential community” is one shared by many residents, as is preserving this characteristic of Glenville.*
- *The creation of management structures for Town Center & S-G Industrial Park, as recommended in the draft sections, would be a positive step to promote these commercial and industrial areas.*

Issues:

- *While these sections present important economic plans, there is no mention of addressing or containing the commercial suburban sprawl, particularly along Rt. 50, that the 1990 Master Plan warned against. Such discussion would be welcome.*
- *Aesthetics are an important and critical part of any town center and commercial area, but we find little or no mention here. While there are several grassy strips and a few scattered trees bordering the road of commercial plazas, the view of Rt. 50 and Town Center is primarily asphalt, concrete and low, box-like buildings.*
 - *Can there be opportunity to add outdoor people gathering spaces, with perhaps trees, planting beds and benches to existing large commercial plazas – rather than having only a parking lot to have a conversation with a neighbor?*
 - *For expanded or new commercial development, shouldn’t the town plan include a requirement that green, people-friendly areas and aesthetically pleasing views be an essential component?*
- *There is no mention of the growing number of electronic signs along Rt. 50 and Freeman’s Bridge Road. In discussions with neighbors and residents (and mentioned in the on-line survey), these flashing and scrolling signs take away from, and even negate, Glenville’s rural tree-lined appeal. It is suggested here that review and serious re-consideration of allowing this practice should be part of the town’s guidance to shaping the future look of commercial areas.*

- *Regarding industrial facilities' impact on residential neighbors ("being good neighbors"): While there is welcome discussion of lighting standards to avoid excessive or intrusive lighting, standards on noise levels would also be welcome, for example sound power levels at the boundaries. The noise from heavy truck activity during evening and normal sleeping hours can also be an important issue to be regulated.*
- *Using the 2004 Town Center Master Plan, which was well received (we would love to see this), as guiding principles for future commercial development would be welcome and supported – although we see no mention of it here. Is the Town Center Plan still doable? If so, shouldn't it be at least referenced and used as a guide?*
- *Regarding several items mentioned at the Public Input Meetings, there tends to be a view that while several large big-box stores in town are a convenience, there is not much further appetite to continue this trend. Encouraging and promoting smaller specialty stores and locally owned restaurants (rather than chains) could tend to keep Glenville's identity more rural and suburban, and unique. Can this be more specifically targeted in these Master Plan Sections?*

(This view is also reflected in the Economic Development Survey Results on the Town website.)

Omissions and Clarifications, which if included, could make these Sections even more valuable and comprehensive:

- *Regarding Brownfield Sites within the Town, is there opportunity to partner with DEC and commercial developers to make these viable commercial sites? The clear benefit is the reuse of commercial and industrial space, reducing the need to expand into residential or greenfield areas to further the commercial tax base.*
- *As discussed in Section 2, the GSA-held properties in the center of S-G Industrial Park could potentially be prime commercial areas. Regarding the noted lack of observable progress in remediating and making those properties available: Is there a proactive way that our Town Government, teaming with State and Federal representatives and possibly Metroplex, could put the "agreed upon plan" into action with specific goals, schedule, timetable and funding? The same benefits as the item immediately above would be realized.*

Specifically for Section 3

- *Section 3 is titled Community and Economic Development. While economic development within the town is well outlined and presented, there is no discussion of Community Development, which is equally important. Some likely areas of community development that could be included are, for example:*
 - *Developing a system of bike and walking trails through the town (to complement the sidewalks now being built in Town Center). The town roads, with limited shoulder widths and steady traffic, are bike and pedestrian unfriendly and can be dangerous.*
 - *We have a great facility with a large parking area in the Glenville Senior Center. Since most of the senior activities occur in daytime weekday hours, could the Center be used for community and family activities when the facility is typically unused in the evenings and most weekends – making it a Senior and Recreational center?*

- *Explore the need for services for “aging in place” in the Town, as in the Villages concept. See, for example, <http://www.nextavenue.org/village-movement-redefining-aging-place/>*
- *Bringing an arts presence to Glenville, where essentially now, there is none. (There will also be some discussion of this subject in the Recreation and The Arts Section, but it could be introduced, or underscored, here.)*
- *The second to last bullet under Priority Initiatives and Next Steps says, “Promote . . . targeted areas of the Town’s riverfront.” Which targeted areas? Community and Economic Development of the riverfront is an important subject, but we’re not told much here. Is it discussed elsewhere, or could this bullet be expanded?*

Section 4 Housing

A) Introduction

1) Housing Composition

Widely regarded as a suburban, bedroom community, the composition of Glenville's housing stock supports this view. According to the 2010 Census, 82.7% of Glenville's housing stock was owner-occupied, indicative of a residential community composed primarily of single-family homes. Compared to a number of other suburban Towns in the Capital District - Niskayuna (81.4%), Rotterdam (80.4%), Bethlehem (76.1%), Guilderland (69.7%), and Halfmoon (66.2%) – Glenville has a greater percentage of single-family homes within its housing mix. If one examines the housing stock of suburban towns, only the Town of Clifton Park, with 82.9% of its housing stock consisting of single-family homes, has a higher percentage of single-family homes than Glenville.

However, over the last 10+ years, Glenville has exhibited the same trend that has been evident nationwide; an increase in multi-family construction. Some of the more notable apartment projects to have been built within the last decade include The Reserve at Glenville (181 units), Patriot Square (156 units – under construction), Glenwyck Manor Senior Apartments (92), Hampton Run (80), Parkside (16), Wayside Village (16), and Socha Luxury/Corporate Apartments (16). The number of apartment units being built has far outstripped the number of new single-family homes having been built during this same time period.

These new apartment projects, combined with a number of large, long-standing apartment and condominium developments, has resulted in a more diverse housing stock than at any other time in the Town's history. The Village of Scotia's housing stock also offers a variety of housing types. Offerings in Scotia include low-cost bungalow and Cape Cod-style starter homes, single-family home rentals, traditional apartments, condominium complexes, senior apartments, Section 8 rental units, and mid to high-end single-family homes. The Village of Scotia's housing composition only adds to the variety of housing options in Glenville.



Baptist Retirement's Judson Meadows Assisted Living Facility on Swaggertown Road – Illustrative of the trend towards more housing options for the growing senior population

2) Age of Housing Stock

The age of Glenville’s housing stock is reflective of a community that “grew up” in the two decades that followed World War II. As can be seen in Table ___ below, nearly 1/3 of Glenville’s 12,133 housing units were built from 1940 to 1959, with the vast majority of construction during this period occurring after World War II, from 1945 to 1959. If you add in the two decades between 1960 and 1979, over 54% of the Town’s housing stock came to be in the 34 years between WWII and 1979.

The Village of Scotia, on the other hand, possesses a much more mature housing stock, with nearly ½ of its 3,362 housing units having been constructed before 1940. Being located along the banks of the Mohawk River directly across from the City of Schenectady, the area that was to formally become the Village of Scotia in 1904 was settled earlier than the “inland” Town of Glenville. And with a much smaller incorporated land area than Glenville, Scotia has not had a great deal of space to commit to new housing development for nearly three decades. The result of this is a much older housing stock in Scotia than in Glenville.

Table ___
Age of Housing Units

Year Built	Town of Glenville (%)	Village of Scotia (%)
2010 or later	0.3	0
2000 to 2009	7.9	4.7
1980 to 1999	13.2	11.1
1960 to 1979	24.3	15.6
1940 to 1959	30.1	18.7
1939 or earlier	24.2	49.9



Tidy bungalow-style homes and stately colonial are two types of single-family housing that are popular in the Village of Scotia

3) Value of Owner-Occupied Housing

Table ___ below depicts the value of owner-occupied homes in Glenville for 2010. Relatively affordable in comparison to other Capital District suburban communities, over ½ of Glenville’s single-family homes are valued between \$150,000 and \$300,000, with a median value, town-wide, of \$184,300. Glenville also has a substantial number of starter units that fall in the \$100,000 to \$150,000 range. With approximately 1,800 single-family units falling into this affordable value range, Glenville offers a percentage of affordable housing units not typically seen in suburban Capital District towns. This characteristic in Glenville can be partially credited to the Village of Scotia’s more affordable, albeit older, housing stock. Approximately 42% of Scotia’s single-family homes were valued between \$100,000 and \$150,000 in 2010.

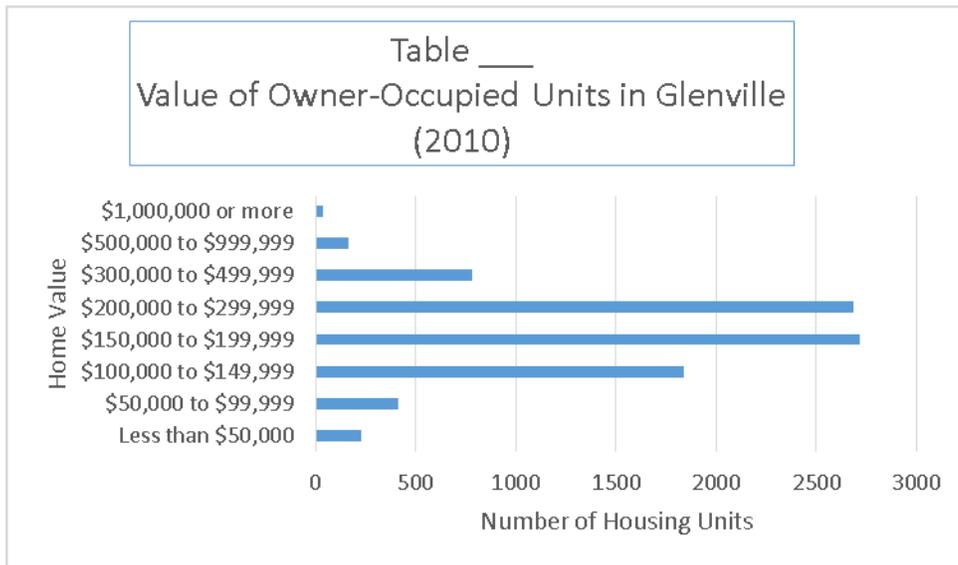


Table ___ provides a more detailed breakdown of housing values via a comparison between Glenville, Scotia, and Schenectady County. Here one can see that the Village of Scotia has the largest percentage of homes (53+%) valued below \$150,000, reflective of a housing composition that is characterized by a large percentage of smaller starter homes. This high percentage of affordable homes translates to a median home value of \$145,000 in Scotia, which is considerably lower than the median in Glenville (\$184,300) and Schenectady County (\$166,000) as a whole.

In terms of housing values in the Town of Glenville, this table affirms that over 60% of the homes fall within the \$150,000 to \$300,000 range. This is likely a reflection, in part, of the fact that Glenville grew quickly in the two decades that followed World War II, with most of the homes during this period being similar in size and quality. And as indicated in the table, 1/5 of Glenville’s homes are valued between \$100,000 and \$150,000, resulting in a community that can accommodate first-time home buyers, in addition to seniors/retirees who prefer to downsize.

Table ____

HOUSING VALUE	GLENVILLE	SCOTIA	SCHENECTADY COUNTY
LESS THAN \$50,000	231 (2.6%)	23 (1.1%)	1,070 (2.7%)
\$50,000 TO \$99,999	414 (4.7%)	219 (10.4%)	5,162 (13.2%)
\$100,000 TO \$149,999	1,842 (20.7%)	880 (42.0%)	9,119 (23.4%)
\$150,000 TO \$199,999	2,716 (30.6%)	697 (33.2%)	9,874 (25.3%)
\$200,000 TO \$299,999	2,689 (30.3%)	238 (11.3%)	8,666 (22.2%)
\$300,000 TO \$499,999	786 (8.9%)	19 (0.9%)	4,175 (10.7%)
\$500,000 TO \$999,999	164 (1.8%)	0 (0%)	752 (1.9%)
\$1,000,000 OR MORE	38 (0.4%)	24 (1.1%)	216 (0.6%)
MEDIAN VALUE	\$184,300	\$145,000	\$166,600

4) Community Character

Glenville has long been viewed as a bedroom community, with a notable rural and pastoral flavor in much of the Town. It is also a community of distinct, well-kept neighborhoods of predominantly single-family homes. And based on input heard at the community meetings which were held to kick off the efforts on the Comprehensive Plan, Glenville residents strongly desire to maintain this community character.

The Town's leaders find themselves in the delicate position of wanting to continue to provide housing for a broad range of income groups, while at the same time acknowledging the sentiment of existing residents who want to maintain the current character of Glenville. Unchecked or rapid growth in the multi-family housing sector does not lend itself to preserving Glenville's blend of pleasant single-family neighborhoods and rural character.

Further, the Town's leaders are cognizant of the importance of maintaining the integrity and value of Glenville's single-family housing sector. There is concern that a proliferation of multi-family housing within the Town could negatively impact Glenville's single-family home sector. As Glenville's residents continue to age, with many residents stepping away from traditional single-family homes post-retirement, there is concern that an overabundance of apartments could undercut the marketability of single-family homes as would-be home buyers opt for apartments instead. And while this is a difficult trend to quantify, the top heavy demographics of Glenville can't be ignored as more and more homes come on the market.

B) Goals

Short-term and ongoing

- Maintain the diversity of the Town's housing stock.
- Preserve existing single-family home neighborhoods from the intrusion of incompatible land uses and/or residential density.
- Promote the affordability of both the Town of Glenville and Village of Scotia's owner-occupied and rental housing.

- Periodically amend existing codes to accommodate a changing marketplace and desirable housing trends.
- Target certain areas for expanded multi-family housing in areas convenient to existing commercial land uses.

Long-term

- Ensure stability in the single-family home marketplace.
- Analyze future single-family housing growth potential via future expansion of the Town's water and sewer systems.
- Ensure flexibility and adaptability to provide for future affordable housing options.

C) Priority Initiatives and Next Steps

- Adopt and revise zoning codes that recognize and accommodate the Town's existing housing mix.
- Be judicious in the application of zoning map amendments to ensure preservation of existing residential neighborhoods.
- Undertake an assessment of both the Town of Glenville and Village of Scotia's housing mix and affordability indices, and use this assessment to market our local housing strengths.
- Promote multi-family development in areas adjacent to both the Town Center and select segments of the Freemans Bridge Road corridor.
- Assist homeowners and would-be homeowners with home improvement and home purchasing grant opportunities.
- Preserve the existing rural portions of Glenville by preventing the expansion of public water and/or sewer facilities into these areas.
- Ensure that the growing senior population's housing needs can be accommodated within the Town via appropriately-scripted zoning codes and well-conceived placement of zoning districts that allow senior housing.

12/14/15

COMMENTS AND RECOMMENDED EDITS BY THE TOWN OF GLENVILLE RESIDENT ADVISORY COMMITTEE

On Monday December 21st the RAC reviewed and discussed Chapter D, Section 4 Housing. This narrative focuses on describing the types and value of housing stock throughout Glenville and The village of Scotia, and offers several broad Goals, Initiatives and Next Steps. The following points are offered as feedback, suggestions and recommendations to the drafters of the chapter and Town staff responsible for the Comprehensive Plan. The members of the RAC would be most willing to further discuss or clarify any of the items below.

Positive Aspects:

- *The Introduction narrative is clear and succinct. It offers quantified data of the age and market value of housing in Glenville and Scotia.*
- *It is also positively noted that this is the first section that specifically includes Scotia, in addition to Glenville.*
- *The photographs are helpful, especially the two photos of Scotia homes that display the range of housing types in the Village. Additional photos showing housing types in The Town of Glenville would be welcome, and indeed would better define what Glenville homes are like.*
- *The view that Glenville is a “comfortable residential community” is one shared by many residents, as is preserving this characteristic of Glenville and Scotia.*
- *As residents, we appreciate and support the Goals, Initiatives and Next Steps that address the preservation of neighborhoods, updating zoning codes, and targeting the commercial corridors for multi-family residences – although more specific actions would be welcome in these bullets.*

Issues:

- *An issue important to residents is the Town’s Zoning Code, and variances allowed to the Zoning Code. Since the Planning and Zoning Commission will be looking to the Comprehensive Master Plan for guidance (as the Supervisor stated, regarding a recent zoning change discussion), the second bullet under **C) Priority Initiatives and Next Steps** could be stronger, more clear and better defined in providing guidance.*

The bullet says to be “judicious” regarding the application of zoning map amendments. This seems ambiguous and offers no clear guidance. While the particulars of Zoning Codes are defined elsewhere, the Comprehensive Plan could set a direction and voice residents’ concerns.

We suggest that a statement like:

Ensure compliance with zoning requirements. Regarding applications for zoning map amendments, give weight and strong consideration to input from neighboring residents, especially those who would be most impacted.

(or, words to that effect if more technical language is needed)

- *In the 5th bullet under **C) Priority Initiatives and Next Steps**, it is unclear whether the assistance for home owners’ improvements and purchases through grants would come from Town funds, or from NY State, or elsewhere. If it is intended to be from Town funds, then as residents we would take issue with this, and suggest public debate, because the grant funds would presumably come from property taxes that residents have paid. While most government funding comes from taxes of one form or another, exercising fiscal restraint and control at the local level is where residents can yield the most leverage.*

Questions and Clarifications, which if addressed, could make this Section even more valuable:

- *It was instructive to learn of the multi-unit housing projects established over the past 10+ years (page 1). We suggest that their locations also be listed, since there were several with which we were not familiar.*

- *In the first paragraph of page 1, just a minor clarification: the terms “owner-occupied” and “single-family homes” seem to be used interchangeably, but they are not the same. Which did the 2010 Census report: owner-occupied, single-family homes or both?*
- *It has been suggested within the RAC that a broader and more definitive vision for West Glenville be articulated, possibly in the Plan Areas chapter, and a draft will be forthcoming. Regarding the 6th bullet under C) Priority Initiatives and Next Steps, the reference to the “rural portions of Glenville” could be expanded to refer to this.*

*Regarding “limiting the expansion of public water and sewers [to rural areas]”, 6th bullet under **C) Priority Initiatives and Next Steps**, there is ongoing discussion within the RAC on this subject. There will be a follow-on reply to this one item once we can convene a roundtable discussion (some RAC members are currently away, so the added response to this one item should come in February).*

Section 5 Natural Resources

A) Introduction

The Town of Glenville is fortunate to have within its bounds both an abundance and diversity of natural resources (see Map ___ - Environmental Features). These very resources, along with plentiful open space, agricultural land, and parks and preserves are largely responsible for making Glenville a pleasant place to live and explore.

Glenville's natural resources and environmental features soften the impact of the built environment. A town of just under 30,000 residents, with its attendant commercial and industrial development, roads, and infrastructure, leaves a significant imprint on the landscape. Yet in Glenville, our abundant natural resources, combined with the Town's topography and older, treed neighborhoods, helps minimize the impact of our built environment.

A number of features comprise Glenville's natural resources. What follows is a brief examination of some of the more prevalent features. For a more detailed analysis of Glenville's natural resources, the reader should consult the Town of Glenville Open Space Plan (2008).

Mohawk River: A brief glance at a Town of Glenville or Schenectady County map reveals what is arguably our most identifiable natural resource; the Mohawk River. With over 14 miles of riverfront, Glenville could reasonably be labeled a "river town." Yet, that label is not often applied to Glenville, in part due to the many other natural amenities that appeal to residents and visitors alike. In other words, the Mohawk River is just one of the many natural resources that we enjoy.



Fishermen test their skills on the Mohawk River, just below Lock 9

The Mohawk River is primarily used for recreation, with fishing, boating, canoeing/kayaking, crew, wildlife photography, and sightseeing all being common pursuits along and on the River. The Mohawk is also used for commercial transport, with certain industries still using the River as a means to import and/or export products.

The Mohawk also serves as an indirect drinking water resource for the Town of Glenville, since approximately 80% of the Town's well field in the Great Flats Aquifer is recharged by the River. And as one would expect, the Mohawk provides habitat for a wide variety of wildlife. Common game fish species along the Mohawk in Glenville include smallmouth bass, carp, walleye, tiger musky and northern pike. Various mammals, amphibians and reptiles can be found in and along the Mohawk, in addition to a large variety of bird species, including Bald Eagles, which are now commonly sighted along the River in Glenville and beyond.

Power production also occurs at various locations along the Mohawk, although not along the River in Glenville at this point. However, as of 2015, there was a proposal to install four power generation stations at Locks 8, 9, 10 and 11. Locks 8 and 9 straddle the Mohawk between Glenville and Rotterdam.

New York State provides a fishing access site for the public at Lock 8 in Glenville, in addition to a passive park in Glenville at Lock 9, known as Lock 9 Canal Park. Lock 8 is also the location of the Town's 56-acre Maalwyck Park. Primarily a soccer complex at this point, the Town's Master Plan for Maalwyck Park calls for additional amenities such as baseball/softball fields, indoor restrooms, additional parking, and a car-top boat launch.

Great Flats Aquifer: One of the most critical resources that Glenville residents and businesses depend on is the Great Flats Aquifer. This high-yield aquifer serves and lies under several Schenectady County municipalities, including Glenville. The Aquifer provides approximately 150,000 residents with abundant, high quality drinking water, including roughly 17,000 Glenville residents.

Recognizing the invaluable qualities and vulnerability of the Great Flats aquifer, 25 years ago the Town of Glenville and Village of Scotia, as well as the City of Schenectady and Towns of Rotterdam and Niskayuna adopted a comprehensive set of land use/zoning regulations to protect our aquifer and to set standards for development in the various recharge zones of the Aquifer. These Intermunicipal Watershed Rules and Regulations remain in place today and, within New York State, were considered groundbreaking.

Wooded/Forested Land: The Town of Glenville is a very wooded community. While one wouldn't categorize the Town as "forested," in the same manner that you might label a rural town in the Adirondacks, Glenville certainly has an abundance of tree cover. This is especially true in the rural portion of Glenville, which constitutes approximately 50 – 60% of the Town's land area; essentially the western half of the Town. And in the suburban eastern portion of town, the preponderance of subdivisions laid out in the 1950s and 1960s means that it is common to find plenty of mature trees within housing developments themselves, and unbroken tracts of wooded areas between developed areas and along stream corridors.

There are more woods and forests now than there were 50 and 100 years ago. In fact, you'd have to go back to the mid-1800s – to a point not long after Glenville was incorporated in 1821 - to find a time when there obviously were more wooded lands in Glenville than there are today. Glenville is very much like New York State as a whole, in this regard. The decline in small-scale agriculture has played a major role in the

re-foresting of New York, and Glenville, as has the emphasis on preservation of forest lands, and more sensible, self-sustaining forestry practices.

Streams and Creeks: The Mohawk River and Great Flats Aquifer aren't the only water resources in Glenville. Glenville is home to a preponderance of streams from one end of town to the other, including a handful of trout streams. Some of the more notable streams include the Alplaus Kill, Indian Kill, Horstman Creek, Collins Creek, Washout Creek, Verf Kill, Crabb Kill, Chaughtanoonda Creek, Kromme Kill, La Rue Creek, and Fallen Tree Kill. All of these streams possess environmental, aesthetic, and biological value, to varying degrees, with several also being historically significant because of former events, uses, or settlements of and along the streams.

Further, some of the streams in the eastern portion of Glenville, such as the Indian Kill and Horstman Creek, take on greater importance because they provide a riparian buffer and welcomed green space in the most heavily built-up area of town. They also offer discernible edges to neighborhoods and commercial areas.

Wetlands: Wetlands also abound in Glenville, creating numerous pockets of green space throughout the Town. There are approximately three dozen New York State freshwater wetlands found throughout Glenville and significantly more Federal wetlands. State and Federal wetlands often overlap, and in turn, they are frequently found along streams, and sometimes within floodplains.

Wetlands provide a number of important benefits. They improve water quality of both surface waters and aquifers by capturing and filtering out pollutants and other impurities. The absorbent nature of wetlands also helps with flood control, as they hold surges of storm water that would otherwise end up in streams and rivers. Wetlands provide important fish and wildlife habitat, often harboring rare or threatened animal and plant species. In addition to filtering out pollutants as wetlands retain storm water runoff, they help recharge both surface and groundwater by slowly releasing these filtered waters to streams, ponds, rivers, and groundwater. When located adjacent to streams and other bodies of water with wave action, wetlands minimize erosion by holding in place soil along the shoreline and by absorbing the energy of currents and waves.



Pond with wetland habitat off Hart Road

Floodplains: While floodplains can be found along certain stretches of streams in Glenville (i.e. the Alplaus Kill, Kromme Kill, Horstman Creek and Indian Kill), it is along the Mohawk River where floodplains are most prevalent. In fact, over 80% of the land that fronts the 14-mile length of the Mohawk River in Glenville falls within the 100-year floodplain. Floodplains have consequently limited development along the Mohawk River to isolated pockets. Inversely, the regulatory difficulty, engineering challenges, and costs associated with developing in the floodplain have kept much of the riverfront in Glenville green, adding to the aesthetic character of the Town and helping protect water quality from the impacts of development.

Steep Slopes: One fairly obvious physiographic distinction between the eastern suburban half of Glenville and the western rural half is the topography and slopes. The eastern portion of town is more gently sloped than the western portion of Town, and this partially explains the historical development pattern of Glenville. In the western section of Town, particularly west of Ridge Road, slopes rise steeply as you go north from the Mohawk River and Route 5 corridor. Then the slopes drop off again once you crest the ridge, albeit with not as much total elevation change as you see from the Mohawk to the crest of the ridge.

The result is that rural Glenville is characterized by frequent steep slopes, with the south-facing slopes being drained to the Mohawk River by numerous streams and ravines. These steep slopes have helped keep this area of town relatively undeveloped, with large lot, single-family homes being the most prevalent development type, sprinkled a bit by the occasional farm or woodlot property. It is these hills of west Glenville, along with the heavily-wooded slopes that many residents find attractive about Glenville, even if they live in the eastern suburban section of town.

The high elevation point in Glenville, at 1,102 feet, can be found on this ridge that essentially parallels the Mohawk River, about midway between Waters Road and Weatherwax Road. This contrasts with the low elevation point of Glenville (220 feet), which can be found along the Mohawk River adjacent to the Glen Sanders Mansion.

Agriculture: - Although not a natural resource in the purest sense, agricultural lands share many of the qualities of natural resources. In Glenville, which exhibits both suburban and rural land use patterns, agriculture provides valuable open space, particularly in the suburban eastern portion of Town. And in the western rural section of Glenville, agriculture mixes with the wooded lands, lending a pastoral character to the Town; a character that is often cited when people are asked to describe Glenville.

Agricultural resources are discussed in more detail in Section 11 of this chapter.

B) Goals

1. Land Conservation

Short-term and ongoing

- Continue to promote and participate in the protection of the Town's natural resources.
- Promote a land use development pattern that is consistent with the carrying capacity of natural resources.
- Preserve the rural character of western Glenville, which is that portion of the Town generally defined as the area west of Sacandaga Road and north of the Mohawk River.
- Retain forested areas, fields, stream corridors, wetlands and other open spaces in eastern Glenville, to the maximum extent practical, so as to establish and preserve buffers between developed areas.

Long-term

- Promote appropriate forest management strategies to encourage conservation of forested areas while allowing property owners to financially gain from their properties.

2. Water Resources

Short-term and ongoing

- Continue efforts to preserve and protect the Great Flats aquifer as a sole source aquifer for the Town of Glenville.

Long-term

- Protect stream corridors, wetlands, floodplains, and the shorelines of rivers and streams.
- Continue expansion of the Town's sanitary sewer system to reduce the use of septic systems.
- Preserve Collins Lake as a public resource for the Town and Village.

3. Aesthetic Resources

Short-term and ongoing

- Identify and protect scenic views.
- Preserve and enhance key gateways to Glenville.

4. Energy Conservation

Short-term and ongoing

- Continue to encourage and develop a walkable community to reduce automobile use.
- Pursue policies and support projects that encourage bicycling, including the expansion of existing bike trails and establishment of new bike paths.
- Continue to participate in energy reduction programs and encourage energy reduction and conservation on the part of the Town's residential and business sectors.

Long-term

- Encourage and advocate for the use and development of renewable energy sources.

C) Priority Initiatives and Next Steps

1. Land Conservation

- Evaluate and amend the Town's zoning map to ensure that the "Land Conservation" zoning category has been properly and consistently applied to New York State freshwater wetlands, 100-year flood plains, and steep slopes.
- Revise and enforce the Town's Subdivision Regulations to prevent the clear-cutting of both housing development sites and, where practical, commercial sites.

- Develop standards that help preserve elements of the rural landscape, including ridge lines, hedgerows, open fields, fence lines, and building setbacks along scenic stretches of roads.
- Update the Town's Open Space Plan (2008) to reflect current land ownership, zoning, water and sewer service areas, and Town policy.
- Partner with land trusts, most notably the Mohawk-Hudson Land Conservancy, to secure valuable open space lands and to assist in the stewardship of these lands.
- Promote conservation subdivision design and/or clustering to preserve open space within housing developments.
- Encourage the use of conservation easements for the preservation of forest lands and agricultural operations.
- Limit water and sewer district extensions to the non-rural portions of Glenville.

2. Water Resources

- Adopt the strategies identified in the Well Field Protection Committee's February, 2013 Advisory Report to protect the Town's wellheads from flooding and nearby gravel mining impacts.
- Adopt the water treatment plant modernization and infrastructure improvements identified in the Well Field Protection Committee's February, 2013 Advisory Report.
- Pursue options and funding sources for the acquisition of properties in the most critical areas of the aquifer, most notably within the Town of Glenville and Village of Scotia wellhead protection and primary recharge zones.
- Conduct an analysis of the Town's water use fee structure to evaluate opportunities to fund capital improvements.
- Protect streams, ponds, wetlands, and shorelines from the impacts of development through the imposition of buffers as part of the subdivision and site plan review procedures, and identify guidelines/standards for these buffer zones.
- Develop a clear and concise description of the Town's roles and responsibilities relative to enforcement of Storm Water Pollution Prevention Plans.
- Amend the Town's storm water management land use regulations to place emphasis on the use of modern storm water management techniques, including runoff reduction, green infrastructure, ponds with full controls, etc.
- Strengthen the Town's review and inspections of Storm Water Pollution Prevention Plans and projects, with greater attention being paid to erosion and sedimentation controls.
- Expand the Town's sanitary sewer system to the north to reduce the number of septic systems draining to the Indian Kill watershed.
- Seek funding, as well as a partnership with Schenectady County Community College and/or Union College, to conduct a study of water quality issues in Collins Lake and identify potential solutions for continued use of the Lake by the public.

3. Aesthetic Resources

- Identify and map scenic views from roadsides, parks, preserves, and other areas frequented by the public and develop a brochure and/or e-brochure identifying these views for distribution to the public.
- Develop land use regulations that preserve scenic views.

- Clarify and enforce existing zoning regulations that require preservation and ornamentation of the various Town gateways.

4. Energy Conservation

- Repair and upgrade the Town and Village's portion of the Mohawk-Hudson Bike-Hike Trail and encourage public use of the Trail.
- Expand and connect the existing Glenville and Scotia portions of the Mohawk-Hudson Bike-Hike Trail with neighboring municipalities' bike trails/paths.
- Enroll the Town as a Climate Smart Community.
- Encourage the use of passive solar heating and lighting through code amendments and a more inclusive site plan review process.
- Develop and implement guidance for the placement of small-scale, private wind and solar power generation and encourage their use where appropriate.

9/23/15

COMMENTS AND RECOMMENDED EDITS

BY THE TOWN OF GLENVILLE RESIDENT ADVISORY COMMITTEE

On October 19th, 2015 the RAC reviewed and discussed this section on Natural Resources. This narrative focuses on describing and protecting the natural areas within the town. The following points are offered as feedback, suggestions and recommendations to the drafters of the chapter and Town staff responsible for the Comprehensive Plan. The members of the RAC would be happy to further discuss or clarify any of the points mentioned.

Positive Aspects:

- *The Introduction narrative is clear, well written and organized. It offers a vivid description and discussion of the town's natural areas.*
- *The drill-down from the higher level Goals to the more specific Priority Initiatives and Next Steps was well done and consistent.*
- *We welcome the importance placed on protecting and preserving the Great Flats Aquifer, wetlands, woodlands and other natural areas.*
- *The document reflects many of the concerns voiced by residents, such as preservation and protection of natural resources.*
- *The narrative is instructive. We learned things we hadn't known, such as: "There are more woods and forests now than there were 50 and 100 years ago."*
- *The length and thoroughness of the section seem appropriate.*

Issues:

- None.

Omissions and Clarifications, which if included, could make the Section even more valuable and comprehensive:

- *Under B) Goals, 1.Land Conservation: The 3rd bullet describes rural western Glenville as “the area west of Sacandaga Road and north of the Mohawk River.” We note that busy Rt. 5, and even parts of Vley Road, fall within this area and are commercial zones that require different consideration than rural western Glenville. So, we suggest a clarification to exclude these corridors from the open spaces and natural area discussion.*
- *We suggest a clarification on the discussion of extending the water and sewer districts. The last bullet under C) Priority Initiatives and Next Steps, 1. Land Conservation (pg. 6) says:*

“Limit water and sewer district extensions to the non-rural portions of Glenville” (which we take to mean the commercial and industrial areas).

While the last bullet of the following section 2. Water Resources (pg. 6) says: “Expand the Town’s sanitary sewer system to the north to reduce the number of septic systems draining to the Indian Kill watershed.” (we assume this is along Rt. 50).

This seems somewhat contradictory, or at least in need of clarification, since the area north of Mayfair and town center becomes more residential with a number of homes, although there are pockets of commercial spaces.

In addition, on pg. 5 under Water Resources is the general statement, “Continue expansion of the Town’s sanitary sewer system to reduce the use of septic systems.” We only suggest that these three statements could be clearer to define which areas are being discussed.

- *On the subject of protecting the Indian Kill watershed, there are (10) other Creeks and Kills listed on pg. 5 under Streams and Creeks. Shouldn’t the feasibility (or difficulties) of protecting these watersheds, including some trout streams, be discussed under the subject of extending sewer districts?*
- *We were pleased to see the bullet on the top of page 7 discussing Collins Lake, including Scotia along with water resources in Glenville –other Section Drafts did not include Scotia.*

On the topic of Collins Lake, since it has been unavailable for swimming since 2011 and Hurricane Irene, shouldn’t the Town and Village be developing an even more concrete plan to address this issue?

- *Under Energy Conservation on page 7, a bullet encourages to “Enroll the Town as a Climate Smart Community”. Since many, if not most, readers of the Comprehensive Plan won’t know what this is, we would recommend that there be either a brief notation of what this is, or a reference to where it could be found.*

Section 6 Government and Educational Resources/Facilities

A) Introduction

An underlying strength to a community is its capability and capacity to provide governmental and educational services to its residents.

B) Government Resources/Facilities: The Town of Glenville

Through statutes and associated regulations the implementation of policies and the division of public-beneficiary services has been delegated among the federal, state and municipal layers of government. Among these layers of government, municipal governments have the closest contact with and can afford the most access by the citizenry. As such municipal governments in New York State provide the following functions

- Maintenance of the local road system
- Access to and maintenance of a municipal water system (source and distribution) and sewer collection system
- Law enforcement
- Regulation over land use
- Enforcement of the state building code and local codes
- Maintenance of municipal park areas and equipment
- Provision of recreation facilities and associated programs
- Planning and community development services
- Maintenance of historical records concerning the heritage of the community
- Real property tax assessment and tax collection, and
- The provision of related functions (clerical, record keeping, and legislative) that support the delivery of these core services.

The authority and power of the town government to provide the listed services is derived from the New York State Constitution. The NY Division of Local Government Services publication entitled “Adopting Local Laws in New York State” provides the following explanation for the source of the power and authority of local governments in the New York State:

“Since colonial times, citizens of New York State have looked to local governments for basic services. Even now, in the twenty-first century, citizens continue to rely on cities, counties, towns and villages for a great many of their needs. The enactment of Article IX of the State Constitution, the Municipal Home Rule Law and the Statute of Local Governments have provided local governments the means to meet the challenges of our times. Through the adoption of local laws, cities, counties, towns and villages may implement the policies as mandated by the demands of the people and the times.”

1) Municipal Services

The Town of Glenville was formally incorporated in 1821 and is organizationally comprised of departments through which the above services are provided. The departments and a description of associated functions are listed in Table ___ below:

Table __

Departments of the Town of Glenville

Department:	Description:
1. <u>Assessor</u>	The assessor estimates the value of real property within the town. This value is converted into an assessment, which is one component in the computation of real property tax bills.
2. <u>Building and Code Enforcement</u>	This department enforces the NYS Building Code and local codes of the Town. In doing so inspection services are provided in association with the enforcement of the building and local codes.
3. <u>Comptroller</u>	Responsible for accounting and budgeting records, cash management, Town budget procedure, processing and advisory services.
4. <u>Engineering</u>	Provides public information about the Town's Stormwater Management Program, as well as new septic system and septic system repair information and downloadable applications
5. <u>Highway</u>	Provides maintenance of Town roads including ancillary systems relating to drainage and storm water management
6. <u>Historian</u>	Responsible for retaining and collecting pertinent history for the Town of Glenville. The historian oversees the function and maintenance of the History Center on Glenridge Road.
7. <u>Information Technology</u>	Responsible for design, support and maintenance of Town Computer Network Systems and Telephone Systems.
8. <u>Justice</u>	The Town Court handles all traffic tickets, Penal Law violations, and small claims cases.
9. <u>Economic Development and Planning</u>	Periodically revises zoning ordinance, comprehensive plan, and subdivision regulations. Staff to Glenville Environmental Conservation Commission, Planning and Zoning Commission, and the Small Business and Economic Development Committee. The staff also conducts planning/zoning application reviews, environmental analyses and provides public information about the Town's Stormwater Management Program.
10. <u>Police</u>	The Town of Glenville Police department provides law enforcement services within the borders of the Town.
11. <u>Receiver of Taxes</u>	The receiver of taxes provides tax collection services for the Town, the Scotia-Glenville Central School District, and Schenectady County.
12. <u>Registrar</u>	Maintains birth and death records for the Town of Glenville. Burial permits are issued and maintained for any burials in the Town. Issues certified copies of death records. Assists in genealogy research.

	Maintains birth and death records for the Town of Glenville. Burial permits are issued and maintained for any burials in the Town. Issues certified copies of death records. Assists in genealogy research.
13. <u>Senior Center</u>	The center provides services and activities for the retired and elderly.
14. <u>Supervisor</u>	As Chief Executive Officer of the Town, the Supervisor directs the day-to-day activities of Town affairs and coordinates the activities of Town department heads. The Supervisor also works with the Town Comptroller to prepare the initial draft of the annual budget for presentation to the Town Board. Signs all contracts authorized by the Town Board.
15. <u>Town Attorney</u>	Responsible for all legal matters and legal counsel regarding Town business.
16. <u>Town Board</u>	As an elected board, the Town Board serves a legislative function reviewing and enacting the Town budget, reviewing and approving expenditure of Town funds, making appointments to local boards and Town departments, and reviewing and enacting local laws within the Town Code.
17. <u>Town Clerk</u>	Responsible for maintaining the records of the town, issuing licenses and permits. Accepts FOIL requests.
18. <u>Water and Sewer</u>	Responsible for maintenance of water mains, valves, fire hydrants, and water services up to the corporation stop valve which is typically located on the side of the water main.

The staffing level of the Town's departments is currently at 68 full-time employees and 14 part-time employees.

In addition to the staffed departments, supplemental functions are provided through a series of boards/committees that the Town utilizes to further supplement services and guide policy decisions. New York State Town law affords the establishment of municipal-based boards comprised of residents for a variety of purposes. In the Town of Glenville these boards include:

- The Board of Assessment Review – Pursuant to section 1524 of the New York State (NYS) Real Property Tax Law, the Board of Assessment Review has the power and duty to hear and make a determination on complaints in relation to assessments, and has all the powers and duties imposed by law on Boards of Review by section 512 of the Real Property law and by any other law. The Board may hear and make a determination on all complaints submitted to it.
- The Planning and Zoning Commission (PZC; also known as the “Planning Board”) – Pursuant to NYS Town Law, Article 16, Sec. 271, The Town Board is authorized to appoint a planning board with the authority to review and make certain decisions regarding the execution of the Town's land use management laws. In the case of Glenville, the PZC has authority over subdivision review and approval, site plan review and approval, and recommendations to the Town Board regarding revisions to the Zoning Ordinance, both text and map. As such, the PZC can influence how and where residential, commercial, and industrial development may occur. The PZC is also responsible for the preparation and upkeep of the Comprehensive Plan of the Town, which is the key policy document relative to development, natural resource preservation, housing, transportation, and many other issues.
- The Zoning Board of Appeals (ZBA)- Pursuant to NYS Town Law, Article 16, Sec. 267, the Town Board is authorized to appoint a zoning board of appeals with the authority to review and make decisions regarding relief from standards and requirements of the Town's zoning law. Specifically, the Glenville ZBA is responsible for the review of several types of planning/zoning applications, including conditional use permits, area variances, use variances, sign variances, and the rendering of interpretations of the Town Zoning Ordinance.

In addition to the traditional approach to the provision of services through departmental staff and municipal bonds, the Town of Glenville has established a series of special and/or advisory committees that broaden and supplement services to the residents. These committees provide value-added benefits to the residents of the community in two ways: First, the committees provide a means to directly engage the talents and skill sets of the residency in the overall advancement of policies and initiatives for the betterment of the community. Secondly, in consideration of the talents and skills of the members comprising these committees, quality advice and supplementary guidance is provided in an efficient and productive manner. The committees include:

- Budget and Finance Committee – This Committee works with the Supervisor and the Town Comptroller to set forth sound financial policies and to promote improved transparency in the Town budgeting process.
- Efficiency in Government Committee – This Committee undertakes reviews of the various operations of town, and prepares recommendations for the improvement of town operations internally and externally with other municipal governments.
- Environmental Conservation Commission – This Commission is an advisory body to the Planning and Zoning Commission, Zoning Board of Appeals, and Town Board. The Committee's primary role is to conduct the initial review of major planning/zoning applications (i.e. subdivision, site plan, conditional use permit, zoning change, use variance, etc.) and to make a recommendation on whether or not the application could result in a significant environmental impact. On occasion, and as directed by the Town Board, the GECC analyzes and offers recommendations on various environmental issues.
- Open Space Committee – This Committee is charged with providing advice and input as to appropriate measures for the strategic preservation of vacant, unused lands in the Town.
- Park Planning Commission – The Commission provides guidance and oversight of improvements to Town parks.
- Small Business and Economic Development Committee (SBED) – This committee assists with measures to improve the local economy and business climate in the Town.
- Traffic Safety Committee – This Committee focuses on measures to improve the safe movement of vehicles and pedestrians in the Town.
- Wellhead Protection Committee – The mission of this Committee is to identify potential threats to the Town of Glenville Water Supply and to develop strategies and programs that can be applied to minimize or eliminate these threats.
- OctoberFest Committee – This committee organizes and conducts on annual basis “OctoberFest” – the Town’s principal community celebration.
- Comprehensive Plan Residents Advisory Committee – This committee was appointed to bring a resident point-of-view to the update to the Town’s Comprehensive Plan.
- The Comprehensive Plan Committee – This committee is comprised of the chairpersons of the respective committees listed above for the purpose of overseeing development of the update to the Town’s Comprehensive Plan.

2) Town Fiscal Conditions

The Town of Glenville Town Board adopts an annual budget that provides funds to administer the services listed above. As a township in New York State that encompasses a village (Village of Scotia) the budget is generally divided between revenues and appropriations for services within the Town and the Village (General Fund or Fund 1) and expenses and revenues for services within the Town only (Town outside the Village

or Fund 2). In addition, other fund categories relate to highway maintenance services, municipal sewer collection, municipal water and water distribution, special districts (e.g. lighting), drainage, and county charges associated with administration of elections. For comparison and trend analysis a summary of the last three years of the adopted budget summaries are provided:

Town of Glenville					
2014 Adopted Budget Summary					
Fund:	Description	Appropriations	Non-Property Tax Revenues	Fund Balance and Reserves	Tax Levy
1	General	\$3,780,892	\$1,662,367	\$244,198	\$1,874,327
2	Town Outside of Village	4,960,298	1,970,786	75,757	2,913,755
4	Highway	3,474,371	1,855,206	289,674	1,329,491
40	Sewer	1,456,686	442,992	41,000	972,694
50	Water	2,581,318	1,731,216	282,450	567,652
15, 20, 30, 35	Special Districts	503,893	--	--	503,893
County	Election Expense	362,895	--	--	362,895
	All Totals	\$17,120,353	\$7,662,567	\$933,079	\$8,524,707
	% Change from Prior Year	2.81%	8.72%	-22.00%	1.40%

Source: Town of Glenville Webpage as posted by the Town Comptroller at
<http://www.townofglenville.org/Public Documents/Glenville NY Comptroller/index>

Town of Glenville

2015 Adopted Budget Summary

Fund:	Description	Appropriations	Non-Property Tax Revenues	Fund Balance and Reserves	Tax Levy
1	General	\$3,776,611	\$1,455,856	\$231,988	\$2,088,767
2	Town Outside of Village	4,977,268	2,011,276	71,969	2,894,023
4	Highway	3,629,170	1,971,830	275,190	1,382,150
40	Sewer	1,332,618	390,615	36,070	905,933
50	Water	2,458,648	1,372,599	485,258	600,791
15, 20, 30, 35	Special Districts	510,124	155	--	509,969
County	Election Expense	387,964	--	--	387,964
	All Totals	\$17,072,403	\$7,202,331	\$1,100,475	\$8,769,597
	% Change from Prior Year	-.003%	-6.01%	17.94%	2.87%

Source: Town of Glenville Webpage as posted by the Town Comptroller at
http://www.townofglenville.org/Public_Documents/GlenvilleNY_Comptroller/index

Town of Glenville						
2016 Adopted Budget Summary						
Fund:	Description	Appropriations	Non-Property Tax Revenues	Fund Balance and Reserves	Adopted Debt Reserves	Tax Levy
1	General	\$3,905,464	\$1,444,961	\$231,000	\$19,900	\$2,209,603
2	Town Outside of Village	4,979,965	2,020,435	44,000	--	2,915,530
4	Highway	3,607,959	1,986,675	275,000	--	1,346,284
40	Sewer	1,315,928	383,672	3,000	36,070	893,186
50	Water	2,476,224	1,376,469	449,371	60,050	590,334
15, 20, 30, 35	Special Districts	514,600	176	9,650	--	504,774
County	Election Expense	349,738	--	--	--	
	All Totals	\$17,149,878	\$7,212,388	\$1,012,021	\$116,020	\$8,809,449
	% Change from Prior Year	.004%	.001%	-.08%	100%	%.45

Source: Town of Glenville Webpage as posted by the Town Comptroller at
http://www.townofglenville.org/Public_Documents/GlenvilleNY_Comptroller/index

SUMMARY: The NYS Real Property Tax and Long-term Implications

On June 30, 2011 the Real Property Tax Cap became law initially on temporary basis and in 2015 the Tax Cap was extended through June 2020. With some exceptions, the State's Property Tax Cap limits the amount local governments and most school districts can increase property taxes to the lower of: two percent (2%); or the rate of inflation. For local governments, the limit stays in place unless the local governing body, by 60 percent, enacts a local law (or for special districts, a resolution) that allows for an increase over the tax levy cap. The community may participate in the process because the local law is subject to a public hearing. For schools, the limit stays in place unless 60 percent of the voters approve additional spending over the cap.

The implementation and immediate effect of the cap has been generally well-received. However, in consideration of the current construct of the cap the long-term implications are less clear. The three areas of concern for future budget cycles are:

- A. The capacity for long-term maintenance of capital equipment
- B. The capacity to maintain staffing levels in lieu of employee health care benefit costs and pension benefits that experience annual rates of increase that are often significantly higher than the rate of increase allowed by the tax levy cap
- C. The ability to grow fundamental services such as municipal water and sewer services when rate increases for these services count against the tax levy cap

The Town has made significant progress in stabilizing the Town budget. Increases in expenditures have been contained so that increase in the real property tax rate are under the real property tax cap while the overall value of property or the "tax base" within the town has expanded. Further, dependency on the fund balance as a means to balance the annual budget has been reduced, the Town's credit rating has increased and is strong, debt has been reduced, reserve accounts for major capital expenditures have been established, and annual contributions to these reserves are being made.

As indicated by the summaries of the prior annual budgets, the single largest categorical revenue source to the Town's budget is the real property tax levy. Given this circumstance, the importance of a proportionately balanced land use pattern and the real property tax levy becomes clear. As a fiscal operations concern, low or underperforming commercial and industrial land use classifications will disproportionately shift the real property tax levy burden onto the residential properties. Alternatively, expansive, overbuilt and/or highly concentrated commercial/industrial land uses can be a negative influence on the life qualities of residents. Therefore, constant attention to and regular analysis of the proportionality among varying types of uses within the pattern is needed to maintain the optimal balance between open space, agricultural, residential, institutional, commercial, and industrial uses. Furthermore, reliance on revenue from the real property levy dictates that parcels dedicated to or zoned for commercial and/or industrial uses must function at a high level that will translate to high value and ultimately a diminished reliance on disproportionate levy from other land uses, most notably residential.

C) Educational Resources/Facilities:

Institutions such as those associated with the delivery of specialized forms of education (e.g. professional development, skills training, services for those with special needs, etc.) also make important contributions to the growth and culture of a community. Within the Town of Glenville there are five public school districts that provide educational resources/facilities. Two (Amsterdam and Galway) of the five school districts serve only a handful of Glenville residents, so they won't be analyzed in any detail here. The three school districts that provide service to the vast majority of residents are as follows:

1) Scotia-Glenville Central School District (S-G CSD)

a) History and educational approach:

The S-G CSD provides the following information as to its history and philosophy in providing public education to the students of the district:

"The S-G CSD traces its roots back to a 24 square foot schoolhouse constructed on Sacandaga Road in 1818. Other schools were built in 1870 and 1910, including the Lincoln School on First Street and the Mohawk School. The first high school for grades 9-12 was built in 1905 on First Street in Scotia. The first high school class to complete four years- with 9 students- graduated in 1910. The Sacandaga School was built in 1931.

Ten common schools joined as one with the centralization of the Scotia-Glenville Central School District in 1950. From 1951-53, the Glendaal, Glen-Worden and Lincoln Elementary schools were built. The Mohawk, Thomas Corners and Sacandaga schools, as well as the former Scotia High School on Sacandaga Road, continued to be used along with the three "newer" elementary schools. Of the pre-centralization schools, only the Sacandaga School continues to house Scotia-Glenville students. From 1953-55, the High School was constructed. The Junior High School opened in 1974.

The schools that comprise the S-G CSD stress a solid, traditional education that emphasizes reading, writing and mathematics while nurturing creative thought, critical thinking and expression through art, music, technology, and physical education.

The district also offers excellent second language, business education, home economics, industrial arts, vocational and special education programs. Students are able to reach beyond the school walls through Distance Learning; just one example of Scotia-Glenville's commitment to technology.¹ "

The total enrollment of the district in 2014 was 2,514 students and is currently trending downward from the recent peak of 3,060 in 2000. To service this level of enrollment, the district is comprised of four elementary schools (grades K-5 at Lincoln, Glendaal, Glen-Worden, and Sacandaga), one middle school (grades 6-8), and a centralized high school (grades 9-12).

¹ Scotia-Glenville Central School District, <http://www.scotiaglenvilleschools.org/Community/sgschoolinfo.com>

The projected average level of enrollment is expected to decline to 2,414 by the year 2023².

b) S-G CSD budget:

The school district budget³ (revenues and expenditures) for the S-G CSD for fiscal years 2013-2015 is summarized in Table ___ at the end of this section.

2) Niskayuna Central School District (NCSD)

a) History and educational approach:

The NCSD provides the following information as to its history in providing public education to the students of the district:

“The first school district recorded in Niskayuna was started in 1813. This District, with its one-room wooden school house, was joined by three others in the Town of Niskayuna and two more common school districts in the Towns of Clifton Park and Glenville. The sites of all these original school houses are denoted on maps that can be found in Beers Atlas of 1866, copies of which are located in the school buildings and at the District Office. These schools served a rural community whose population was not to exceed 1,000 people for nearly 100 years after the first common school district was founded. The Town of Niskayuna, as it is known today, began with changes and population increases after 1900 as a result of skyrocketing growth next door in the City of Schenectady, where the electrical industry was coming to birth. The suburban Town of Niskayuna was conceived when the heirs of Charles Stanford, Niskayuna’s most prominent resident, agreed to sell a couple of vacant factory buildings to the Edison Electric Company in the summer of 1886. The people who began moving in on the heels of this decision created not only the rapidly growing city of Schenectady, but also the suburban towns destined to surround it.”

“If those early leaders could only see the high school today, and watch students bustle from one class to another or see the natural light stream into the school’s new library. And how they would marvel if they toured the District to see the ways in which things have changed over time, and how the community’s support and investment has transformed our schools and programs – right up through this last decade.”⁴

The Mission Statement of NCSD reads as follows:

“Empower each individual to make responsible choices, meet challenges, achieve personal success, and contribute to a global society. “

2 Cornell University, Program on Applied Demographics, <https://pad.human.cornell.edu/schools/projections.cfm>

3 NYS Comptroller, Financial Data for Local Governments, <https://www.osc.state.ny.us/localgov/datanstat/findata/index choice.htm>

4 The 60th Anniversary of the Niskayuna Central School District, Forward, Francis Toarmina, 2014

The total enrollment of the district in 2014 was 4,013 students and is currently trending downward from the recent peak of 4,306 in 2004. To service this level of enrollment the district is comprised of five elementary schools (grades K-5 in Birchwood, Craig, Glenclyff, Hillside, and Rosendale), two middle schools (grades 6-8 in Iroquois and Van Antwerp), and a centralized high school (grades 9-12).

The projected average level of enrollment is expected to decline to 3,928 by the year 2023⁵.

b) NCS D budget:

The school district budget⁶ (revenues and expenditures) for the NCS D for fiscal years 2013-2015 is summarized in Table __ at the end of this section.

3) Burnt Hills-Ballston Lake Central Schools (BHBLCS)

a) History and educational approach:

The formation of the BHBLCS dates back to 1915 with establishment of the school for “Agriculture and Homemaking” with an inaugural enrollment of 48 students from the Towns of Charlton, Ballston and Glenville. Rapid growth in enrollment occurred through the 1950’s and 1960’s with enrollment peaking at approximately 5,500 students in 1970. To keep pace with growth through this period the district constructed what is now the Pashley Elementary School in 1951, the current high school in 1954, and what is now the Richard H. O’Rourke Middle School in 1961.

The BHBLCS provides the following information as to its academic philosophy in providing public education to the students of the district:

“Burnt Hills-Ballston Lake staff work hard to develop the best possible instructional programs for district children. Our commitment to strong and professionally run academic programs is demonstrated by the fact that we use: A K-12 grade district department head and a coordinating committee in each academic discipline to ensure maximum instructional continuity and consistency across the grades and schools.”⁷

The total enrollment of the district in 2014 was 3,055 students and is currently trending downward from the recent peak of 3,470 in 2006. To service this level of

5 Cornell University, Program on Applied Demographics, <https://pad.human.cornell.edu/schools/projections.cfm>

6 NYS Comptroller, Financial Data for Local Governments, <http://www.osc.state.ny.us/localgov/datanstat/findata/indexchoice.htm>

7 The Burnt Hills-Ballston Lake Central School <http://www/bhbl.org/Academics/index.cfm>

enrollment the district is comprised of three elementary schools (grades K-5 in Charlton Heights, Pashley, and Francis L. Stevens), one middle school (grades 6-8 in Richard H. O'Rourke), and a centralized high school (grades 9-12).

The projected average level of enrollment is expected to decline to 2,844 by the year 2023⁸.

b) BHBLCS budget:

The school district budget⁹ (revenues and expenditures) for the BHBLCS for fiscal years 2013-2015 is summarized in Table ___ at the end of this section.

⁸ Cornell University, Program on Applied Demographics, <https://pad.human.cornell.edu/schools/projections.cfm>

⁹ NYS Comptroller, Financial Data for Local Governments,
<http://www.osc.state.ny.us/localgov.datanstat/findata/indexchoice.htm>

Table __ School District Budgets (Revenue and Expenditures) 2013 -2015

Fiscal Year 2013			REVENUES													
School Name	Enrollment	Full Value	Total Debt Outstanding at End of FY	Real Property Taxes and Assessments	Other Real Property Tax Items	Charges For Services	Charges To Other Governments	Use And Sale Of Property	Other Local Revenues	Local Revenues	State Aid	Federal Aid	Total Revenues	Proceeds Of Debt	Other Sources	Total Revenues and Other Sources
Burnt Hills-Ballston Lake Central School District	3,160	\$1,750,153,131	\$30,973,445	\$30,271,352	\$4,915,217	\$152,184	\$0	\$830,276	\$774,510	\$36,943,539	\$18,954,518	\$1,887,471	\$57,785,528	\$13,030,000	\$352,398	\$71,167,926
Niskayuna School District	4,073	\$2,511,141,715	\$83,789,125	\$46,740,994	\$5,496,889	\$200,721	\$90,502	\$1,285,127	\$496,338	\$54,310,571	\$19,020,671	\$1,568,476	\$74,899,718	\$9,350,432	\$690,525	\$84,940,675
Scotia-Glenville School District	2,521	\$1,351,638,210	\$23,159,090	\$22,593,480	\$4,034,818	\$249,788	\$200,481	\$1,811,709	\$687,163	\$29,577,439	\$16,381,836	\$1,438,146	\$47,397,421	\$9,405,000	\$229,990	\$57,032,411

Fiscal Year 2014			REVENUES													
School Name	Enrollment	Full Value	Total Debt Outstanding at End of FY	Real Property Taxes and Assessments	Other Real Property Tax Items	Charges For Services	Charges To Other Governments	Use And Sale Of Property	Other Local Revenues	Local Revenues	State Aid	Federal Aid	Total Revenues	Proceeds Of Debt	Other Sources	Total Revenues and Other Sources
Burnt Hills-Ballston Lake Central School District	3,087	\$1,750,153,131	\$30,973,445	\$30,271,352	\$4,915,217	\$152,184	\$0	\$830,276	\$774,510	\$36,943,539	\$18,954,518	\$1,887,471	\$57,785,528	\$13,030,000	\$352,398	\$71,167,926
Niskayuna School District	4,054	\$2,526,966,732	\$76,209,375	\$48,597,016	\$5,065,968	\$178,498	\$93,796	\$1,532,160	\$467,274	\$55,934,712	\$19,661,753	\$1,324,254	\$76,920,719	\$0	\$876,063	\$77,796,782
Scotia-Glenville School District	2,510	\$1,309,822,085	\$23,510,654	\$23,579,122	\$4,232,199	\$135,364	\$187,622	\$432,715	\$529,202	\$29,096,224	\$17,352,070	\$1,450,109	\$47,898,403	\$3,159,594	\$414,162	\$51,472,159

Fiscal Year 2015			REVENUES													
School Name	Enrollment	Full Value	Total Debt Outstanding at End of FY	Real Property Taxes and Assessments	Other Real Property Tax Items	Charges For Services	Charges To Other Governments	Use And Sale Of Property	Other Local Revenues	Local Revenues	State Aid	Federal Aid	Total Revenues	Proceeds Of Debt	Other Sources	Total Revenues and Other Sources
Burnt Hills-Ballston Lake Central School District	3,036	\$1,767,938,324	\$37,795,001	\$31,657,718	\$5,041,969	\$317,607	\$0	\$919,066	\$830,059	\$38,766,419	\$20,291,418	\$1,531,996	\$60,589,833	\$0	\$618,585	\$61,208,418
Niskayuna School District	4,054	\$2,537,468,857	\$67,644,625	\$49,877,115	\$4,891,531	\$301,202	\$110,099	\$1,622,838	\$649,987	\$57,452,772	\$18,090,344	\$1,474,383	\$77,017,499	\$46,619,276	\$11,573,441	\$135,210,216
Scotia-Glenville School District	2,491	\$1,304,476,680	\$21,466,030	\$24,291,446	\$4,247,931	\$251,080	\$200,768	\$722,880	\$578,018	\$30,292,123	\$17,939,258	\$1,560,458	\$49,791,839	\$10,207,000	\$340,109	\$60,338,948

Fiscal Year 2013			EXPENDITURES								
School Name	General Government	Education	Transportation	Culture And Recreation	Community Services	Employee Benefits	Debt Service	Total Expenditures	Other Uses	Total Expenditures and Other Uses	
Burnt Hills-Ballston Lake Central School District	\$6,275,903	\$36,420,182	\$93,215	\$9,640	\$0	\$12,502,930	\$4,575,606	\$59,877,476	\$352,398	\$60,229,874	
Niskayuna School District	\$10,922,240	\$41,249,457	\$148,440	\$0	\$0	\$14,983,782	\$10,181,020	\$77,484,939	\$690,525	\$78,175,464	
Scotia-Glenville School District	\$4,820,647	\$28,598,192	\$99,226	\$0	\$12,229	\$10,435,924	\$2,615,512	\$46,581,730	\$229,991	\$46,811,721	

Fiscal Year 2014			EXPENDITURES								
School Name	General Government	Education	Transportation	Culture And Recreation	Community Services	Employee Benefits	Debt Service	Total Expenditures	Other Uses	Total Expenditures and Other Uses	
Burnt Hills-Ballston Lake Central School District	\$6,275,903	\$36,420,182	\$93,215	\$9,640	\$0	\$12,502,930	\$4,575,606	\$59,877,476	\$352,398	\$60,229,874	
Niskayuna School District	\$9,039,534	\$39,224,197	\$121,958	\$0	\$5,000	\$15,542,271	\$10,483,738	\$74,416,698	\$876,063	\$75,292,761	
Scotia-Glenville School District	\$6,491,051	\$29,180,398	\$153,221	\$0	\$12,999	\$11,579,998	\$2,892,462	\$50,310,129	\$414,162	\$50,724,291	

Fiscal Year 2015			EXPENDITURES								
School Name	General Government	Education	Transportation	Culture And Recreation	Community Services	Employee Benefits	Debt Service	Total Expenditures	Other Uses	Total Expenditures and Other Uses	
Burnt Hills-Ballston Lake Central School District	\$7,369,168	\$38,604,935	\$104,640	\$4,784	\$0	\$14,819,478	\$3,810,445	\$64,713,450	\$618,585	\$65,332,035	
Niskayuna School District	\$8,320,711	\$43,754,926	\$194,775	\$0	\$7,000	\$15,164,322	\$10,390,848	\$77,832,582	\$11,573,441	\$89,406,023	
Scotia-Glenville School District	\$4,876,150	\$29,376,773	\$184,050	\$0	\$12,001	\$11,993,930	\$3,193,096	\$49,636,000	\$340,109	\$49,976,109	

Source: Enrollment Data - Cornell Program on Applied Demographics: Revenue and Expenditure Data - NYS Comptroller

D) Needs

The needs associated with the provision of governmental services have been derived directly from the residents of the Town. Input was received during three public workshops held in the fall of 2014. Residents are generally satisfied with the services provided. Notably the availability and quality of municipal water, the degree of safety and security, the quality of the education offered by the schools, and the maintenance of local roads were perceived as particular high points. The following observations were made during these workshops in regards to the Town government, the services it provides, and the facilities and resources utilized to provide these services:

a) Fiscal Needs

Clearly the primary fiscal concern and the overall number one need relates to the level of real property taxation and the affect the tax levy has on affordability of living in the Town. This heightened sensitivity to the amount of real property taxes paid has been brought about by a sustained period during which annual tax levy rate increases were exceeding the annual rate of inflation and more importantly, annual increases in household incomes and/or wages. The situation is exacerbated by a lagging increase or stagnant level of population within the Town and across Schenectady County and the wider region.

Fundamental to any consideration of real property tax is the fact that three (3) taxing jurisdictions comprise the total tax levy: Schenectady County, the school district, and the Town itself. For each real property tax dollar paid by the average property owner the breakdown of the levy is as follows:

- ⇒ 66 cents is levied by the school district
- ⇒ 23 cents is levied by Schenectady County
- ⇒ And just over 10 cents is levied by the Town, with about a quarter of that dedicated to highway maintenance.

In lieu of this breakdown, future remedial actions to address the real property tax levy will be most productive if focused on the County and school district budgets.

Need for Increase in Sales Tax Revenue – The interface between county government and municipal government occurs in limited instances, particularly relating to matters of fiscal concern. However, the disbursement of sales tax revenue is a key aspect of this fiscal interface between the two levels of government. Sales tax applies to retail sales of certain tangible personal property and services. Generally municipal governments receive sales tax revenue through dispersal from the county government. Usually the amount dispersed is by way of agreement. Furthermore, the amount is usually proportionate to the amount generated from within the individual municipalities during the fiscal year. Therefore, as an element to the overall revenue in the annual municipal budget, sales tax is a critical to avoiding over dependence (the exact observation of the residents

participating in the public workshops) on revenue derived from the real property tax levy.

The situation in Schenectady County is not based upon proportionate dispersal. The previous two sales tax agreements between Schenectady County and the towns within the County dating back to 2004 as well as the current sales tax agreement have kept and will keep the sales tax revenue dispersed to each town flat for a period of sixteen (16) years through 2020. This is a completely unsustainable circumstance and the need to adjust the sales tax agreement on a proportionate basis that is linked to the actual sales tax generated is absolutely critical to the continuation of quality services at the municipal level.

Need for Increased Enrollment – Planning related to school district functions and year-to-year budgeting occurs under a separate effort conducted by the individual districts. Therefore, the identified needs and related initiatives to address identified needs is most efficiently covered by the respective districts, and this plan development effort will defer to those processes as administered at the district level. However, land use planning does have an interface with school functions as land uses affect the composition of student enrollment and enrollment levels over time. On that basis there is a need for prudent land use planning that affords proportionate growth of the Town and the enrollment that ensues. The data associated with past and current levels as well as projected levels of enrollment at all of the school districts serving Glensville indicate declining or stagnant enrollment in the current condition and projected declines in the future. Declining enrollment will further stress school district budgets which are already heavily reliant upon the real property tax levy as a primary source of annual revenue. Therefore, as part of the update to the Zoning Chapter of the Town Code, consideration is needed for land use regulations that aid in reversing the projected declines in enrollment and reestablishment of a trend of prudent growth.

b) Needs Relating to Municipal Services

Municipal Water – The availability of town water was viewed as a strong positive for the Town. The source for the municipal water in Glensville is the Great Flats Aquifer. The Great Flats Aquifer, is a large deposit of saturated (filled with water) coarse sand and gravel that provides drinking water to the residents of Glensville and adjoining municipalities including the Village of Scotia, the City of Schenectady, the Town of Niskayuna, and the Town of Rotterdam. In 1990 a series of rules of regulations were put in place as part of the New York State Public Health Law as a means to protect this vital resource and assure the availability of quality water for future generations. The comments offered during the public workshops included references to water as a resource and the potential for sale of water to other adjoining municipalities.

Land Use Management and Zoning – One of the primary functions assigned to local, municipal governments is the responsibility to manage land use. The primary means by which land use is regulated in the Town is through the Zoning Chapter (Chapter 270) of the Town Code. The current iteration of the Zoning Chapter was adopted in April of 2001 with various amendments made during the intervening years. In addition to the conventional regulations relating to dimensional standards the Zoning Chapter is fairly sophisticated, employing a number of land management or control mechanisms including regulations relating to: planned development districts; fences; junkyards and abandoned vehicles; inter-municipal watershed wells; signs; stormwater management; incentives/bonuses; noise; conditional use permits; and guidelines for design and landscaping. This level of sophistication is appropriate for Glensville in lieu of the town's history and the evolving nature of land use that the Town experiences on a regular basis. In addition to the land use

management mechanisms included under the Zoning Chapter, other chapters of the Town Code which provide related land use management measures include:

- ⇒ Chapter 88 – Animals
- ⇒ Chapter 97 – Blasting
- ⇒ Chapter 101 – Building construction and fire prevention
- ⇒ Chapter 151 – Flood damage prevention
- ⇒ Chapter 156 – Freshwater wetlands
- ⇒ Chapter 175 – Massage businesses
- ⇒ Chapter 184 – Mobile home parks
- ⇒ Chapter 213 – Individual septic disposal systems
- ⇒ Chapter 217 – Sewers
- ⇒ Chapter 221 – Sidewalks
- ⇒ Chapter 232 – Solid waste
- ⇒ Chapter 238 – Street standards
- ⇒ Chapter 242 – Subdivision of land
- ⇒ Chapter 259 – Water

The residents' comments relating to zoning centered on geographic or neighborhood concern over certain types of land uses that are either allowed by right, or permitted after discretionary review (e.g. site plan review). This comment, combined with the age of the core zoning chapter, the piecemeal nature by which subsequent amendments to the zoning chapter have been made, and the fragmented structure of land use regulations spread throughout the entire Town Code yield a need for a comprehensive revision of the Town's land use regulations. Consideration should be given to reviewing current land use and their relationship to existing use schedules, zoning district boundaries, definitions and terminology, and the overall structure of the land use management regulations in the interest of setting forth a more efficient and up-to-date approach to land use management and regulation.

The next area that received comment relates to effective enforcement of the land use codes. The Town currently provides enforcement of the local codes through a code enforcement officer. The effectiveness of local code enforcement can be negatively impacted by the increasingly outdated nature of the land use regulations in the Town. For example, dated/ambiguous terminology and land use schedules hinder the effectiveness of code enforcement. Therefore, updated land use regulations would improve code enforcement.

In summary, the need exists for a comprehensive update to the Town's mechanisms for regulating land use. Land use regulations should foster a diverse and well-scaled land use pattern that is responsive to the needs of the residents and contribute to a vibrant and robust economy.

E) Goals

1) Government

a) Short-term and Ongoing

The short-term and ongoing goals for the Glenville Town government are as follows:

- Adopt an update to the Zoning Chapter of the Town Code. The newly adopted zoning should update the zoning map, definitions and terminology, and supplementary regulations as needed to encourage a progressive and diverse pattern of well-scaled and responsive preservation and land use.
- Consider consolidation of other land use regulatory chapters (e.g. subdivision regulations, freshwater wetlands, flood damage prevention, mobile home parks) of the Town Code with the Zoning Chapter resulting in a “unified development code” that will improve administration of related sections of the overall regulatory program while making the codes more logical in their presentation and more user friendly.
- Develop a capital improvement and expenditure program that will bring predictability into the purchases of capital equipment and/or the expenditure of funds for capital building projects

b) Long-term

Long-term goals for the Glenville Town government are as follows:

- Continue to explore methods for prudent sales of water to neighboring municipalities and/or in-town water-dependent businesses
- Begin a creative and assertive process for negotiating a progressive and proportionate sales tax revenue sharing agreement with Schenectady County in anticipation of a new agreement when the current agreement expires in November 2020.

2) Educational Resources/Facilities

a) Short-term and Ongoing

The short-term and ongoing goals for the school district are as follows:

- The new Zoning Chapter of the Town Code should include consideration of a unified development code that encourages a pattern of land use which complements the prudent growth of enrollment in the school districts that serve the educational needs of Glenville.

b) Long-term

Long-term goals for the Glenville Town government are as follows:

- Maintain an open and ongoing dialogue with the school district administrators that continues to provide a quality educational experience for the students within the Town of Glenville

F) Priority Initiatives and Next Steps

1) Government

- Begin the process of updating the Zoning Chapter of the Town Code as well as other related chapters that create a unified development code that constitutes a simplified, logically formatted single source for related land use and development regulations.
- Begin drafting a capital improvement program that considers the capital expenditures for equipment and buildings over a rolling five-year term. Once the inaugural plan is drafted and adopted, the capital improvement program should be updated annually as part of the budget development process.
- Establish a sales tax task force that will set forth a strategy for a more progressive sales tax agreement between the towns and Schenectady County. The task force members may include the Supervisor, town staff (e.g. Comptroller), Town Board members, residents with background in finance and/or tax law, and/or County legislators. The result should be a report produced within a specified timeframe that outlines a strategy in advance of the start of negotiations, or development of new sales tax agreement.

2) Educational Resources/Facilities

- Reach out to the administrators of the three principal districts that service the educational needs of the Town and seek their input as to land use considerations that can affect enrollment (e.g. the location and concentrations of varying types of land uses) and the year-to-year real property tax levy.

Section 7 Infrastructure and Utilities

A) Introduction

The availability and reliability of public water, sewer, and gas service plays a large part in the attractiveness of a community for residential, commercial, and industrial growth. Cable and internet service availability has also taken on considerable importance over the last two decades, and more recently, some commercial and industrial interests now consider the availability of fiber optics when selecting sites for expansion or relocation.

Glenville is fortunate to be able to offer widespread availability of water and gas service, particularly in the eastern, suburban half of the town. Public sewer availability is less than ideal, however, given the fairly dense level of development that characterizes the eastern portion of town, particularly along Glenville's commercial corridors. What follows is a snapshot of the status of each of these utilities, in addition to cable/internet and fiber optic.

Water: The Town of Glenville is fortunate to have a very dependable, high quality, productive water supply. Serving approximately 16,000 people through over 6,000 service connections, the Town produced and delivered 671 million gallons of drinking water to its customers in 2015, which equated to an average of just under 1,840,000 gallons of water per day.



The Glenville Water Treatment Plant

The Glenville water supply is drawn from the Great Flats Aquifer, at the Town's water plant off of Pump House Drive. Located approximately 800 feet from the Mohawk River, the water is pumped via four drilled wells, all approximately 50-feet deep. The unconsolidated sand and gravels of the underlying aquifer result in a high-yield water supply, with natural filtration occurring due to the nature of the soils and geology. The majority of the water is actually pulled from the Mohawk River, after having been drawn through the several hundred feet of sand and gravel aquifer that lie between the River and wellfield.

Sewer: The Town of Glenville public sewer system is not particularly extensive, with sewer service primarily limited to Freemans Bridge Road, Route 50 between Freemans Bridge Road and Maybrook Drive, a short stretch of Glenridge Road, Maple Avenue south of the Glendale Nursing Home, the Glenville Business & Technology Park, the Woodhaven and Alplaus neighborhoods, and certain properties and residential neighborhoods on the periphery of the Village of Scotia.

The Village of Scotia, on the other hand, is fully sewered. The dense development pattern of the Village necessitates sewer service for both its residential and commercial areas. The City of Schenectady provides sewage treatment for both the Village of Scotia and Town of Glenville, via transmission of both the Village and Town's waste to the City's treatment plant on Anthony Street. Multi-year contacts between the City and Scotia and Glenville dictates the terms of service, with standards in place for both quantity and quality of waste.

Both the Town and Village have explored the pursuit of their own wastewater treatment plant(s), but the costs of construction and operation have served as a deterrent. Furthermore, the two municipalities have separate existing contracts with the City of Schenectady for sewage delivery and treatment, somewhat complicating a unified Town/Village effort to explore a joint venture for a new sewage treatment plant during the same timeframe.

The Town has and will continue to explore the possibility of sewer service expansion, particularly north along NYS Route 50 to the Glenville/Town of Ballston Municipal Border. A handful of studies over the last decade or two have as yet yielded a cost-efficient option for extending sewer service up Route 50. Other options for expansion will be considered as demand dictates, and as development activity occurs in and around the Town's existing commercial and industrial areas.

Natural Gas: Glenville is well-served by natural gas infrastructure. The majority of the suburban eastern portion of town, including the Village of Scotia, has access to natural gas, including all of the major commercial and industrial areas. In general, most roads and streets east of Spring Road have natural gas service. The rural portion of Glenville is not served by natural gas, except for the Route 5 corridor.

Cable and Internet: Broadband cable and internet service is widely available in Glenville and Scotia, with Time Warner, having merged with Charter Communications in 2016, being the service provider in Glenville. Both Time Warner/Charter (soon to be known as Spectrum) provide service to the Village of Scotia. The Village of Scotia enjoys 100% coverage, while over 90% of Glenville's residents and businesses have access to broadband service. Portions of western Glenville do not yet have service. Cable service is lacking along most of Johnson, Waters, and Potter Roads, and completely absent along Hoffman Hill and Bronk Roads, and Lovers Lane North. Other roads and areas not fully covered include West Glenville Road, Wolf Hollow Road, Touareuna Road and the Glenville Business and Technology Park.

Fiber Optic:

Fiber optic service, which allows for much faster transmission and receipt of electronic information than broadband, is presently limited to the Village of Scotia and certain neighborhoods in the Town of Glenville adjacent to the Village. Verizon is the provider of this service, which is known as Fios. Consequently,

Village of Scotia residents are in the enviable position of having a choice between two cable/internet providers (Comcast and Verizon) with wired systems within the Village.

Expansion of Fios service into the majority of Glenville is unlikely any time soon, due in part to Federal regulations which dictate basic infrastructure and service requirements whenever a 3rd party wishes to provide cable/internet service in a municipality that is already being served by another provider. Verizon would be required to invest heavily in new infrastructure and cabling to enter the marketplace in Glenville as a service provider. The lower density of housing in Glenville serves as a deterrent to Verizon expanding Fios, rendering Fios service not cost-effective at present.

B) Goals

Short-term and ongoing

- Pursue public sewer expansion in existing commercial and industrial areas, where cost-effective and practical.
- Where desired by residents, evaluate the costs and practicality of expanding sewer service to residential streets and neighborhoods.
- Continue to upgrade and modernize the Town's water supply and sewage disposal infrastructure.
- Consider further expansion of the Town's water supply system where desired by landowners, and where it would be cost-effective and not compromise areas with rural and/or agricultural character.
- Continue to advocate for better customer service, fair pricing, and expansion of cable/internet/fiber optic service in the Town.

Long-term

- Construct and operate a joint Glenville/Scotia sewage treatment plant, thereby eliminating dependence on, and price determination by, the City of Schenectady.
- Interconnect the Town's water system with neighboring municipalities to allow Glenville to deliver water to adjacent communities, as well as build redundancy in supply should the Town ever experience shortages or service interruption for any reason.

C) Priority Initiatives and Next Steps

- Continue to seek grants and other funding sources to expand sewer service in Glenville north from the Town Center to the Glenville/Ballston municipal boundary.
- Develop and adopt a formal policy for the installation of grinder pumps for those residences and businesses that tap into Town force sewer mains.
- Begin improvements to protect against flooding at the Glenville Water Treatment Plant, including raising of two of the outdoor wells and installing a berm around the wellfield and treatment plant.
- Earmark funding for replacement of existing water meters with electronic, remote-read meters for all Town water customers.
- Develop and adopt a Capital Plan to identify and map proposed future water and sewer extensions within the Town.
- Renew the long-expired Town contract with Comcast setting terms of cable/internet service and pricing.

- Produce a coherent written summary of cable, internet, and fiber optic availability and pricing in Glenville and post this information on the Town's website and at appropriate municipal buildings.

8/25/16

Section 8 Transportation

A) Introduction

If you are a Glenville resident, the ease by which you can navigate the road system within the Town and the amount of traffic on your street and in your neighborhood are indicators of quality-of-life. Expectedly, residents prefer low traffic volumes on their streets, safe roads and intersections, and a congestion-free system of roads and highways.

If you are a Glenville business owner, you generally prefer high traffic volumes on the street on which your business is located, in addition to easy and safe access to and from your place of business. Slower speeds are also preferred to help maximize the visibility of your business to motorists.

The challenge to local governments on this subject is finding a balance that is satisfactory to both residents and business owners, in addition to visitors and commuters. How a community structures its land use regulations and the land use decisions that it makes are vital to traffic management and quality-of-life. Evidence of this condition is ubiquitous, to the point where we almost become numb to the “white noise” that accompanies every major development project; where concerns about traffic impacts and associated quality-of-life issues constantly make the headlines.

Also of considerable importance is market forces. Finding a satisfactory balance between preserving residential character and encouraging commercial and/or industrial growth is much more difficult in a community where the market is attractive to commerce and industry. As an outer ring Capital District suburb, Glenville has not had to contend with the more potent development pressures that exist in, say, Colonie or Clifton Park. Yet, we are challenged nonetheless as the market forces that do exist in Glenville continue to shape and reshape the built environments along Route 50 and Freemans Bridge Road, where predominantly two-lane State highways are expected to accommodate growth, move traffic efficiently and safely, and develop and redevelop in such a manner as to not spill unwanted impacts into adjacent residential areas.

As a suburban bedroom community, automobiles are the principal means of transportation in Glenville. However, Glenville is also home to the Schenectady County Airport, a number of rail lines, the Mohawk River/NYS Barge Canal, and CDTA transit routes. When it comes to bicycling, outside of the Village of Scotia’s sidewalk system and a 1.1-mile deteriorated segment of the Mohawk-Hudson Bike-Hike Trail in both the Town and Village, there are very few bicycle paths and sidewalks within the Town. Yet, the on-going construction of sidewalks within the Town Center and the desire to better accommodate pedestrians and bicyclists necessitates that we give serious attention to, and develop policy for alternative means of transportation.

Transportation is a broad subject and one that lends itself to subcategorization. What follows is a discussion of some of the key transportation issues and concerns in Glenville and Scotia.

Points of Congestion

As with other suburban communities of the Capital District, Glenville and Scotia have their share of congested intersections and road segments. Typically the congestion occurs during the morning and afternoon peak periods, but heavy Saturday traffic and event-generated congestion are not uncommon either. The congestion is usually not a result of a poorly designed intersection, quirks of geometry, or improperly-timed traffic signals. Rather, it is merely a function of intersections having to process more traffic than they were designed to accommodate. The following intersections and road segments are recognized as being frequently overtaxed:

- NYS Route 50 and Mohawk Avenue (NYS Route 5) intersection in the Village of Scotia
- Route 50, Freemans Bridge Road, Worden Road, Airport Road (Thomas Corners) intersection
- Segment of Glenridge Road within the Town Center
- Route 50 between Freemans Bridge Road and Price Chopper



The often-congested Mohawk Avenue (Route 5)/Route 50 Intersection in the Village of Scotia

Three previously-congested intersections and one road segment have received improvements in the last three to five years that have resulted in marked improvement in the functionality of these intersections and roadways. The locations where traffic conditions have improved:

- Glenridge Road and Maple Avenue intersection (replacement of traffic signal with a roundabout)
- Maple Avenue and Alplaus Avenue intersection (installation of a traffic signal)
- Route 50 and Glenridge Road intersection (signal timing and phasing adjustments)
- Glenridge Road between Maple Avenue and Bruce Drive (replacement and widening of railroad overpasses)

Transit

The Capital District Transportation Authority (CDTA) is the region's bus service provider. The CDTA offers two bus routes through the Town of Glenville and Village of Scotia, as described below. Both of these routes run seven days a week.

Route 50: This is a trunk route that provides bus service primarily along Route 50 between the City of Schenectady and the Town of Wilton. The southern terminus of the route is at the intersection of State Street and Washington Avenue in Schenectady, while the northern terminus is the Wilton Mall in Saratoga County. There are several stops along the entire length of Route 50 in both the Town of Glenville and Village of Scotia.

Route 353: This is a neighborhood route that runs between Wal Mart on Dutch Meadows Lane and Price Chopper on Altamont Avenue in the Town of Rotterdam. The route travels along several streets in the Village of Scotia, including Mohawk Avenue, lower Sacandaga Road, 5th Street, Vley Road and Cuthbert Street, and then heads north in Glenville along a short stretch of Route 50 to Dutch Meadows Lane and Wal Mart.

Demand for bus service in Glenville and Scotia is not nearly as high as it is within the core cities of Schenectady, Albany and Troy, nor within busier suburban locations such as Colonie and Guilderland. Yet, these two routes provide a vital service to a core group of people who work in various locations within Glenville and Scotia, and for local residents needing public transportation to either Schenectady or Saratoga.

Bicycle and Pedestrian Needs

The only formal bike path within the Town of Glenville and Village of Scotia is the 1.1 mile-long portion of the Mohawk-Hudson Bike-Hike Trail that runs between Washington Avenue in Scotia and Freemans Bridge Road in Glenville. In need of rehabilitation, both the Town and Village have and will continue to seek funding to bring this segment of the Bike/Hike Trail up to the standards of the remaining sections of the trail.

Residents of Scotia and Glenville also have access to the Mohawk-Hudson Bike-Hike path via a spur that runs from the Town of Rotterdam, over the Route 890 bridge into Glenville, and then to the CDTA Park & Ride Lot off of NYS Route 5. This is a popular location for access to the Bike-Hike Path from Glenville, since there is plentiful car parking at this location and it is removed from automobile traffic.



The CDTA's Route 5/Route 890 Park & Ride Lot Serves Commuters and Bicyclists

Glenville is also home to designated State Bicycle Route 5, which runs across the State from the Massachusetts border in New Lebanon to Niagara Falls. This 365-mile, signed bike route travels through 16 counties on paved State highways. In Scotia and Glenville, the Route follows NYS Route 5 (Mohawk Avenue) in the Village of Scotia and then continues west along NYS Route 5 (Amsterdam Road) in the Town of Glenville to NYS Route 103 (Bridge Street), where it crosses to the south side of the Mohawk River to Route 5S in the Town of Rotterdam, and then west. The total distance of this bike route through Scotia and Glenville is approximately 6.2 miles.

Beyond the small section of access to the Mohawk-Hudson Bike-Hike Trail and the Route 5 Bike Route, there are no formal bike paths or routes within Glenville or Scotia. Consequently, most bicycling occurs on local roads and streets. There are a number of streets and roads that are sufficient for bicycling, but it would be a stretch to call Glenville a "bicycle-friendly community." Most bicyclists shy away from the primary roads in Glenville (i.e. Route 50, Freemans Bridge Road, Glenridge Road, Maple Avenue, etc.) due to high traffic volumes, traffic speeds, and/or inadequate shoulders on which to safely pedal.

Pedestrians will also find Glenville to be lacking in facilities. There are very few sidewalks or segments of sidewalks in the Town of Glenville. The suburban and rural development pattern of the Town has effectively discouraged the installation of sidewalks, since the cost-effectiveness to both build and maintain sidewalks in these areas is less than ideal. Yet, even within commercial areas, sidewalks are generally limited to the internal portion of private properties. The one notable exception is the Town Center area, where in 2015 and 2016 new sidewalks were installed along Route 50 and Glenridge Road. With the Town Center being the commercial core of Glenville, the Town is taking steps to make this area more accommodating and attractive to pedestrians and visitors.

The Village of Scotia is better served by a sidewalk network that is available along most streets. The higher density of development within the Village made this a feasible option decades ago when most of the sidewalks were constructed. Given the age of the sidewalks, the biggest challenge to pedestrians in the Village of Scotia is sidewalks in disrepair. The Village has, however, in the recent past, offered funding assistance to homeowners and business owners for sidewalk replacement and/or repair of sidewalks. This program has resulted in an improved sidewalk network. There are, however, still a great many sidewalks and sidewalk segments in need of repair or replacement.

Walking and hiking paths and trails are not widespread in Glenville or Scotia. There are numerous informal paths that connect neighborhoods and streets throughout the Town and Village, but outside of the popular paths and trail networks within public parks and preserves such as Collins Park, Sanders Preserve, Indian Meadows, and the Indian Kill Nature Preserve, formal paths and trails are generally lacking.

Various planned and conceived hiking paths/trails have and will continue to be considered by the Town. A lack of funding, physical obstacles, and the need to acquire easements or outright ownership of privately-owned properties render the establishment of new trails and paths difficult. Paths/trails under consideration include:

- Extending the Mohawk-Hudson Bike-Hike Trail from the existing trail link off Route 890/Route 5 east along the Mohawk River to the hamlet of Alplaus.
- Establishment of walking paths within the Town Center area, with a connection to the Indian Kill Nature Preserve.
- Establishment of a path along the Indian Kill between Indian Meadows Town Park and the Indian Kill Nature Preserve.
- Creation of a path connecting Maalwyck Park and the western terminus of Riverside Avenue and/or Charles Street, thereby linking the Village of Scotia to Maalwyck.
- Establishment of a new portion of the Long Path north/south through Wolf Hollow and western Glenville.
- Creation of a new path north/south along the former trolley line in eastern Glenville and Alplaus, connecting the existing bike path network in Saratoga County with the Mohawk-Hudson Bike-Hike Trail in Schenectady County.



Route 50 Corridor

Route 50 is the Town's most important road, serving as a major urban arterial between Scotia/Schenectady and Saratoga Springs. Not only is Route 50 a major commuter route through Glenville, it provides access to the Town's most robust commercial area (Town Center) and it "captures" local traffic to and from the thousands of residences that populate the numerous neighborhoods built right off Route 50. From the Village of Scotia's perspective, Route 50 funnels traffic to and from Mohawk Avenue (NYS Route 5), the Village's main street and commercial core.

The multi-function nature of Route 50 is what is at the core of Route 50's congestion. Heavy through and local traffic, numerous intersections, a proliferation of driveways, and a primarily two-lane configuration have resulted in frequent congestion at intersections and along mid-blocks, in addition to a high frequency of traffic accidents and difficult left-turning movements from side streets and driveways. It is a condition shared by a number of Capital District arterials in other communities, including Route 146 in Clifton Park, Route 20 in Guilderland, Route 7 in Brunswick, Routes 9/20 in East Greenbush, and Route 146 (Balltown Road) in Niskayuna.

Further, given the large number of residential streets and neighborhoods that funnel motorists to unsignalized intersections on Route 50, residents frequently lament that left turns out of their streets are frustrating. Yet, these streets typically do not generate enough traffic to warrant installation of a traffic signal. Nor does the Town or New York State Department of Transportation (NYSDOT) desire additional traffic signals on Route 50, because adding more signals would further erode the arterial nature of Route 50, essentially rendering it a local street, frustrating commuters and local residents alike.

"Big ticket" fixes for Route 50, such as additional lanes, roundabouts, or additional turning lanes seem unlikely in the near and mid-term future, as federal and state funding for highway projects are being principally earmarked for maintenance and safety projects in this era of limited resources. Relatively little funding is being committed to intersection improvements, much less the construction of new travel lanes. Given the funding situation and the existing land use pattern along the Route 50 corridor, the Capital District Transportation Committee and NYSDOT recommends that Glenville and other communities look to access management strategies to address congestion, delays, and accidents. Access management principles should be woven into land use decision-making, and perhaps even be codified, if the Town desires to address traffic conditions on Route 50, and Freemans Bridge Road as well. A summary of access management techniques can be found in Appendix ___ of this Plan.

Freemans Bridge Road Corridor

Freemans Bridge Road (NYS Route 911F) shares many of the same characteristics as Route 50. It is an urban arterial that serves commuters, local traffic, and a variety of land uses, with a proliferation of driveways and traffic volumes that often exceed the carrying capacity of the road; particularly the two-lane section between Route 50 and Sarnowski Drive.

Freemans Bridge Road is burdened by one additional trait, however; the presence of an at-grade Pan-Am Southern railroad crossing. And even though the frequency of trains is low at this location – about one

freight train per day – any interruption of traffic along this urban arterial can disrupt a great number of motorists.

This at-grade crossing presents another impediment to corridor improvements along Freemans Bridge Road. Specifically, the presence of a rail crossing significantly adds to the cost and practicality of extending the existing four-lane section that currently ends around Sarnowski Drive. Continuing the four lanes to the north to Dutch Meadows Lane, or beyond to Route 50, would bring into play the rail crossing, which presently traverses a two-lane section of Freemans Bridge Road. Increasing the number of travel lanes at an at-grade rail crossing is not recommended, as it would expose an additional number of drivers to the hazards of rail crossings, in addition to being rather costly to build and more expensive to maintain.

The magnitude of these challenges to improvements along Freemans Bridge Road is about to increase. The new casino in Schenectady, with its principal access being on Erie Boulevard, just on the other side of Freemans Bridge, will add a considerable amount of traffic to Freemans Bridge Road. Freemans Bridge Road will serve as the primary route for casino users traveling to and from the north. The traffic study prepared for the casino estimated that about ¼ of the casino's patrons will come from the north, primarily using the Route 50 to Freemans Bridge Road or Maple Avenue to Freemans Bridge Road routes to reach Erie Boulevard.

The Town has heard from business owners on Freemans Bridge Road who are supportive of various would-be improvements to the road and corridor. There seems to be considerable support on the part of businesses owners for the Town and New York State to advance a “complete streets” retrofit for the Freemans Bridge Road corridor; one that provides accommodations for pedestrians and bicyclists, calms traffic, adds landscaping elements, and generally beautifies the street. Recently acquired grants by the Town to pursue gateway improvements between Maple Avenue and Freemans Bridge, as well as a complete streets design for the entire length of the corridor has added momentum to this effort, as has the pending casino.

Glenville Business & Technology Park and Scotia-Glenville Middle School Area

A long-standing area of concern relative to traffic safety is the area where the Scotia-Glenville Middle School and the Glenville Business and Technology Park abut. Here one finds Middle School pedestrians, Middle School motorists, through traffic, school buses, and tractor-trailers sharing the same roads and space. The two roads that are burdened most by this condition are Access Boulevard and the block of Prestige Parkway between Business Boulevard and Access Boulevard. Business Boulevard and Burch Parkway both exhibit these conflicting traffic conditions, but to a lesser degree than Access Boulevard and Prestige Parkway.

In addition to the traffic congestion associated with the morning student drop-off and afternoon student pick-up periods, there are dozens of students who walk on Access Boulevard, primarily, on the same pavement being used by large trucks, buses, and cars. There are no sidewalks along Access Boulevard, Prestige Parkway, Business Boulevard or Burch Parkway. Nor are there any shoulders. The result is a hazardous environment for pedestrians and a chaotic traffic pattern twice a day.



Scotia-Glenville Middle School student share the road with vehicles on Access Boulevard

It is imperative that a solution be found to take Middle School pedestrians off of the streets within the Glenville Business & Technology Park and provide them with sidewalks or walking paths that are separate from both the streets and on-street parking areas. Secondly, establishing a traffic pattern that separates bus traffic from car and truck traffic during the morning drop-off and afternoon pick-up periods would create a safer environment for pedestrians and motorists alike. Resolving these conflicts will take a coordinated effort from the Scotia-Glenville School District, Town of Glenville, and management of the Business & Technology Park.

Schenectady County Airport

Opened in 1927 and acquired by Schenectady County in 1934, the Schenectady County Airport occupies 625 acres of land in suburban eastern Glenville. The Airport supports two active runways, including the longer 7,000' x 150' north-south, grooved runway (Runway 4/22). The Airport provides private flight service as well as serving as the home to the Stratton Air Base, which is the 109th Airlift Wing of the New York Air National Guard. The 109th is a strategic facility, offering the only means of air travel to and from both the North Pole and South Pole, via its primary mission to support the National Sciences Foundation's research efforts and expeditions. Richmor Aviation serves as the Fixed Base Operator on the Airport.

The County has an adopted Master Plan for the Airport that the Town supports. One element of the Plan, in particular, that is of interest to the Town is a proposed service road primarily on Airport property that would serve as an alternate route to Route 50 between Thomas Corners and Glenridge Road. Much of the road on the Airport is complete, via the connection and alterations of existing roads and driveways that

have been made over a number of years. One segment remains to be finished, but when it is, within a couple of years, it will be possible to travel from Thomas Corners to Glenridge Road without driving on Route 50. This road would also provide a means of travel from the Thomas Corners intersection to Route 50 at its intersection with Rudy Chase Drive and the main entrance to Socha Plaza.

The Master Plan for the Airport also has recommendations about the development of land outside of Airport property within Runway Protection Zones. The Town has been compliant with these recommendations, generally discouraging inappropriate land uses and limiting the heights of new structures within these sensitive approach zones to the Airport.

Schenectady County also views the Airport, and in particular, decommissioned County-owned lands on the perimeter of the Airport, as an opportunity for economic development, both commercial and light industrial. The County and Metroplex typically reach out to the Town to discuss potential development proposals on the Airport and adjacent County lands while these proposals are still in the conceptual or preliminary discussion stages.

B) Goals

1. Traffic Congestion and Safety

Short-term and ongoing

- Pursue operational improvements and land use management options for intersections that currently experience unacceptable levels-of-service (i.e. excessive congestion) and/or high accident frequencies.
- Minimize new driveways and consolidate existing driveways wherever possible on both principal arterial roads (i.e. Route 50, Freemans Bridge Road, Route 5, Glenridge Road) and minor arterials (Maple Avenue and Sacandaga Road).
- Incorporate access management techniques as part of planning/zoning decision-making.
- Consider roundabouts as the preferred intersection configuration any time existing signalized intersections are being considered for improvements and at unsignalized intersections with higher-than-average accident frequencies.
- Explore traffic calming measures on residential streets that are being heavily used for through traffic.
- Encourage transit use.

Long-term

- Pursue the establishment of parallel service roads and interconnected commercial properties in busy commercial areas to relieve intersection and mid-block congestion on principal roads.
- Assess the feasibility of a new east-west collector road that would connect Swaggertown Road, at its intersection with Van Buren Road, to Sacandaga Road, thereby creating an important east-west route that presently does not exist.

2. Transit

Short-term and ongoing

- Promote transit within both Glenville and Scotia.
- Improve existing bus stops to better serve riders.

- Consult CDTA during the planning/zoning review process of major commercial and industrial projects.

Long-term

- Expand CDTA bus routes/service in Glenville and Scotia.

3. Bicycle and Pedestrian Needs

Short-term and ongoing

- Establish sidewalk networks within major commercial areas.
- Expand the existing Town Center sidewalk network outwards to connect to residential neighborhoods.

Long-term

- Expand the Mohawk-Hudson Bike-Hike Trail where cost-effective and practical to do so.
- Pursue establishment of a portion of the Long Path in western Glenville.
- Consider the construction of new bike/multi-use paths in eastern Glenville.

4. Route 50

Short-term and ongoing

- Incorporate access management techniques into the Town's planning/zoning decision-making process.
- Pursue traffic calming techniques along the entire Route 50 corridor.
- Improve the appearance of gateways.
- Extend sidewalks and/or pedestrian paths into residential neighborhoods that abut the Town Center.

Long-term

- Explore the feasibility of widening Route 50 in segments where congestion is persistent and where there is space to do so.

5. Freemans Bridge Road

Short-term and ongoing

- Incorporate access management techniques into the Town's planning/zoning decision-making process.
- Pursue traffic calming techniques along the entire length of Freemans Bridge Road.
- Reduce delays and congestion levels at the Freemans Bridge Road/Maple Avenue intersection and at the Freemans Bridge Road/Sunnyside Road intersection.
- Add distinction to and improve the appearance of the gateway between Freemans Bridge and Sunnyside Road.

Long-term

- Eliminate the current at-grade railroad crossing.

6. **Glenville Business & Technology Park**

Short-term and ongoing

- Provide safe accommodations for Scotia-Glenville Middle School pedestrians.
- Address the unsafe mixing of trucks, buses, cars and pedestrians along Access Boulevard and the easternmost block of Prestige Parkway.
- Establish a uniform and visually-appealing wayfinding system for truck drivers and motorists within the Park.
- Maintain a rail presence in the Park and disallow construction in areas where the expansion of rail service may be desired in the future.

Long-term

- Privatize the road system within the Park.

C) **Priority Initiatives and Next Steps**

1. **Traffic Congestion and Safety**

- Extend Lowe's driveway/road west and south from Freemans Bridge Road, over existing Town right-of-way to Sunnyside Road.
- Extend the northern terminus of Rudy Chase drive north to Glenridge Road and construct a roundabout at this new intersection.
- Establish a truck route network in Glenville to minimize truck travel on rural highways and residential streets.
- Establish a truck route to minimize trucks colliding with bridges on Glenridge Road and Maple Avenue.

2. **Transit**

- Establish bus stops in commercial areas whenever properties are being considered for development or redevelopment.
- Use the Town and Village's websites to promote existing CDTA bus routes and stops.
- Support the undergoing effort to introduce CDTA bus service to the Glenville Business & Technology Park.

3. **Bicycle and Pedestrian Needs**

- Reconstruct the existing 1.1-mile segment of the Mohawk-Hudson Bike-Hike Trail.
- Install a sidewalk or multi-use path along Glenridge Road between the Town Center and Woodhaven neighborhood.
- Connect businesses to the street sidewalk network via internal sidewalks whenever commercial properties are being considered for development or redevelopment.
- Join Saratoga County's effort to establish a bike-hike trail along the former trolley line through east Glenville and Alplaus so as to connect the existing network of bike paths in Saratoga County with the Mohawk-Hudson Bike-Hike Trail.

- Explore the feasibility of extending the Mohawk-Hudson Bike-Hike Trail east from the existing Trail connection at the intersection of Route 5 and Route 890 along the Mohawk River to the existing trail segment in Scotia and Glenville, as well as east from the existing Trail's terminus at Freemans Bridge to the hamlet of Alplaus.

4. Route 50

- Add a center left turn lane on the segment of Route 50 between the four-lane Town Center section and Freemans Bridge Road.
- Make improvements to existing bus stops along Route 50, including benches, shelters, route/schedule information, etc.
- Adopt access management strategies within the Town's zoning ordinance for the Route 50 corridor.

5. Freemans Bridge Road

- Construct sidewalks along the entire length of Freemans Bridge Road.
- Adopt access management strategies within the Town's zoning ordinance for the Freemans Bridge Road corridor.
- Coordinate the timing of the traffic signals at Maple Avenue and Sunnyside Road to improve level-of-service, particularly during the morning and afternoon commuting periods.

6. Glenville Business and Technology Park

- Construct a sidewalk/walking path on Scotia-Glenville School property parallel to Access Boulevard to remove Middle School walkers from the right-of-way of Access Boulevard.
- Establish a centralized, accessible-to-all tandem truck parking area.
- Install landscaping and possibly fencing along Access Boulevard and the segments of Prestige Parkway and Business Boulevard that abut the Middle School property in order to visually separate the Business Park from the school campus.

3/14/16

**COMMENTS AND RECOMMENDED EDITS
BY THE TOWN OF GLENVILLE RESIDENT ADVISORY COMMITTEE**

On April 18th, 2016 the RAC reviewed and discussed the Draft Plan Section on Transportation. This Section discusses traffic flow, bicyclists and pedestrian needs, public transit, Technology Park and Middle School traffic, and the airport. Especially considering the challenges and issues of Route 50 and Freeman's Bridge Road, and the lack of a system of walking and biking pathways, this a significant topic for the Town and Village. The following points are offered as feedback, suggestions and recommendations to the drafters of the chapter and Town staff responsible for the Comprehensive Plan. The members of the RAC would be most willing to further discuss or clarify any of the points mentioned.

Positive Aspects:

Route 50 and Freeman's Bridge Road

- *Managing Rt. 50 and FBR traffic is arguably the most important transportation issue facing the Town and Village. We appreciate the focused attention it is given here.*
- *We strongly support adding a center left turn lane on the segment of Route 50 between the four-lane Town Center section and Freemans Bridge Road.*
 - *In addition, we suggest the Town should strongly consider a third lane (center turn lane) on Rte. 50 from Price Chopper north to the relatively new 5 lane bridge over the Alplaus Creek, or even continue north to the traffic light at Lake Hill Road in the Town of Ballston.*
- *The plan for a road between Thomas Corners and Glenridge Road parallel to Rt. 50 is most welcome. Relieving Rt. 50 traffic should considerably ease congestion.*
- *The plan for parallel service roads in busy commercial areas should also relieve congestion on Rt. 50 and FBR.*
- *The plan for extending Lowe's driveway road from Freemans Bridge Road to Sunnyside Road should somewhat ease congestion on FBR, especially for local traffic (e.g., in times of heavy Casino traffic on FBR). Additionally, if this new road could also be connected to Dutch Meadows Lane, it would offer an alternative route to both Rt. 50 and FBR.*
- *While recognizing that eliminating the at-grade railroad crossing on FBR is a long term and expensive solution, we believe that it is an important one that should be pursued.*
- *While the "complete streets" retrofit for FBR could be better defined (and we suggest that it should be), it seems an effective and aesthetically pleasing solution.*
- *We support the idea of the east west collector road from Van Buren Road to Sacandaga Road.*
- *We believe that the Town should continue the current program of paving residential streets.*

Biking and Walking

- *Recognizing and emphasizing the need to better accommodate pedestrians and bicyclists is an important issue and a welcome discussion – long overdue. Biking and walking trails and sidewalks are an important and appealing feature for current and potential future residents, and much safer than biking or walking on narrow road shoulders.*
- *The (6) bulleted items in the text of the discussion (page 5) are all welcome: i.e., significantly extending biking trails and adding new ones, creating walking paths. Bravo! Glenville is short on these.*
- *We especially support the following initiatives:*
 - *Repair and extend the Mohawk-Hudson Bike Hike Trail – if this extended trail could be done safely by separating the new trail portions from motor traffic, i.e., away from traffic and not on the roads, this would be a distinct benefit.*
 - *Add sidewalk networks to commercial areas and residential areas, especially near Town Center.*
 - *Extend the Long Path through West Glenville (currently a 357-mile long distance hiking trail beginning at the George Washington Bridge in Fort Lee, New Jersey and ending at Altamont, New York).*
 - *Construct new biking & multi-use paths in Eastern Glenville.*

EXAMPLE: Designating and creating bike trails in the to-be-built “Amedore Development” could connect and open large parts of Glenville to safer biking, i.e., from Glen Oaks through to Indian Hills, and to any new trails in Eastern Glenville.

- *Join Saratoga County’s effort to establish a bike-hike trail along the former trolley line (it would be helpful to identify where the old trolley line is).*
- *Adding bike and walking trails throughout the Town is an important and immediate issue, such that funding to construct them should be actively sought – for example teaming with the County, or requesting grant funding from NYS Office of Parks, Recreation and Historic Preservation’s Recreational Trails Grant Program.*

Glenville Business & Technology Park and Scotia-Glenville Middle School

- *We strongly support finding a solution for the unsafe mixing of trucks, buses, cars, students and pedestrians. Constructing a sidewalk or walking path to remove Middle School walkers from the hazards of truck and vehicle traffic is long overdue.*

Truck Route

- *We support establishing a truck route network in Glenville to minimize truck travel on rural roads and residential streets.*

Transit

- *In addition to promoting public transit use, cutting in pull-offs for CDTA buses on major thoroughfares would help to avoid impeding traffic flow, and would provide more safety for bus riders and motorists.*

Issues:

Route 50 and Freeman’s Bridge Road

- *The draft section states that “Big ticket fixes for Route 50 . . . seem unlikely”. While it is recognized that funding for highway widening and lane addition is difficult to obtain, we believe that it is essential to plan for such improvements on Rt. 50 and Freeman’s Bridge Road. In discussions with neighbors and Town and Village residents, there is wide spread dissatisfaction with congested traffic conditions on these main roads. This is one of our main issues and funding should be aggressively pursued.*
- *At what is often a very busy place, a Left-turning lane into Hannaford Plaza from Glenridge Road could relieve traffic backup on Glenridge – often backed up to the traffic signal in times of heavier oncoming traffic.*
- *This section appears to argue against making the full length of FBR four lanes wide – principally because of the railroad crossing. We believe the ultimate solution needs to be four lanes, along with the parallel service roads and shared driveway entrances that are mentioned.*

Biking and Walking

- *The draft plan discusses State Bicycle Route 5, which runs through the Town and Village. We believe that this is a dangerous route, as evidenced by several car-bicycle accidents, including a recent fatality. The Town portion of Route 5 has highway speed traffic, while the Village portion poses risks from limited biking space due to parked cars and pedestrian sidewalks. Biking and walking pathways that are removed from motorized vehicle traffic should be planned for and pursued as a priority.*
- *Before the renovation of the Western Gateway Bridge, there was a guard rail separating motor vehicle traffic from walkers and bikers. While the renovated bridge sidewalks are now much wider to accommodate both bikers and walkers, the safety rails were not reinstated. Motorized vehicle speed limit on the bridge is 40 mph, which is often exceeded. We believe the Plan should call for the guard rails to be reinstated, as an important safety feature.*

Omissions and Clarifications, which if included, could make the Section even more valuable and comprehensive:

- *Rather than defining Truck Routes “to minimize trucks colliding with bridges”, we believe the goal should be to “eliminate” such collisions.*
- *Concerning “establishing a bike-hike trail along the former trolley line through East Glenville and Alplaus”, it would be helpful to know where the old trolley line is – either with a description or a map.*
- *Concerning the “County’s Master Plan for the Airport, which the Town supports”, it would be helpful to reference where that Master Plan can be found and read.*
- *Several technical terms are used that are not familiar to typical residents. It would be helpful to define them: either in the text, in a footnote, or a glossary.*
 - o *Access Management Techniques*
 - o *Traffic calming techniques*
 - o *Complete Streets*
- *It would also be helpful to define what the “Long Path” is. Readers of the plan may not know of it.*

Section 9 Historic and Cultural Resources

A) Introduction

As touched upon in Chapter C – A Brief History of Glenville, the Town of Glenville has a rich and colorful history that goes back long before the Town’s incorporation in 1821. Like much of New York State, Glenville’s geography and natural resources have largely shaped the Town’s history. Chief among the geographic features playing a key role in the Town’s history is the Mohawk River. From the time of early visitation and settlement following the last ice age, through the early Native American era, Colonial period, Industrial Revolution, and modern history, the Mohawk River has been the common denominator of influence.

During the Native American occupation and visitation of our area, the Mohawk River was both an important food source and transportation route. Transportation and trade via the Mohawk was vital during the Colonial period as well. And even if the Mohawk itself wasn’t the medium for travel, the Mohawk Valley afforded relatively barrier-free overland travel on foot, horseback, and for a fairly short period, stagecoach. This was followed by railroads, and eventually highways and the interstate system, with the Mohawk Valley figuring prominently as the location for all of these modes of transportation.

The opening of the Erie Canal in 1825 perhaps lifted the transportation relevance of the Mohawk to its zenith, as the Canal opened the door to robust westward migration, setting the stage for settlement of upstate New York and the affluence that came along with a favorable geography for trade, travel, and early industry. Arguably, in the absence of the Mohawk River, New York State may have never acquired its motto as “The Empire State.”

Today the Mohawk River serves primarily as a resource for recreation and leisure. Yet, the Mohawk Valley is still a vital transportation route, both for railroads, and highways. Most notably in Glenville is NYS Route 5 along the north side of the River, with NYS Route 5S and the New York State Thruway (I-90) anchoring east-west travel along the south side of the River in the Town of Rotterdam and beyond.

Given the Mohawk River’s long-tenured historical influence on Glenville, it is not surprising that many of the Town’s most notable prehistoric and historic sites are along the River and the Route 5 corridor (see Map/Figure ___: Natural, Scenic & Historic Features). This includes several prehistoric Indian sites, villages and burial grounds, as well as a handful of historic homes along Route 5 that were formerly taverns, stagecoach stops, inns and/or residences, including the Vedder Manor/Tavern (1676), Barhydt House (1756) and Swart Tavern (1792). The Glen Sanders Mansion in Scotia, along the banks of the Mohawk River, also falls into this category (1713).

Map 3 Natural, Scenic & Historic Features



1. VanderVeer Homestead
2. Glacial Straie
3. Greens Corners School
4. Quartz Crystals
5. Karst Structure
6. Prehistoric Indian Site
7. Van Epps Farm
8. Shale Breccia
9. Wolf Hollow (ancient Indian trail)
10. Old "Fort"
11. Wolf Hollow "Coal Mine"
12. Wolf Hollow (geologic uniqueness)
13. View of Mohawk Valley
14. Johnny's Spring (John Van Epps)
15. Fault Drag
16. Chaughtanoonda Creek
17. Ancient Indian Cornpits on Swart Farm
18. Prehistoric Indian Site
19. The Kinaquariones (limestone knob)
20. Prehistoric Burying Ground
21. Toureana Hill (Adirondacks View)
22. Toureana Hill (Mohawk Valley View)
23. Verf Kill
24. Verf Kill Falls
25. Vedder Tavern
26. Triangle Flat (prehistoric Indian artifacts)
27. Chalybeate Spring
28. Swart Home
29. Gravel Bank
30. Block House
31. Aquifer and Glenville Wellfield
32. Prehistoric Indian Village Site
33. Bent Site (prehistoric Indian village)
34. View of Schenectady
35. Site of Old General Electric Laboratory
36. Cache Mound
37. Mohawk Conglomerate
38. Upper Mohawk Aquifer
39. Hackberry Slope
40. Lock 8 Prehistoric Village Site
41. Buried Indian Village
42. Small Prehistoric Campsite
43. Glen Sanders Mansion
44. Prehistoric Indian Village
45. Indian Kill Falls
46. Prehistoric Indian Campsite
47. Former Grist Mill Site
48. Buttermilk Falls
49. Prehistoric Indian Campsite
50. Prehistoric Village Site



Source: Town of Glensville Planning Department
Revised October 16, 2007

This map was reproduced from a hand-drawn map prepared by Vincent Schaefer, dated February 27, 1983.

Perhaps the most well-known historic resource in Glenville is the Town-owned Green Corners School on Potter Road in west Glenville. Officially known as the Glenville School District #5 Schoolhouse, this one-room, brick schoolhouse was built circa 1825. This schoolhouse functioned as a public school for 1st through 8th grades until it closed in 1946, due to declining enrollment associated with the growing popularity of centralized school districts.



Green Corners School Undergoes Restoration

The Green Corners School is presently being restored with the intent of having it reopen as a historic site/museum. The schoolhouse is typically open to the public for limited hours during the summer and by appointment at other times. It's worth noting that the rural, "out-of-the-way" location of the schoolhouse is a bit of a challenge in terms of attracting visitors. Following restoration, the Town will want to consider more aggressively advertising the schoolhouse and its availability for touring, in order to counter the remoteness of its location.

Those seeking more detail on the history of the Town of Glenville would be wise to consult "The Van Epps Papers," which is a collection of reports prepared by former Town Historian Percy Van Epps. This 460-page volume covers a striking variety of historical Glenville topics such as place names, early settlers, Native American trails, military skirmishes, slavery, historical markers, and somewhat curiously, brass bands.

On the cultural resources side, admittedly, Glenville is not known for its cultural offerings. Yes, the Town has an interesting and varied history, but that history has not translated to an abundance of cultural amenities or sites. Arguably the most notable cultural resource in Glenville is the Empire State Aerosciences Museum (ESAM) at 250 Rudy Chase Drive. Established in 1984, ESAM occupies 9 buildings and 27 acres of land along the western border of the Schenectady County Airport. ESAM is housed at the site of the former General Electric Flight Test Center, and it enjoys enviable visibility from Saratoga Road (NYS Route 50) as well as access from Route 50 via a traffic signal.

ESAM focuses on aviation history and the evolution of aviation , particularly at it relates to New York State. This public museum offers visitors a blend of history and education, and it includes a variety of interpretive exhibits, an impressive collection of restored, mostly military aircraft, New York State’s largest aviation library, and various educational displays and programs.



Military Aircraft Display at the Empire State Aerosciences Museum

B) Goals

Short-term and ongoing

- Continue to identify and maintain historic features and buildings within both the Town of Glenville and Village of Scotia.
- Promote local cultural attractions and sites.
- Host and promote cultural activities and events.
- Pursue funding opportunities for research, publishing, records inventorying, and administration of historic and cultural activities and facilities.

Long-term

- Assess the feasibility and merit of establishing historic districts in as-of-yet identified areas of both the Town and Village.

C) Priority Initiatives and Next Steps

- Complete restoration of the Green Corners School.
- Help promote the Empire State Aerosciences Museum (ESAM) via the Town's website through promotion of ESAM amenities and events.
- Maintain and repair historic markers as needed and keep marker sites visible and neat and free of litter and weeds.
- Consolidate existing historic and cultural data, maps, and inventories and produce informative and engaging Town historic/cultural maps and brochures and website displays.
- Identify and catalog existing historic structures and sites, as well as candidate sites for historic designation.
- Improve public awareness of the Town's History Center and the Center's resources.
- Have the Town Board appoint a Historic Commission to assist the Town Historian and to recommend policy and actions on the subjects of historic and cultural resources and programs.

Section 10 Health and Emergency Services

A) Introduction

Another marker of quality-of-life is access to, and quality of, health and emergency services. These services take on even greater importance in a mature community such as Glenville, where the senior population is relatively large and growing, as is the case in most communities of the northeastern United States.

The residents and business owners of Glenville and Scotia are arguably well-served by emergency services. Regarding fire protection, six volunteer fire companies (Alplaus, Beukendaal, East Glenville, Glenville Hill, Thomas Corners, West Glenville) cover Glenville, while the Scotia Fire Department -which is comprised of a mix of paid professionals and volunteers – provides service to the Village of Scotia, as well as certain areas of the Town just outside of the Village’s boundaries. The firefighting unit of the Stratton Air National Guard Base also provides mutual aid.

The volunteer fire companies offer firefighting, rescue and EMT services, while the Village of Scotia offers all of these services, plus paramedic service. Ambulance service, with paramedic-level care, is provided by Mohawk Ambulance, which is headquartered in the City of Schenectady. Mohawk opened a station on Freemans Bridge Road in 2012, improving response times for both Glenville and Scotia.



Mohawk Ambulance substation at 176 Freemans Bridge Road

The Glenville Police Department and Scotia Police Department provide police protection for the Town and Village, respectively. The Town's Police Department is located at the Glenville Municipal Center on Glenridge Road, while the Village's Police Department can be found at the Village Hall on North Ten Broeck Street. The Schenectady County Sheriff's Department also has jurisdiction within the Town and Village, as does the New York State Police. Police dispatching for Glenville and Scotia is handled by the Schenectady County Unified Communications Center on Hamburg Street in the Town of Rotterdam.

There are no hospitals within Glenville or Scotia, yet there are numerous physicians and dentists who have established practices in both the Town and Village. Additionally, in 2014, Albany Med opened the first urgent care facility in the Town of Glenville. Located in the new multi-use building in Socha Plaza, this Albany Med EmUrgent Care practice was a welcome addition to Glenville.

One other health/medical facility worth noting is Conifer Park on Glenridge Road. Conifer Park is a long-operating inpatient chemical dependency facility located on a 32-acre, mostly wooded park-like property. Opened in 1983 as a 58-bed facility, Conifer has grown to a 225-bed operation that serves all of New York State, with increasing usage from individuals in the states that border New York.

The prospect of consolidating the Town and Village's Police Departments has been considered on several occasions. Talks between the Town and Village have not led to serious consideration of a merger, however. Reluctance on the part of Scotia residents due to a perception that police response times would suffer as a result of consolidation has been one obstacle to consolidation. Other concerns have been raised, suggesting that consolidation of the two police departments is unlikely in the near future.

B) Goals

Short-term and ongoing

- Account for emergency service needs as part of the Town's land use decision-making process.
- Encourage and make provisions for bicycling and walking for use by Town and Village residents and visitors.
- Pursue strategies and solutions to improve upon traffic and pedestrian safety.
- Continue to be diligent in enforcement and oversight of building and fire codes.
- Ensure that local zoning regulations are accommodating to the establishment of health care facilities and services.

Long-term

- Meaningfully explore consolidation of emergency services, particularly police and fire.

C) Priority Initiatives and Next Steps

- Seek early input from the local fire and police departments for all major development proposals.
- Identify a new location and development plan for Town Police and Court services that is more efficient, safe, economical and convenient than the current Glenville Municipal Center property and building.

- Keep Town emergency response plans, safety training, and the Town’s component of the Schenectady County Hazard Mitigation Plan current and make these plans readily available to the public.
- Actively seek out health care facilities and practitioners to locate in the Town of Glenville.
- Spotlight the Town’s emergency response services and health care facilities and programs in Town marketing materials and on the Town’s website.

3/25/16

***COMMENTS AND RECOMMENDED EDITS
BY THE TOWN OF GLENVILLE RESIDENT ADVISORY COMMITTEE***

The RAC reviewed and discussed the Draft Plan Chapter D – Section 10 on Health and Emergency Services. This Section discusses police protection, ambulance service, fire protection companies, rescue and Emergency Medical Technicians (EMT), medical facilities, and bicycle and pedestrian safety. These are all essential services for residents and travelers through the Town and Village, so their inclusion in the Comprehensive Plan is important and welcomed. The following points are offered as feedback, suggestions and recommendations to the drafters of the chapter and Town staff responsible for the Comprehensive Plan. The members of the RAC would be most willing to further discuss or clarify any of the points mentioned.

Positive Aspects:

- Since the primary Health and Emergency services have been in place and established for some time, e.g., police and fire protection, this section presents a narrative describing the services available. Several RAC members recalled positive and helpful encounters with police and fire companies.
- We note that the relatively recent additions of the local Mohawk Ambulance station and the Albany Medical EmUrgent Care facility in Glenville are positive and welcome.
- We are encouraged that a Short Term Goal is to be aware of and to provide for bicycling and walking safety in the Town and Village – where there are now a number of concerns (discussed more thoroughly in Section 8. “Transportation”).
- There is support for consolidation of Town and Village services, such as police protection. It would make even more impact if the benefits and advantages were more clearly articulated, and clearly listed.

Issues:

- None.

Clarifications and Questions, which if addressed, could make this Section even more valuable and comprehensive:

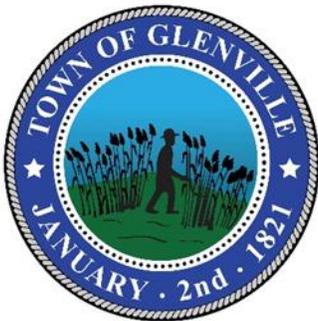
- The discussion of a new location for Town, Police and Court services, under Priority Initiatives and Next Steps, would be better served by presenting a stronger case with more specific needs and benefits. Why is this new facility needed? What makes the current location not “efficient, safe, economical and convenient”? Residents will need to understand more clearly the reasoning for a new facility, in order to offer support.
 - We note that there is no mention of a need for a new or updated Village Municipal Building(s), as well. If Scotia is part of the Plan, shouldn't that parallel need be presented?
- The fire districts are briefly discussed, with some overlap between the Town and Village coverage. Is there a long term plan for Fire District 4 – a part of Glenville below Mohawk Avenue – that is now covered by the Scotia Fire Department? Will this continue, or should changes be considered?
- As mentioned above, we are grateful for the medical facilities and services available. Is there a recommended number and type of facilities and health professional's offices, along with distance and time to reach them, for a Town and Village of our size? If so, do we meet that recommended criteria?

Section 11 Agricultural Resources

A) Introduction

Agricultural uses, in all their forms, are unique features which contribute greatly to the variability of the landscape throughout the Town of Glenville. Agricultural uses, coupled with low-density development, serve as the primary features behind the “Rural Town of Hills and Hamlets” image that was the theme of the Town’s 1990 Comprehensive Plan. This image highlights the importance of agricultural use and farmland among a variety of land uses.

Not only does agriculture contribute to our variety of landscapes, it draws upon the historical roots of the Town’s earliest settlement period. Initial growth of the town during the 1800s was driven by natural resource production and industry. Most notably, the Town and surrounding areas cultivated corn, used in the assembly of brooms. The importance of this industry in Glenville is evident in the Town seal, as seen below, which illustrates a farmer hand-harvesting boomcorn.



Today, the role of agriculture has shifted. Economic prosperity is no longer fueled by natural resource driven industries and farming. Instead, agriculture provides open space, soil and water conservation, air quality, scenic value, and overall quality-of-life. But for those who still practice farming, the economic importance of agriculture cannot be minimized.

Agricultural land uses can be found throughout the Town of Glenville, but the majority of agricultural acreage is located in the rural, western portion of the Town. This is reflected by the Town’s zoning map, which depicts that the western 55-60% of Town is predominantly zoned “Rural Residential/Agricultural (RA).” This area is generally described as the land located to the west of Sacandaga Road. Isolated pockets of RA zoning can be found in eastern Glenville, but these are few and scattered, due to the prevalence of suburban-style housing, as well as other zoning districts which feature multi-family, commercial, and industrial land uses.

Several tools have been utilized by the Town to identify and preserve agricultural areas. Agricultural Districts, along with the Town’s Open Space Plan, are two resources which have been selected and implemented in designated areas. Agricultural districts are one tool voluntarily implemented by landowners and farmers for their tax break benefits and protections from development. Agricultural districts are approved by Schenectady County through an application process that is completed by the landowner.

The Schenectady County Agricultural District’s most recent eight year review, completed in December, 2013, tells us that 2,646 acres within Glenville, or approximately 9% of the total land area of the town, lies within the County Agricultural District. All but 299 of the 2,646 acres can be found in the RA-zoned portion of town. Of the five towns in Schenectady County, the two rural towns of Duaneburg and Princetown, not surprisingly, have a larger percentage of land in agriculture than does Glenville. In terms of the three suburban towns in Schenectady County, Glenville’s agricultural acreage, as a percentage of the whole, is the same as Rotterdam’s, and considerably higher than Niskayuna’s. Table ___ below offers a snapshot of agricultural district land, by town, in Schenectady County.

Table ___

Acreage within Agricultural Districts within Schenectady County Towns

Town	Land in the Ag. District	% of total land area in the Ag. District
Glenville	2,646 acres	9%
Duanesburg	10,635 acres	23%
Princetown	3,195 acres	19%
Rotterdam	2,148 acres	9%
Niskayuna	141 acres	1%

It should be noted that the Glenville portion of the Schenectady County Agricultural District increased by 214 acres since the previous Agricultural District review in 2004. This seems to indicate that the amount of land committed to agriculture has been stable in Glenville over the last decade.



A typical pastoral scene along West Glenville Road

Arguably, some of this stability can be attributed to the fact that public water service in Glenville has not expanded significantly in recent years. This has kept residential development from sprawling into rural/agricultural areas, and largely limited growth to the eastern portion of the Town, where infrastructure is already in place and well-suited for growth.

In areas where development has encroached on farmlands, particularly in the eastern portion of town and on the fringes of suburbanization, the presence of the agricultural district is of significant benefit to the agricultural landowner. Among the benefits to practitioners of agriculture, the agricultural district provides right-to-farm protections for agricultural activities, relief from local zoning laws which may be overly restrictive, and limits on ad valorem taxes that are levied for new or extended water and sewer districts. Without these protections, farmers would have less incentive to keep their lands in agriculture and would be more likely to sell land for residential and even commercial development.

Open space preservation, including lands in agriculture, is a priority for the Town. The Town's Open Space Plan speaks in detail to the preservation of open space and agricultural lands in Glenville. The Plan presents a series of suggestions and tools which may be implemented for preservation. The majority of the tools consist of regulatory actions through site plan review and other zoning/land use techniques, or voluntary actions taken by residents and landowners. The suggested tools were selected for their ability to effectively manage encroaching residential development, and preserve areas which are currently undeveloped.



Farmland that remains in eastern Glenville offers a welcome break from the suburban development pattern and it buffers commercial development from residential neighborhoods

B) Goals

Short-term and ongoing

- Promote enrollment in the Agricultural District Program.
- Protect and promote agricultural and forestry operations.
- Pursue conservation easements where feasible to permanently protect farmland.
- Periodically (every five to 10 years) revisit and revise the Town's 2008 Open Space Plan.
- Revisit and revise existing zoning regulations to better protect farmland.

Long-term

- Establish a farmer's market in Glenville.
- Reconsider the long-dormant concept of implementing a Transfer of Development Rights program to protect agricultural lands.

C) Priority Initiatives and Next Steps

- Increase awareness among landowners who may be eligible for agricultural and forestry exemptions of the open space and monetary benefits of the Agricultural District Program.
- Develop a Capital Plan that calls for minimal, if any, intrusion of additional water and sewer services into rural and agricultural areas of Glenville.
- Encourage the use of conservation easements for the preservation of forest lands and agricultural operations.
- Mandate clustering and/or conservation subdivision design principles for new subdivisions proposed for Rural Residential/Agricultural (RA) – zoned areas of Glenville.
- Pursue funding from state and federal programs and partner with local land conservancies to acquire conservation easements for active farms.
- Use the Town's website to promote agricultural and forestry operations, including links to agencies/resources and advertising of farmer's markets.

1/15/16

**COMMENTS AND RECOMMENDED EDITS
BY THE TOWN OF GLENVILLE RESIDENT ADVISORY COMMITTEE**

*On Thursday, February 04th, 2016 the RAC reviewed and discussed this section on **Agricultural Resources**. This narrative discusses the relatively small (9% of Town acreage) but stable presence of agricultural in the Town.*

The following points are offered as feedback, suggestions and recommendations to the drafters of the chapter and Town staff responsible for the Comprehensive Plan. The members of the RAC would welcome further discussion, or request for clarification, of any of the items mentioned. We look forward to reviewing the subsequent draft after the following points are considered.

Positive Aspects

- *We found this section to be an informative, open discussion and learned more about agriculture than we had previously known.*
- *The narrative is concise, and presents the positive role that agriculture plays in the life of the town. – providing a welcome and visual aesthetic to the countryside.*
- *Having a Farmers’ Market in the town is a great idea, and would surely receive wide support.*

Issues:

- *Only this: One of the Long-Term Goals states “Reconsider the long-dormant concept of implementing a Transfer of Development Rights program to protect agricultural lands.”*

Since the Transfer of Development Rights would entail zoning changes for higher density areas, the transfer of money from developers to rural landowners, and oversight and management of the process, this appears to be a matter that would need to be taken up by the Town Board to decide before it could be included as Goal of the Master Plan.

Further Recommendations and Suggestions, which if included, could make this Section even more valuable and comprehensive:

- *It would be helpful and informative to specify the types of agricultural activities that occur in the town, such as commercial vegetable farming, strawberry fields, fruit orchards, livestock, roadside stands, maple sugaring, etc.*
- *Are there any fundamental issues facing farmers today that should be highlighted, especially since the previous Master Plan was issued in 1990 – such as an aging farmer population, or is there a healthy generational mix? Issues with a changing marketplace? Others?*
- *In the past few years there has been tremendous growth in the craft beverage industry, with over 800 beer, wine, spirit and cider producers in NY State. Are there any specialty agriculture farms in the town raising hops, barely or rye to fuel this new industry? The beverage producers in NY State with farm licenses (as opposed to commercial licenses) are required by the State to source the majority of their ingredients from New York farms. Should the Town be encouraging this type of niche farming?*
- *We suggest including a discussion of issues, advantages or disadvantages of Suburban Agriculture – such as keeping chickens or horses in suburban parts of town. (We note that neighboring Charlton recently had such an ongoing discussion.) Why or why not do we have Suburban Agriculture in Glenville?*

- *Section 5. Natural Resources enthusiastically endorsed the presence of numerous streams, creeks, wetlands and the Mohawk River in the Town and Village. Are there any issues with, or is there any threat of, polluting these water sources with fertilizer, pesticide or herbicide runoff from our farms?*
- *It was suggested that creating Community Gardens would be a welcome addition, especially in the higher population density parts of the Town and possibly the Village. Could this be discussed as a Goal?*
- *On page 3 are listed several “benefits to practitioners of agriculture”. It would be helpful to know why or how these practices benefit farmers.*
- *In this, as well as other Sections, it would be helpful to add footnotes, links, or a Glossary at the end of the Master Plan to define the more esoteric, specialty terms used in the text:*
 - o *Right-to-Farm protections (farmers’ protection from nuisance law suits)*
 - o *Ad valorem taxes (tax according to value, at the time of the transaction)*
 - o *Conservation easement (an agreement between a landowner and a conservation organization or a gov’t on the conservation objectives of a property)*
 - o *Transfer of Development Rights (see discussion above, under Issues)*

Section 12 Renewable Energy

A) Introduction

Renewable energy sources are many, including biofuels, solar, wind, hydro, geothermal and ocean (wave) energy, to name the most common types. In the case of Glenville, our location and physical geography essentially limits the discussion of renewable or alternative energy to biofuels, solar, and wind. What follows is a brief look at these three particular types of renewable energy sources, as applied to Glenville.

1) Biofuels

Biofuels come in many forms, with varying degrees of advantages and disadvantages. The general public often views biofuels differently from other renewable forms of energy such as solar, wind and wave, because air pollution is a by-product of biofuel-driven energy production.

In Glenville, the most notable type of biofuel energy source that we see is solid biofuels, where various forms of combustibles are burned for energy or heat. Solid biofuels may include wood, charcoal, grass and yard waste, sawdust, agricultural waste, and even municipal and domestic refuse.

Wood is unquestionably the most common biofuel that is burned locally for heat. Most of the burning occurs in fireplaces and woodstoves, with “wood boilers” being a relatively new mechanism for biofuel combustion. Wood boilers convert wood products and pellets into heat or energy in a furnace-like apparatus, and they can be used either indoors or outdoors.



One of the drawbacks of outdoor wood boilers

Because of the air pollution associated with biofuel burning, the land use considerations are a bit different for biofuels than they are for residential solar or wind energy structures. This is particularly true in communities where outdoor wood boilers commonly generate complaints.

2) Solar Energy

Solar energy has seen recent technological advancements. Combined with financial incentives for the industry, this has allowed for expansion of the technology into areas of the country not typically associated with solar, including upstate New York.

In Glenville, in the last few years we've witnessed a number of building permit applications for residential-scale solar projects, in addition to several inquiries about commercial applications, which are commonly referred to as "solar farms." One solar farm has been built, on Schenectady County-owned property along Hetcheltown Road.



Solar farm on Schenectady County-owned property on Hetcheltown Road

The Town of Glenville is supportive of solar energy production and use on a residential scale. To date the town has regulated residential-scale solar structures as an accessory use, essentially putting solar panels into the same category as sheds and swimming pools. One advantage of this approach is that installation of residential solar structures is straightforward, necessitating only a building permit and not formal planning or zoning approval. The disadvantage of this approach is that there are mandatory placement and setback requirements for accessory structures, which could render use of solar structures impossible or less convenient for some residential properties, possibly triggering the need for an area variance application.

The Town recognizes that a more suitable regulatory approach is needed to address residential-scale solar structures. Solar installations for residential use should be accommodated to a greater degree than they presently are, yet there needs to be some sort of regulatory framework in place to protect adjacent property owners from tangible negative impacts. When the Town begins to craft new zoning regulations following adoption of the Comprehensive Plan, the Town must strive to balance its desire to readily accommodate residential solar use with the need to preserve neighboring property values. Fortunately, there are a number of sources that offer model zoning regulations for residential-scale solar installations.

As for commercial-scale applications of solar, the Town does not presently allow such operations within our zoning code. Solar farms can and do have visual impacts, and they occupy a considerable amount of land, to the point where, in various settings, they may very well be incompatible with neighboring land uses. This being the case, the Town is of the belief that additional analysis is needed before it is decided whether to allow the establishment of solar farms, and to what degree they should be limited and regulated.

3) Wind Energy

Unlike solar energy, wind energy is technologically advanced enough where it can be installed anywhere where winds are sufficient to generate electricity. This is especially true for commercial applications, or “wind farms.” A number of wind farms have surfaced in upstate New York over the last decade.

Wind energy potential in Glenville is marginal, however, given the level of technology that exists today. Certain other areas of New York State, and several other regions of the country, are in a much better position than Glenville to harness the wind, due to stronger and more consistent winds. However, it is anticipated that wind energy harnessing technology will continue to improve, rendering marginal wind energy potential areas productive and cost-effective in time.

As with solar energy structures, the Town's zoning regulations treat residential-scale wind energy structures as an accessory use, which sometimes puts the landowner in a disadvantageous position due to the locational and dimensional restrictions that apply to accessory structures. Commercial wind facilities (i.e. wind farms), like solar farms, are not permitted by the Town's zoning code.

As the Town develops a new zoning code after adoption of the Comprehensive Plan, we must look to adopt zoning regulations that are more adaptable and "friendly" to residential-scale wind energy installations. On the commercial/wind farm side, as with solar farms, the Town pledges to engage in further study of the regulatory options available for, and the suitability of, commercial-scale wind energy operations in Glenville.

B) Goals

Short-term and ongoing

- Support the reduction of energy use by homeowners, business owners, and landlords.
- Promote safe and practical development of residential-scale solar energy systems that minimally impact adjacent land uses, properties, and the environment.
- Remove local regulatory barriers to the installation and use of residential-scale solar and wind energy systems.
- Reduce dependence on traditional fossil fuel-powered vehicles, including vehicles used by local residents and businesses, as well as the Town's fleet vehicles.
- Assess the benefits, costs, and potential community impacts of commercial solar and wind production facilities (i.e. solar farms and wind farms).
- Implement standards for the installation of low-energy, dark sky-friendly, zero or low-emission outdoor light fixtures by both private landowners and local public entities.
- Protect trees in the town by passing a tree ordinance.
- Continue to pursue expansion of sidewalk networks and development of new multi-use trails to reduce dependency on fossil fuels.

Long-term

- Mandate use of green infrastructure for new construction and commercial and industrial renovation projects.
- Develop incentives for residential and commercial buildings to exceed state building and energy standards for new construction, additions and renovations.

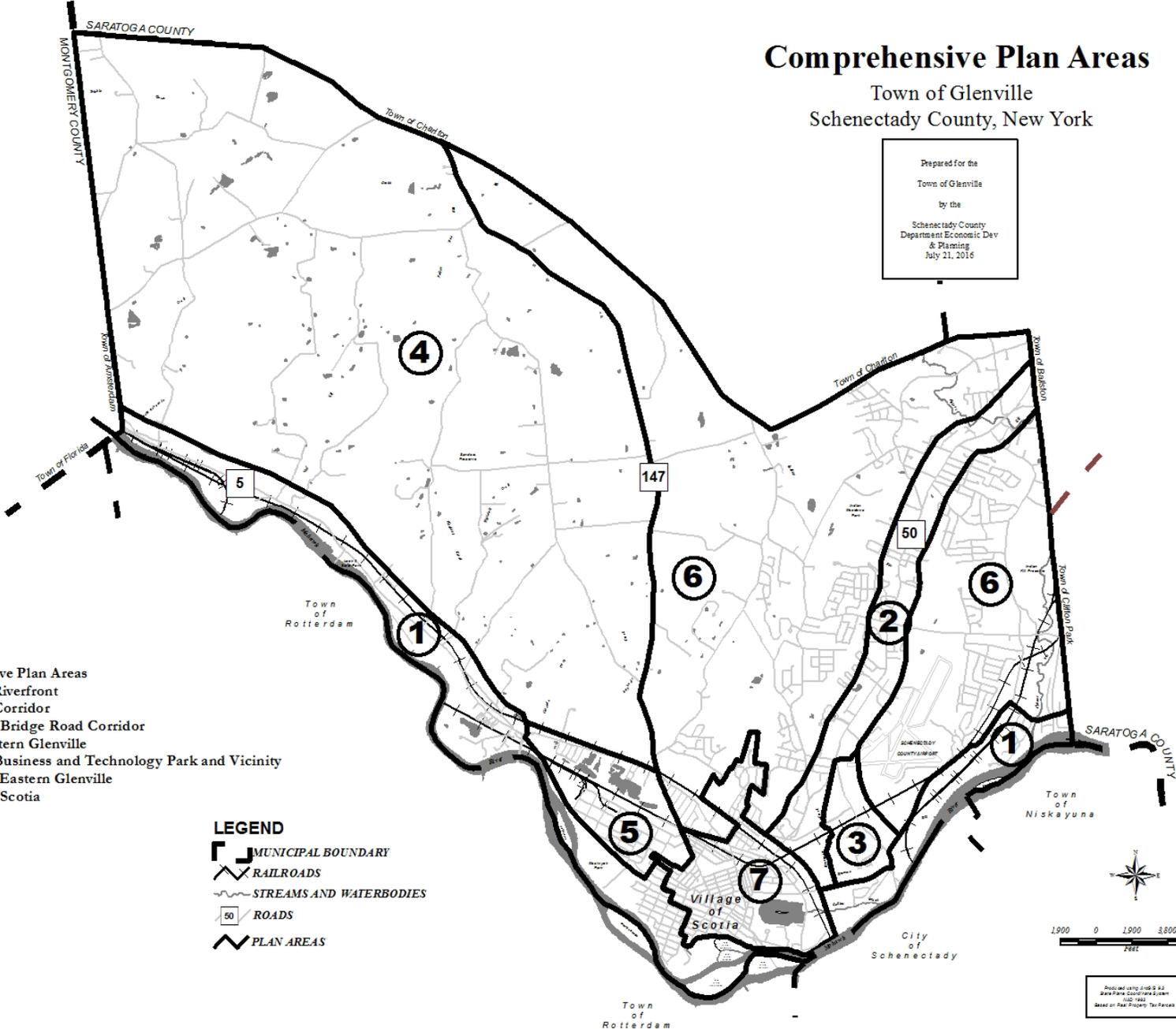
C) Priority Initiatives and Next Steps

- Revise the Town's zoning and subdivision regulations to incentivize the installation of residential-scale solar and wind energy systems.
- Educate residents on solar and wind energy by providing information on financing options and projected economic benefits.
- Work with commercial and large-scale residential developers to promote the installation of electric car charging stations.
- Develop and distribute surveys and/or hold public meetings to solicit community feedback on development of commercial solar and wind energy facilities within the town.
- Implement an energy-efficient purchasing program that requires all equipment and appliances to use less energy than the items being replaced, and to meet Energy Star standards.
- Develop a Town fleet vehicle purchasing protocol that ensures transition from fossil fuel-powered vehicles to alternative fuel vehicles.
- Collaborate with the Capital District Transportation Authority (CDTA), work with local community service organizations, and seek funding from various sources for the installation of additional bus stops, bus shelters, and bus stop/shelter amenities along commercial and industrial corridors and commuter routes.
- Support mass transit and car-pooling through adoption of site plan review and subdivision review standards that mandate consideration of such for new large scale residential, commercial, and industrial projects.

Comprehensive Plan Areas

Town of Glenville
Schenectady County, New York

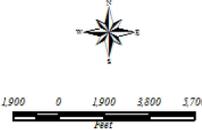
Prepared for the
Town of Glenville
by the
Schenectady County
Department Economic Dev
& Planning
July 21, 2016



- Comprehensive Plan Areas**
- 1- Mohawk Riverfront
 - 2 - Route 50 Corridor
 - 3- Freemans Bridge Road Corridor
 - 4- Rural Western Glenville
 - 5- Glenville Business and Technology Park and Vicinity
 - 6- Suburban Eastern Glenville
 - 7- Village of Scotia

LEGEND

- MUNICIPAL BOUNDARY
- RAILROADS
- STREAMS AND WATERBODIES
- ROADS
- PLAN AREAS



Produced using Aerials & GIS
Base Data Coordinates from
1992-1999
Based on Real Property Tax Parcels

E. Plan Areas

This chapter establishes seven sub-geographic areas of the Town of Glenville, each with natural and/or man-made features that distinguish it from the other six areas. Partitioning the Town in this manner offers the ability to establish recommendations and strategies for one region of town that might not be appropriate or relevant to other areas of town.

What follows is a map of the seven Plan Areas, followed by a detailed narrative description of each of the seven areas.

Map ___ Comprehensive Plan Areas

1. Mohawk Riverfront

Location and Features

The Mohawk River is arguably the most notable natural feature of the Town of Glenville, providing fourteen miles of riverfront. The river represents the southernmost border of the Town separating Glenville and Scotia from the City of Schenectady and the Towns of Rotterdam and Niskayuna.

Development is generally limited along the riverbanks of the Mohawk due to natural impediments, predominantly floodplains and wetlands. The natural constraints along the riverfront translate to a largely undeveloped shoreline, although residences, businesses, and infrastructure are present in various locations.

Two locks, Locks 8 and 9, are located on the Mohawk River in Glenville. Lock 8 is situated at the Town's Maalwyck Park. Maalwyck is the Town's premier outdoor soccer complex, with additional facilities such as a car-top boat launch and football fields planned. It is also a popular fishing spot for local residents. Lock 9, located at the Route 103 Bridge, is home to the State's Lock 9 Canal Park. This passive park offers fishing, canoe/kayak access to the River, a handful of charcoal grills, and sightseeing opportunities of the Lock itself.

From Glenville's western border with the Town of Amsterdam to the Exit 26/I-890 Bridge, most of the Town's riverfront is dominated by open space, including farms, Lock 9 Canal Park, a former grass strip private airport, open fields, and isolated wooded areas. The most notable business in this segment of the Mohawk is Arrowhead Marina, just west of the Exit 26/I-890 Bridge.

Between the Exit 26/I-890 Bridge and Maalwyck Park, a couple dozen homes along the south side of NYS Route 5 can be found high on a bluff above the River. The River Stone Manor banquet facility, adjacent to Maalwyck Park on the west, is the one commercial venture along this stretch of the River.

Between Maalwyck Park and Freemans Bridge Road, a number of single-family homes dot the shoreline, interspersed with woods and open fields. This segment contains homes located in both the Village of Scotia and Town of Glenville. A 1.1-mile segment of the Mohawk-Hudson Bike-Hike Trail can be found along the River in this section of Glenville.

Moving to the northeast of Freemans Bridge, once you move beyond the Water's Edge Lighthouse Restaurant development shifts away from the River. National Grid owns a significant portion of the riverfront property in the open space-dominated segment of the River between the Bridge and the hamlet of Alplaus. Alplaus, which marks Glenville's border with the Town of Clifton Park, is home to Mohawk Valley Marine, a number of riverside residences, a former maritime school and an active rowing club shared by several local school districts.

Existing Characteristics - Natural and Geological

Flooding is the primary concern, limiting development along the riverbanks. The floodway and 100-year floodplain steer both the location and type of riverfront development that can occur along the riverfront. Recent extreme weather events have resulted in damage to critical infrastructure, requiring costly repairs. During tropical storms Irene and Lee in 2011, for instance, flooding was rather severe along various segments of the Mohawk River, throughout Glenville and beyond. These late summer floods resulted in considerable damage to both Locks 8 and 9, notably altering the environment and appearance of the Glenville shoreline in the vicinity of both of these locks.

Worthy of note, much of the Town of Glenville lies within the Schenectady/Great Flats Aquifer, a Federally-designated sole source aquifer that is protected from potentially harmful land uses by both New York State Health Department regulations and local zoning regulations. The most critical zones of the Aquifer (Wellhead Protection {Zone 1} and Primary Recharge {Zone 2}) are located in proximity to the Town's municipal wellfield off of Pumphouse Road, and the Village of Scotia's wellfield off of Vley Road, also within the Town of Glenville. Yet, the entire riverfront of Glenville, to varying degrees of depth, lies within the Primary Recharge Zone (Zone 3) of the Aquifer. This is not the most vulnerable zone of the Aquifer, yet New York State and local zoning regulations are in place for Zone 3 to prevent certain land uses (i.e. landfills, underground injection, outdoor storage of salts, ground application of sewage or sludge, etc.) from locating and operating within this zone.

Existing Characteristics - Built Environment

Land adjacent to the Mohawk River has limited commercial and residential development potential due to the presence of floodplains. This has limited riverside development in Glenville to a large degree. The Village of Scotia, however, with its higher density of development overall, has a more "crowded" riverfront.

Scattered along the Mohawk are a select few businesses which utilize their riverfront advantage. One such business is the popular Jumpin' Jack's restaurant/snack bar, located in the Village of Scotia and opened seasonally. The Glen Sanders Mansion is another long-standing, popular riverfront business within Scotia. Within the Town of Glenville, there are two restaurants/banquet facilities that benefit from their riverside location; The Waters Edge Lighthouse Restaurant and River Stone Manor. The Water's Edge Restaurant has an additional advantage of being located adjacent to Freemans Bridge Fishing Access Site/Boat Launch, which also contains a picnic area.

The Glenville municipal wellfield is located along the River a short distance west of the I-890 entrance off of Route 5. The wellfield draws water from the Great Flats Aquifer. Due to the wellfield's location close to the riverbank, flooding concerns have been identified. The "Advisory Report on the Protection of the Glenville Wellfield," published by the Town's Wellhead Protection Committee in 2013 outlines a series of threats and provides suggestions to mitigate harm. The first goal is to secure access during extreme

weather events so as to prevent potential shut-downs of the water supply. Secondly, the report suggests controlling land use in adjacent areas to prevent potential harmful future uses of land.

A small segment of the Mohawk-Hudson Bike-Hike Trail is also located along the river. This is the only segment located along the north side of the Mohawk River within Schenectady County. The 1.1 mile trail runs along the River between the Schonowee Avenue and Freemans Bridge.

Recent Developments in the Area

There have been three significant projects that have been developed along the Mohawk River in Glenville in the last 10 years. The first is a 5,700 square foot banquet facility that was built on the same property as the Water's Edge Lighthouse Restaurant in 2008. The second was the construction of Parkside Apartments, located on the south side of NYS Route 5, adjacent to Maalwyck Park. This project, built in 2007, resulted in the construction of sixteen apartment units. Unlike the Water's Edge Lighthouse banquet facility, which is situated within 30 feet of the Mohawk River, the Parkside Apartments are located about 1,500 feet from the River's edge. The third is the five-story Hilton Homewood Suites Hotel, currently under construction on the same property as the Water's Edge Lighthouse Restaurant property.

Planning Strategies

The 1990 Comprehensive Plan recommends increasing public access to the Mohawk Riverfront. The extension of the Mohawk-Hudson Bike-Hike Trail would be one opportunity to do so. The intended outcome would be the creation of a multi-use pathway along the length of the riverfront within the Town of Glenville. The Plan points out that the potential for increased use of riverfront resources is severely limited by lack of access and existing land use.

Full build out of Maalwyck Park would be another means to increase public access to the riverfront. At present, the partially-developed Maalwyck Park is primarily an outdoor soccer complex, with fishing available at the adjacent Lock 8. As envisioned, a fully developed Maalwyck Park would include a cartop boat launch and additional athletic fields. Also called for is expanded parking and the establishment of restroom facilities. These two features would help to accommodate the increase in park usage.

2. Route 50 Corridor

Location and Features:

New York State (NYS) Route 50 is the Town's principal north/south arterial and commercial route. Route 50's southern terminus lies in the Village of Scotia, at its intersection with NYS Route 5 (Mohawk Avenue). Its northern terminus lies in the Town of Gansevoort in Saratoga County, where Route 50 intersects NYS Route 32.

Route 50 is a heavily-traveled route through Glenville, serving Town and Village residents, commuters from within and outside Schenectady County, and shoppers alike. The road, when viewed in its totality, is seen as a thoroughfare that connects the City of Saratoga Springs and Saratoga County with the City of

Schenectady and Schenectady County. Within Glenville, daily traffic volumes exceed 20,000 along the busiest segment of the highway; the four-lane portion the lies within the Glenville Town Center. Traffic volumes drop off somewhat significantly north of the Town Center and south of Route 50s intersection with Freemans Bridge Road (NYS Route 50S), yet traffic volumes are still high enough to create notable congestion, particularly during the morning and afternoon commuting periods, along its entire length in Glenville and Scotia.

Route 50 goes by three different names within Glenville and Scotia. It is known as North Ballston Avenue in the Village of Scotia, Ballston Road between the Village of Scotia and Freemans Bridge Road, and Saratoga Road for the remaining portion of the road within the Town of Glenville.

Existing Characteristics - Natural and Geological

The Route 50 corridor is linear and narrow in shape. It is also an area that has seen development from end-to-end, some of which dates back 100 or more years. As a consequence, it is not viewed as a region of Town with an abundance of natural or geological features. However, Route 50 does cross over the Alplaus Kill, Indian Kill, and Horstman Creek as it traverses the suburban landscape of eastern Glenville.

Existing Characteristics - Built Environment

A variety of businesses line NYS Route 50, particularly within the Town Center area, which is generally viewed as Glenville's "downtown." Replete with big box supermarkets, restaurants, retail, office, service, and automotive land uses, Route 50 within the Town Center is at its busiest. As one moves to the north and south from the Town Center, Route 50 transitions from a four-lane highway to two-lane. Storefronts and a wide variety of commercial ventures are still common, yet the land use pattern becomes more diverse with single-family and multi-family residences entering the land use mix.

The Town Center section of Route 50 is undergoing a metamorphosis of sorts, as properties and buildings get redeveloped and/or reoccupied. The Town Center Master Plan (2004) and the Town's current zoning regulations have led to the implementation of architectural standards and a "complete streets" philosophy. This is particularly noticeable for projects that have been built/rebuilt over the last 10 years (i.e. Dunkin' Donuts, CVS, McDonald's, Panera Bread, Applebee's, and Target). These newer businesses stand in contrast to some of the existing structures and properties which were built/developed in the 1950s to 1990s.

Complementing the recent commercial redevelopment within the Town Center area, both sidewalks and street lights were installed along Route 50 and Glenridge Road during 2015 and 2016. High visibility crosswalks and countdown timers were also installed at signalized intersections as part of the sidewalk project. Town-sponsored beautification of the Town Center will continue through the balance of 2016 and into 2017, with the addition of ornamentation and streetscaping in select locations.

Outside of the Town Center, redevelopment and new development has progressed at a slower pace. The lack of public sewer along most of Route 50 serves to stymie redevelopment to a degree, as does the smaller properties and buildings which tend to dominate the parcels along the two-lane segments of the road. Nevertheless, non-Town Center segments of Route 50 are in transition, where single-family residential uses are slowly yielding to commercial development pressure.

Recent Developments in the Area

Within the last ten years, a number of retail uses, restaurants and multi-family units have opened along Route 50, primarily within the Town Center area. Most notably within the Town Center is Target, which was built on the former K-Mart site. Socha's mixed use building at 115 Saratoga Road, which is located just south of the Town Center, is another very recent development, and includes the Glass Tavern, Krause's Candy, Brittany Jewelers, and Ellis Medicine, to name a few tenants.

The three most recent restaurants/eateries to open within the Town Center include Applebee's, Panera Bread, and Slices of Glenville pizzeria. Other restaurants have expressed interest in sites along Route 50 within the Town Center area, as have other retailers, offering evidence that the Town Center continues to transition to a "place to be," having escaped the "tired suburban downtown" look that characterized the area for a couple of decades.

On the residential side, the 156-unit Patriot Square multi-family project was completed in 2015, occupying land to the rear of Target. Socha's mixed use building also introduced residential units on the building's third floor, in the form of a combination of luxury and corporate apartments.

And while there has not been a great deal of new construction along Route 50 outside of the Town Center in recent years, new retail, restaurant, and residential tenants continue to surface to occupy former vacant spaces up and down the road. Smaller lot sizes and a lack of public sewer may be keeping new commercial development in check along much of Route 50, but the market remains attractive enough to keep buildings occupied.

Planning Strategies

Many of the goals and strategies outlined in the 1990 Town of Glenville Comprehensive Plan remain relevant. This includes the earlier Plan's recognition that the Town should make efforts to consolidate commercial sites and driveways up and down the corridor in order to minimize the impact of strip commercial development, and to increase vehicular and pedestrian safety. Land use and design that would be compatible with the roadway's intended function should be promoted, as opposed to allowing a proliferation of driveways and traffic signals, which would compromise Route 50's status as an arterial.

The 1990 Comprehensive Plan also targets this area for residential development and infill due to its close proximity to existing infrastructure. Accompanying increased residential development, the 1990 Comprehensive Plan notes that traffic congestion and safety drive a majority of the planning suggestions.

Borrowing components from the Comprehensive Plan, the Town Center Master Plan outlines a series of suggestions that promote traditional uses and design. Some of the goals include developing flexible multi-use buildings with a focus on retail activity, encouraging civic institutions to locate in the area, creating a pedestrian-oriented realm, and lastly, developing efficient circulation patterns and street connections. The recent sidewalk construction, installation of pedestrian lighting, and continued pursuit of streetscaping elements along Route 50 and Glenridge Road within the Town Center illustrate the merits of both the 1990 Comprehensive Plan's vision and the Town Center Master Plan's goals and recommendations.

3. Freemans Bridge Road Corridor

Location and Features

The Freemans Bridge Road Corridor has seen recent commercial growth. This plan area is located between NYS Rt. 50 and Freemans Bridge Road, south of Thomas Corners and the Schenectady County Airport. The Freemans Bridge Road Corridor serves as the southeastern gateway into the Town via Erie Boulevard and the City of Schenectady.

The primary usage of this segment of town is as a commercial corridor. Freemans Bridge Road has had high levels of commercial development within the past years. One such development is the Walmart, store, which was constructed in 2002. Lowe's followed in 2009. Additionally, a variety of commercial uses line Freemans Bridge Road, such as auto repair shops, restaurants, personal and general service uses, and gas stations. Moving away from Freemans Bridge Road, agricultural uses can be found, such as those along the north side of Sunnyside Road. Residential uses such as apartment complexes and single-family homes comprise a portion of the land use mix within this area, but are not a dominant use.

Existing Characteristics - Natural and Geological

There are several natural features located within the Freemans Bridge Road plan area. The Mohawk River, Horstman Creek, Kromme Kill, and Collins Creek are a few waterbodies that pass through or adjacent to the area. Wetlands are located in the southeast and southwest portions, along the Mohawk, in addition to occupying a portion of existing farmland just west of Lowe's and the Reserve at Glenville apartment complex. A 100-year floodplain extends from the confluence of Horstman Creek and the Kromme Kill, north along the banks of Horstman Creek, up to and north of WalMart. The floodplain also traces the Kromme Kill both east and west through the entire plan area.

A contamination plume within the Freemans Bridge Road Plan Area is currently being cleaned up with Super Fund monies. The plume is generally located along the west side of the road, beginning just south of the Pan Am Southern Rail Line and extending south to Sunnyside Road. The plume was first discovered during the construction of Lowe's. The main concern is that contamination could impact private wells that serve a large number of single-family homes along Sunnyside Road and within the Sunnyside Gardens neighborhood. New York State, in response, picked up the majority of costs for the extension of public water to 122 homes that lie in the path of the contamination plume.

The Mohawk River runs to the south of this plan area. Although it only represents a small segment of the Freemans Bridge Road plan area, along this segment is the Freemans Bridge Fishing Access Site/Boat Launch. The boat launch is a popular access point to the Mohawk, and it doubles as a small picnic area. A 1.1-mile spur of the Mohawk-Hudson Bike-Hike Trail also terminates at the parking lot that services the boat launch.

Existing Characteristics-Built Environment

Numerous zoning districts occupy the Freemans Bridge Road plan area. They include: Research/Development/Technology, General Business, Professional/Residential, Multi-Family Residential, Suburban Residential, and Riverfront Recreation/Commercial. Each provides a distinct set of regulations guiding development and land use, with the end result being a plan area that offers a wide variety of uses, covering a spectrum from outdoor recreation uses up to quasi-industrial businesses.

The wide range of development styles and land uses contribute to the uniqueness of the built environment. Much of the commercial development running along Freemans Bridge Road is set back from the road and offers vehicle parking in front of the buildings. Businesses vary in ownership with many being locally-owned, mixed among larger national and regional brands such as Speedway, Stewarts, Lowe's, and Walmart. TrustCo Bank maintains its corporate office campus within the Freemans Bridge Road plan area, along Sarnowski Drive, adding even more to the variety of businesses.

The majority of the buildings in the area reflect the design standards set by corporate guidelines, with little done to accommodate the character of the region. Most of the buildings and businesses are not new enough to have been subjected to relatively new Town-based design standards. Further, ubiquitous parking lots located in the front of businesses, along with a preponderance of individual business located on relatively small lots, has led to an abundance of curb cuts in the area.

The five-legged intersection of NYS Route 50/Freemans Bridge Road/Airport Road/Worden Road exhibits some of the highest traffic counts in Town as these roads serve a steady stream of commuters, shoppers, and local residents. Freemans Bridge Road ranges from two lanes to four, with turning medians present at certain points. The area lacks pedestrian amenities, as there are no sidewalks present, with the exception of a substandard width sidewalk adjacent to a portion of WalMart's property on Dutch Meadows Lane. Bicycle amenities are limited due to high traffic volumes and narrow shoulders. The Mohawk Hudson Bike Trail is located adjacent to the River, at the southernmost edge of the plan area. This trail is underutilized and in urgent need of drainage improvements and repaving.

The Pan Am Southern Railroad traverses the plan area, running parallel to and to the south of Dutch Meadows Lane. This rail line is used by freight trains, disrupting auto traffic on Freemans Bridge Road and Dutch Meadows Lane about once a day due to an at-grade crossing on Freemans Bridge Road.

Recent Developments in the Area

Although the Freemans Bridge Road plan area represents a small segment of Town, several new commercial and retail-oriented businesses have been built during the last decade or thereabouts, most notably Lowe's and WalMart. In addition, the Speedway gas station/convenience store – initially badged as a Hess - was recently built, Mohawk Honda expanded, the Waters Edge Lighthouse expanded, and Stewart's was re-constructed. The Reserve, which is a 184 unit apartment complex, was built in 2005 in the same area, off the western end of Sarnowski Drive. And notably at present, the five-story, 100+ room Hilton Homewood Suites Hotel is under construction adjacent to the Waters Edge Lighthouse Restaurant.

Planning Strategies

The Freemans Bridge Road Master Plan guides new development to promote traditional design principles. Recommendations include: walkable neighborhoods/streets, common open space and civic areas, increased connectivity between residential and commercial neighborhoods, and situating buildings closer to the street. Traditional development patterns are intended to mitigate the problems caused by automobile driven development. It promotes the creation and restoration of diverse, walkable, mixed-use communities, containing the same components but assembled in a more integrated fashion.

The Freemans Bridge Road Master Plan calls for a mixture of new single-family housing, multi-family housing, office, and multi-use tenant development. The Master Plan also makes a case for a series of new roads, sidewalks, and multi-use paths throughout the study area to accommodate existing and proposed development. The Master Plan strives to seek a balance between growth and preservation, without overwhelming existing roadways and infrastructure.

4. Rural Western Glenville

Location and Features

Described as a “Town of Hills and Hamlets” in the 1990 Town of Glenville Comprehensive Plan, this description most directly applies to the section of Glenville west of Sacandaga Road, extending to the Town’s borders. The Rural Western Glenville plan area abuts Saratoga County to the north, Montgomery County to the west and the Mohawk River to the south. This is a large sub-area of Glenville, encompassing approximately 22 square miles, or nearly half of the land area of the Town.

Within western Glenville, expansive open fields, meadows, woodlands, and hedgerows can be found, a landscape that is held in high esteem by residents of Glenville. Small clusters of development comprise the settlement patterns in this area, such as the hamlets of Hoffmans and West Glenville. These hamlets provide scenic views amidst a pastoral setting. Very low-density residential development surrounded by forests and farmlands describe typical development for this area. Several working farms still exist in western Glenville, a land use that is comparatively rare in the eastern, suburban portion of town.

Sanders Preserve, the largest Town of Glenville-owned park/preserve, is a prominent feature located in western Glenville. At 370 acres, this preserve comprises a significant segment of public forested land. The Preserve offers a number of trails for walking, hiking, horseback riding, and cross-county skiing. Hunting is also permitted within the Preserve via a Town permit.

Existing Characteristics - Natural and Geological

Along the southern boundaries of the plan area is the aquifer recharge area, which essentially occupies the Mohawk River Valley portion of the town. Outside of the Route 5 corridor which parallels the Mohawk River on mostly level land, much of this plan area is characterized by scenic, rural roads that climb up and down the Glenville hills. The steep-sided, narrow Wolf Hollow is a well-known geological and historical feature that follows the Chaughtanoonda Creek as it works its way down to the Mohawk River from the Glenville Hills. Wolf Hollow was created by a vertical displacement or a fault in the Earth’s crust. The drive along Wolf Hollow Road is marked by 200 foot-high faces of rock and a landscape rich with wildflowers and ferns. Wolf Hollow Road is currently closed to vehicles due to disrepair from flooding.

Open space is a significant component of the planning focus for this area. While quality open spaces can be found throughout the entire Town of Glenville, the western portion of Glenville is well known for its pleasant rural character and scenic views.

Existing Characteristics - Built Environment

The term “built environment” is not particularly apt for western Glenville. Predominantly rural and pastoral, the occasional small hamlet does dot the landscape of western Glenville, typically characterized by older homes and a handful of historic structures. In between these little pockets of settlement are scattered single-family homes on large lots, significant tracts of unbroken forest, or working agricultural fields.

The current development patterns are dictated by historic settlements. Prior to the arrival of immigrants and settlers in the early 1800s, the area was long under the influence of Native American peoples such as the Algonkians and later, the Mohawks. Several of the current roads, in fact, follow former Native American trails. Two examples include Sacandaga Road and Wolf Hollow Road.

The entire area is zoned Rural Residential/Agricultural or Land Conservation. A significant threat to the area is the encroachment of low-density sprawl creeping west from the more densely-developed eastern Glenville. Continued large lot residential development could result in a hodge-podge appearance that is dictated by size, location, orientation, style of home, and the individual treatment of the landscape. Over time, if left unchecked, the landscape will look no different than any other place in American suburbia, having surrendered the natural and historic character to sprawl.

Recent Developments in the Area

Western Glenville has limited development compared to the eastern portion of the Town. No large subdivision projects have been built in this area, in part due to the lack of public water and sewer facilities, and in part due to the limitations of the native soils, which typically are not very accommodating of septic systems. The end result is a pattern of incremental large lot sprawl.

Planning Strategies

The Open Space Plan for the Town of Glenville identifies ten distinct areas targeted for preservation. Five of those conservation areas are located within western Glenville: Hoffman’s Fault/Wolf Hollow, Western Glenville, Sanders Preserve, Aquifer Protection Zones, and the Mohawk River. A series of recommendations accompany these areas. The intended goal is that the Glenville Environmental Conservation Commission and Planning and Zoning Commission consult the open space maps whenever a site plan or subdivision application comes before them. Many of the Open Space recommendations present regulatory suggestions that encourage clustering of development, the use of conservation easements, transfer of development rights, etc.

The 1990 Comprehensive Plan offers more broad-based suggestions for this area. One very specific recommendation is that a scenic road system be designated for the area. The Plan also calls for the preservation of the rural character found within the hamlets. Future development within hamlets should observe ample setbacks, while preserving the elements of a rural environment to complement the special qualities of these areas. Preventing the spread of public water service to rural western Glenville is also instrumental if the very character that defines western Glenville is to be preserved.

Lastly, recent commercial recreation development in the rural portion of Glenville has affirmed that residents and landowners of western Glenville place the preservation of rural character above all else. The zoning revisions that will follow adoption of this Comprehensive Plan need to be firmly anchored in the philosophy of protection of character. Land uses that are incompatible with a rural residential and pastoral setting should be prohibited.

5. **Glenville Business and Technology Park and Vicinity**

Location and Features

The Glenville Business and Technology Park is located just west of the Village of Scotia, bounded by NYS Route 5 to the south and Vley Road to the north. The area is bordered to the east by Sacandaga Road (NYS Route 147), which runs north-south through the entire Town of Glenville. The Business and Technology Park is ideally located, within a mile of I-890 and 1.5 miles of the NYS Thruway (I-90).

Located within these boundaries are a mix of land uses and designs. Industrial and commercial properties comprise a large portion of the Glenville Business and Technology Park. Immediately adjacent to the Business and Technology Park are several schools of the Scotia-Glenville School System; Sacandaga Elementary School, Scotia-Glenville Middle School and Scotia-Glenville High School. The Middle School abuts the industrial park along Business Blvd and Prestige Parkway. To the north of the Business and Technology Park residences line Vley Road and a series of dead-end streets that run south from Vley Road. Separating these homes from the Business and Technology Park is a combination of active and exhausted gravel pits and the Pan Am Railroad Line. Although some buffering exists between the residences and the industrial park, these homes are located a short-distance from the Park. Also, a string of about 20 homes on the south side of Route 5 are literally across the street from the Business & Technology Park.

Existing Characteristics - Natural and Geological

The relative lack of natural resource constraints, the presence of well-drained soils, and an abundance of level terrain are characteristics of much of this planning area, particularly the Business & Technology Park. These advantages have led to ease in the construction of buildings, roads, and infrastructure.

There are some notable natural resources within the area, however. One such resource is the Great Flats Aquifer, which is considered a sole source aquifer by the Environmental Protection Agency. This aquifer provides for 90% of Schenectady County's drinking water, and it underlies the entire planning area. Wellhead protection areas are also located nearby for both the Town of Glenville's water supply and the Village of Scotia's.

One major environmental concern in this area is the presence of two well-defined contamination plumes, consisting of trichloroethene and carbon tetrachloride, within the Business & Technology Park. These two chemicals, which have contaminated both soil and groundwater, were identified by the New York State Department of Environmental Conservation (NYSDEC) in the early 1990's within the Park. Historically, these chemicals were used in dry cleaning solvents, refrigerants, and fire extinguishers. Studies identify that the plumes are flowing in a southwesterly direction, towards the Mohawk River. The source of the contamination is property presently owned by the General Services Administration. NYSDEC has selected a clean-up protocol to address the contamination. Remediation activities are expected to commence soon.

Existing Characteristics - Built Environment

The principal zoning in this plan area is Research/Development/Technology, with smaller portions designated as Suburban Residential, Professional Residential, and General Business. Thirty-four (34) structures are included within the Business and Technology Park. Access roads interwoven between industrial buildings are arranged in a grid-like street pattern throughout the park, a signature of former military depots, and in this case, a depot that was established in the early 1940s.

A segment of the Pan Am Railroad: the Rotterdam Branch rail line, runs adjacent to the northern border of the Business and Technology Park, just south of the residential homes and gravel pits. This portion of the railroad is part of a larger rail network that is connected to New York City, Canada, Buffalo, and points further west. Two rail spurs off the Pan Am line service portions of the Park.

Some amenities are lacking both within and surrounding the Business and Technology Park, such as adequate truck parking, pedestrian facilities, and landscaping buffers between the Park and surrounding neighborhoods. The absence of facilities, particularly for pedestrians, is most striking where the schools and Business and Technology Park abut each other.

Recent Developments in the Area

Within the Business and Technology Park, two significant new businesses were built in 2013. Old Dominion Freight constructed a 31,000 square foot truck terminal on a formerly vacant parcel in the western portion of the Park. Communications Test Design Inc., a company that supports Time Warner Cable's Capital District service area, built a new 151,000 sq. ft. testing, repair, and logistics operations center.

Planning Strategies

The 1990 Comprehensive Plan sought to lure large-scale development to the existing Business and Technology Park. The Draft Generic Environmental Impact Statement and Master Plan narrowed this focus through development of a market analysis, and a set of site improvement suggestions. These suggestions would add value to the Park, and improve the environment for surrounding neighbors. A series of suggestions for targeting business sectors are incorporated into the Plan as well. They outline the Town's concentration of employment in the warehousing, storage, and distribution sectors. The Plan suggests targeting businesses in the truck transportation, warehousing, and storage industries. Suggestions also show preference for the expansion of key manufacturing clusters, utilizing the region's base of chemical and pharmaceutical/biotechnology manufacturers. Expansion of the region's pharmaceutical/biotechnology manufacturers is feasible given the region's abundant water supply.

The Plan also calls for improvements to the infrastructure and transportation network in the Park. The construction of an access road is recommended, with the intention of improving traffic circulation and integrating employee and truck parking. The Plan also recommends installing several landscaping features such as fences and trees to buffer industrial uses from adjacent schools and residences.

6. Suburban Eastern Glenville

Location and Features

Suburban Glenville is generally bounded by Saratoga County to the north, Sacandaga Road to the west, the Mohawk River to the south, and the Town's municipal boundary to the east. The majority of the Town's population can be found in this plan area, as well as the Town's primary commercial hubs and corridors, including the Town Center, Route 50, and Freemans Bridge Road. Not surprisingly, this most heavily developed region of Glenville largely coincides with the public water service area of the Town, and it includes the majority of the Town's public sewer service area.

Features worth noting include the Schenectady County Airport, Indian Kill Nature Preserve, Indian Meadows Park, the Town Municipal Center/Library/History Center, and the hamlet of Alplaus. In addition to the thousands of single-family homes and numerous apartment complexes in this plan area, an abundance of commercial and retail uses can be found in the eastern half of town, ranging from corporate big box retailers to chain restaurants to office buildings to auto dealers and service facilities to locally-owned eateries and small retail shops and service-providing businesses.

Existing Characteristics - Natural and Geological

Suburban eastern Glenville does not exhibit an abundance of critical natural and geological features, although the natural features that do exist here are especially important, serving to buffer and minimize the impacts of development and to add interest to the suburban landscape. Agricultural districts are scattered throughout eastern Glenville, providing diversity and welcome green space. Several creeks are intertwined throughout residential areas, resulting in the presence of small segments of flood plain and riparian zones. The Alplaus Kill, Indian Kill, Horstman Creek, and Kromme Kill are four of the more distinct streams and creeks.

Existing Characteristics - Built Environment

The built environment of eastern Glenville is typical of upstate New York suburban development, much of which occurred from the early 1950s through the 1970s. Single-family homes comprise the majority of residential development, with a variety of apartment complexes and smaller multi-family properties scattered throughout. Many large parcels in the area have been subdivided but not yet built upon, or built out, offering additional residential opportunities as the housing market warrants.

Route 50, Freemans Bridge Road, Glenridge Road, and to a lesser degree, Maple Avenue and Sacandaga Road, are the principal commercial and commuter corridors within this plan area. Most of the development along these roads, particularly Route 50 and Freemans Bridge Road, is decidedly suburban commercial in nature. The Town's desire to increase the commercial tax base and decrease the tax burden on the residential sector of Glenville is in large part dependent on additional commercial development and redevelopment occurring within these corridors.

Recent Developments in the Area

Commercial development activity that has recently occurred along Route 50 and Freemans Bridge Road is detailed previously in this chapter. As for other types of development, multi-family and single-family development has been steady in this plan area, although no large-scale residential projects have commenced or finished within this plan area in the last couple of years, with the exception of the Yates Farm Condominium project (44 units) on Maple Avenue, which began construction in December, 2015.

Referenced in the "Route 50 Corridor" section above, the 156-unit Patriot Square apartments is a large-scale project that was completed in 2015, as was the 16-unit mixed luxury/corporate apartments component of the Socha mixed use building.

One pending large residential project worthy of mention is the Amedore Homes/Glen Oaks 135-lot single-family home subdivision, which will occupy presently vacant land between the Indian Hills neighborhood off Swaggertown Road and the existing Glen Oaks neighborhood off Spring Road. This project received Town planning approval in 2015. Construction could start as early as the winter of 2016/2017.

On the public side of the development equation, the Town of Glenville Dog Park opened at Andersen Park in April of 2016. Located on the north side of Van Buren Road, just east of Swaggertown Road, the Dog Park provides a service heretofore not offered within the Town. The Dog Park represents a small portion of Andersen Park, which in its entirety consists of 33 acres of mostly wooded open space, with hiking/cross-country ski trails traversing the approximately 31 acres of the property that is forested.

Planning Strategies

The Town Center Master Plan outlines a number of strategies and goals for development, redevelopment, transportation, recreation, and housing for the commercial core of the town, which is at the heart of the Suburban Eastern Glenville Plan Area. The Freemans Bridge Road Master Plan does essentially the same for Freemans Bridge Road and the surrounding area. Many of these strategies and goals are outlined in earlier sections of this chapter.

In short, the town wants to attract additional commercial development to the existing business areas of town. New development, redevelopment of existing commercial properties, and infill development are all welcome. Yet, whether commercial investment and reinvestment comes in the form of new construction or redevelopment, it is to be shaped by smart growth and complete streets principles.

Moving beyond the commercial areas of Suburban Eastern Glenville, the predominant land use is residential; namely single-family residential. One of the principle goals for the residential areas of suburban Glenville is to maintain the integrity and character of the various neighborhoods that comprise this part of town. An approach that the current administration advocates for the preservation of existing single-family neighborhoods is to keep multi-family development in check throughout the town, primarily through zoning techniques that necessitate careful evaluation of the merits of new multi-family proposals on a case-by-case basis. This is accomplished by eliminating multi-family residential uses as an as-of-right or allowed-by-site-plan-review use. Instead, the Town Board prefers to require new multi-family projects to undergo the Town's planned development district review process, thus necessitating a change of zoning for each project.

7. Village of Scotia

Location and Features

The Village of Scotia is a separate municipality from Glenville, with its own administration, land use regulations, codes and policies. Incorporated as a village in 1904, Scotia lies entirely within the Town of Glenville, with roughly 1/3 the population of the Town. In terms of physical size, the Village of Scotia consists of 1.8 square miles, while the Town of Glenville is 49.2 square miles in size.

Scotia is also noted for Collins Park, a Village park that boasts a wide variety of passive and active recreational uses, including a lake (Collins Lake) and beach, ballfields, hockey rink, tennis courts, basketball courts, playground, picnic areas, and multi-use paths. Freedom Park is a much smaller but still popular park

that lies adjacent to Collins Park along the Mohawk River. Here one can find the Dennis Madden Stage/Amphitheater, as well as walking paths and picnic tables.

Like the Town of Glenville, the Village of Scotia has its own dog park, located at the historic Flint House property.

Existing Characteristics - Natural and Geological

The Mohawk River and Collins Lake are two distinct natural features that greatly define the character of the Village of Scotia, providing the relatively small municipality with an enviable amount of waterfront. Collins Creek and the Kromme Kill are two streams that traverse Scotia. Between these two streams and the presence of the Mohawk River, approximately 20-25% of the Village land area lies within a flood plain. Freshwater wetlands can also be found within the Village, primarily in association with Collins Lake and Collins Creek, in and around Collins Park.

The entire Village is also located within the Schenectady/Great Flats Aquifer, a Federal-designated sole source aquifer. Further, over 90% of the Village lies within the General Recharge, or Zone 3, area of the Aquifer, with the northernmost “finger” of the Village lying within the Tributary Watershed, or Zone 4, of the Aquifer. While neither of these zones are as critical as Zone 1 (Wellhead) or Zone 2 (Primary Recharge) in terms of potential vulnerability to water supply, there are zoning regulations and New York State Health Department regulations in place that prohibit potentially harmful land uses from locating within Zone 3 of the Aquifer.

It should be noted that the Village of Scotia wellfield, which is the water supply to the Village, is located outside of the Village in the Town of Glenville, along Vley Road. The Village’s water storage tank is also located within the Town, on Spring Road.

Existing Characteristics - Built Environment

The Village of Scotia is a mature community, with most of the land area having been built upon. The Village was incorporated in 1904, but the first settlement in the area that was to become the Village goes back centuries, to the second half of the 1600s.

The Village is home to over 3,300 households, and a population of over 7,700 people. The Village also has a distinct business district along Mohawk Avenue (NYS Route 5), with additional businesses found in lesser numbers and lower density along Sacandaga Road (NYS Route 147) and North Ballston Avenue (NYS Route 50). Industrial uses are limited within the Village.

While Collins Park and the Mohawk riverfront setting strongly define the Village’s character, there are some built features of Scotia that lend to its personality. There is a wide range of residential offerings in the Village, with the single-family housing market running the gamut in terms of pricing, from very affordable small cottages and bungalows up to stately mansion-style homes along Sunnyside Road.

On the commercial and cultural side, Jumpin’ Jack’s Drive-In Restaurant is an iconic destination that is a summer staple for both local and regional residents. Scotia Cinema is also a somewhat unique feature for a Village of 7,700, offering affordable second run movies in an accessible downtown location. Lastly, the Glen Sanders Mansion is a very well regarded banquet facility that hosts numerous weddings and group functions, in addition to serving as a restaurant and inn for lodging.

Recent Developments in the Area

With Scotia nearly at full build-out, new developments, both residential and commercial, are infrequent. The commercial sector, in particular, rarely experiences new construction, but rather, reconstruction of existing built properties and buildings.

One relatively new construction project, built in 2013, is Scotia Manor Luxury Apartments. Located on the south side of Mohawk Avenue in downtown Scotia, Scotia Manor offers 51 units of modern, upscale apartments in a very convenient location to the interstate highway system and all points of the Capital District.

The most notable commercial project pending at this time is a planned 65-room Comfort Inn and Suites off of Sacandaga Road. The impetus for the Comfort Inn is the anticipated lodging demand that will accompany the 2017 opening of the Rivers Casino and Resort, currently under construction in nearby Schenectady.

Planning Strategies

The Glenville Comprehensive Plan is being offered in recognition that, yes, the Village of Scotia and Town of Glenville are separate municipalities, yet the impacts and benefits felt in one affect the other. The forces associated with economics, transportation, land use, housing, and natural resources do not recognize municipal boundaries, meaning what happens in the Town reverberates in the Village, and vice-versa.

That said, the Glenville Comprehensive Plan stops short of recommending specific policies and actions for the Village of Scotia. The Village's administration has and will continue to direct land use, development, transportation, housing, etc. policy in the Village, and it will continue to respond to its residents accordingly.

It is the intent of the Town not to negatively impact the Village with any of the goals, policies and recommendations of the Town's Comprehensive Plan. The Town has and will continue to welcome input from Village residents – and officials - at all of the public information meetings and hearings associated with this Plan, and during the entire time leading up to adoption of the Plan. Further, the Town pledges to continue reaching out to the Village administration and its residents when the Town decides to pursue new zoning regulations to implement the recommendations of the Comprehensive Plan.

5/15/15

9/15/16

9/21/16

**COMMENTS AND RECOMMENDED EDITS
BY THE TOWN OF GLENVILLE RESIDENT ADVISORY COMMITTEE**

On May 18, 2015 the Residents' Advisory Committee met and had a brief review of the draft version of Chapter F. Plan Areas, and an early response was sent as initial feedback. The RAC met again on June 15th and had a second discussion of this chapter. The following points are offered as feedback, suggestions and recommendations to the drafters of the chapter.

Before discussing particulars, it is noted that the Strategies documented here appear to come from the older legacy Town Plans. The RAC believes that new updated strategies that address current issues should be presented, which presumably will come from the newly drafted sections and chapters of the Comprehensive Master Plan when they become available.

If this chapter is intended to include a high level summary and overview of the main strategies for the various town areas, our recommendation is that the drafters of this chapter consider writing it when the other sections have been drafted, so that their current strategies can be incorporated here.

This is an important part of the plan, so it was also questioned why the Plan Areas chapter was at the end of the Master Plan document, Chapter F, rather than at the beginning? Since it defines the areas of the town, it seems it should be a key part of an introduction preceding the specifics of the Comprehensive Plan that follow.

Positive Aspects

- *First of all, the drafters are commended for including this chapter as an important description and definition of the different areas of the town, since they all have different needs and conditions.*

Which brings the question: Should the (12) Sections of Plan Initiatives each address the (5) Plan Areas – since, for example Transportation or Housing issues, needs and concerns will undoubtedly be different for the Town Center than for Rural West Glenville, or the Riverfront? This will probably also be true for Recreation, Infrastructure, Community & Economic Development and any of the rest that would apply to multiple areas.

- *The descriptions of the town areas are well written and interesting. We all learned new things about the town.*
- *The discussion of designating Scenic Byways in the rural parts of town was well received, and the town is encouraged to pursue this.*

Issues

- *The Village of Scotia is not included as a Plan Area. It is our understanding that Scotia will be included in the Comprehensive Master Plan, so shouldn't it be included here as a Plan Area?*

- *The Maalwyck Park flood plain is not mentioned. As an important part of planning, shouldn't there be a discussion of that included here?*

Recommendations, Suggestions and Questions

- *There have been ongoing discussions of possibly relocating the town's municipal facilities. Should some of those concepts be discussed here, or would that be in another section?*
- *There has been public discussion of the effect of the Rivers Casino on the Freeman's Bridge Road area, but there is no mention of it here. Shouldn't there be?*
- *The town's landfill has been closed for some time now, and there are brownfields in the town as well. It seems there should be some mention of them, and potential uses or remediation of those spaces.*
- *There is a significant amount of National Grid property in the town that is not in general use. Could there be an Initiative to use some of it for town purposes, especially along the river – for example, bike and walking trails, recreational areas. Could NG leverage this people-friendly use of their space as demonstrating community support?*
Should this discussion be part of the Park Planning Commission's section?
- *It was noted that to secure funding through grants (for town projects), funding requests are usually more successful when actual projects are referred to in the grant application, rather than a general request. Can the town be in a position to at least have specific project plans in place, if not already started to help secure grant funding? e.g. highway funding, specific plans for a bike trail, expanding Sanders Preserve.*
- *A concern was raised that there was no discussion in the document of truck traffic safety in and near the S-G Industrial Park, especially with the presence of schools close by. Should this be addressed by the Transportation Committee?*
- *A question was raised concerning how well the riverfront and aquifer are protected against adverse effects on water quality, especially regarding limits or bans on industrial and commercial use? There must be some regulation in place, but there is no mention of it or reference to it. The Plan Area doesn't discuss protection. Shouldn't it?*
 - o *Similar to the National Grid property, should there be initiatives of more proactive town usage – such as bike trails, fishing and boating areas, and natural passive areas as a way to protect and secure these areas, and to prevent them from exposure to potential accidental harm from commercial and industrial use?*
- *There has been some discussion of drilling another water well. Should that at least be mentioned here?*
- *The structure of this document is different from the Plan Initiatives Sections. Should it be similar?*

Structure and Strategy of the Draft Master Plan Document

- *It was questioned what the difference is between Strategies, as described in this document, and Goals and Initiatives, as listed for the Plan Initiatives sections? It seems there would be advantage to using consistent terms.*
- *Since the Plan Sections will have many authors, how will the final draft be made cohesive with a uniform voice throughout and the same structuring in each section? Will the Planning Dept. rewrite and consistently structure the Plan?*

Grammar, Syntax and Usage

- *The last sentence on the last page refers to Preventing the spread of public water service to rural western Glenville. It was suggested that Limiting or Precluding the spread of public water may read better.*

Public Outreach Meetings Summary

Introduction:

Between the end of November and the beginning of December 2014, a series of three public input meetings were held by the Town of Glenville. The meetings were the second step in the public outreach process that would contribute to the new Scotia-Glenville Comprehensive Plan.

The following sections describe the methodology employed at the meetings. A summary of themes is presented along with a breakdown of the comments sorted by 'plan initiatives'. The plan initiatives directly correlate with the structure and format of the final Comprehensive Plan.

Methodology:

The public outreach meetings begun with a welcome from Supervisor Koetzle and an introduction provided by Councilman Martin. The introduction outlined the agenda for the remainder of the meeting. It also provided a brief description depicting the purpose of a comprehensive plan, and highlighted the need for an update.

Following the introduction, audience members were split into small groups. 6-8 individuals were placed in a group, with a facilitator and note takers leading each team discussion. Both the facilitator and note taker were members of the Comprehensive Plan Committee.

Six questions were posed to audience members. The questions were designed to be open ended, allowing for a broad array of responses. The questions posed to the audience members were as follows:

1. What do you feel is the most important issue confronting the residents and landowners of Glenville today?
2. What do you feel will be the most important issue facing the next generation of Glenville residents and landowners?
3. What are the most notable features and attractive qualities of Glenville?
4. How are these qualities trending? Improving, declining, or maintaining?
5. How can the Town of Glenville and Village of Scotia work better together?
6. If a new Government and Community Center were built:
 - a. What amenities would you like it to contain?
 - b. Where should it be located?

Meeting attendees were given approximately an hour and fifteen minutes to discuss the questions above. Following the break-out session, audience members came together to review the information as a large group. It was during these combined discussions that themes begun to emerge.

Across all three public input meetings, a set of common trends emerged. A summary of each theme is described below

Common Themes:

Themes are prioritized based on the frequency that they were heard, beginning with most commonly discussed to least discussed.

Transportation- Many of the comments addressing transportation raised concerns over the adequacy of infrastructure, and pointed to congestion as a primary concern. This concern was not applied to the Town as a whole, but directed towards the Route 50 corridor. Many of the concerns linked infrastructure to road capacity stating that there has been an increase in traffic in recent years.

Pedestrian Amenities- Similarly, residents discussed the lack of pedestrian amenities throughout the Town Center. Residents claimed that the Town Center was not pedestrian friendly enough and called for the construction additional sidewalks and crosswalks. Residents believe that there is an opportunity to improve pedestrian access to connect the shopping destinations throughout the Town Center. Some residents saw the improvement of pedestrian amenities as an opportunity that would allow them to drive to Town Center, park their cars, and then walk around the area. Another resident discussed about building sidewalks connecting the Woodhaven Neighborhood to the Town Center.

Town Center Identity- Many residents recognized the increasing need to develop a strong identity for the Town Center. Residents confirmed that the Town Center is their destination for regular, frequent shopping. The Town Center attracts residents from across the town. Supporting the growth of this area would require an increased presence of a Town Center identity.

Agricultural Usage- Many of the residents that participated in the public input meeting were residents in West Glenville. A strong theme that emerged was the need to protect agricultural usage and the rural lifestyle while maintaining homeowner affordability. At every meeting, residents raised concern over the high cost of taxes. Although much of the tax burden stems from the county-level, residents who owned large amounts of acreage felt overburdened. The reoccurring concern was the need to preserve rural and agricultural use while maintaining affordability for landowners of large acreage.

Business Variety- When discussing the business variety in the Town of Glenville, many residents spoke positively to the offerings within the Town Center. Across the three meetings, there were no negative opinions towards the current retail offerings. Instead, many residents were simply seeking increased variety and diversity. Residents were hoping to add in more locally-owned, and family style restaurants. Another common comment was the need for a clothing and shoe stores. In the Village of Scotia, vacant storefronts were a commonly raised concern.

Shared Opportunities- One facilitated question asked residents to discuss the opportunity to share services between the town and village. Residents believed there was potential to eliminate the duplication of services when cost savings were involved. Residents also felt there was the potential to promote shared opportunities.

Housing Upkeep and Quality- While many Town residents raised concern over the need to maintain property values, residents in the Village of Scotia felt there was a challenge the maintain housing quality. Residents felt that the cost of upkeep was expensive, and that it was challenging to maintain the older homes. Alternatively, some residents value the quality and character that can only be found in older homes.

Distinct Town Segments- Regardless of their location, residents expressed an appreciation for the three distinct segments in Town. Those three segments are: the Village of Scotia, rural West Glenville, and suburban East Glenville/Town Center. Residents recognized the distinct purpose, character, and development patters within each segment, and felt there was a need to continue developing with the pre-existing styles in mind

Town and Village Gateways-While not as common of the previously mentioned comment, several residents discussed the town and village gateways. Within the village, residents felt that the presence of Jumping Jacks and Collins Park were successful at drawing visitors to the area, but recognized that something is missing to pull them further into the Village to businesses located along Mohawk Avenue.

Comments by Plan Initiatives:

The following plan initiatives align with the chapters contained in the Comprehensive Plan. All of the comments heard in the three public meetings have been categorized according to each initiative.

*Denotes the comment is applicable in more than one category

<p>Recreational Resources/Facilities and the Arts</p>	<ul style="list-style-type: none"> - Open space/recreation opportunities - Increase in sports activities - Better access to recreation facilities - Senior services - Arts venue - Jumpin Jacks and Collins Park attract people to the area: beautiful, good gateway (need to further pull people in)* - Social opportunities - Proximity of ADKs - Good recreational space - Notable parks - Parks and nature - Want kids to appreciate beauty – Sanders Preserve - Have a lot of nice parks - I love my park day in Thatcher; host a combined park themed day; park clean-up, trail maintenance, cookout - Boat launch is fantastic - Just starting to increase access to Mohawk* - Recreational access is improving - Parks and open space improving* - Collins Park: litter a problem - Combined Town and Village Arts venue: complimentary - Improve bike-hike trail - Sledding - Future growth and greenspace*
<p>Commercial and Industrial Facilities</p>	<ul style="list-style-type: none"> - Shopping opportunities have improved - Can the Town proactively implement/promote Town Center? - Small box department store* - Shoe store - Walmart sucks - Aldi's - Too many big box stores, Walmart - Smaller stores, specialty stores* - Close to rural/wooded areas & new urban areas, commerce, etc. - Avoid sprawl and commercial creep* - Town space is notable

	<ul style="list-style-type: none"> - Bringing Target and Panera a great thing - Town Center belongs to the citizens, the people of Glenville - Freemans Bridge Road should be more industrial
Community/Economic Development	<ul style="list-style-type: none"> - PILOT - Attract young families* - Rapid growth; problem/issues - Poorly conceived development: more well thought out, poor drainage - Good business growth: more diversity, more shops - Maintain character of Scotia - Development pressure: negative and positive - Difference between Town and Village - Small box department store* - Attractive buildings - Smart/controlled growth - Not packing people in - Like Village feel/amenities but living in other places would cost less taxwise (eg. Clifton Park) - Smaller stores, specialty stores* - Defining Town Center - Better definitions of business center in Village - Restricts PILOTS - Develop Town Center - High paying jobs - Population expansion: where will they live?* - Lack of Town Center - Jumpin Jacks and Park attract people to the area: beautiful, good gateway (need to further pull people in)* - Retain future generations - Job opportunities - Availability of land (reasonable) - Jobs-tech and high paying positions - Avoid sprawl and commercial creep* - More restaurants (Taco Bell) - Rt. 5 needs an identity – lack of growth - Businesses have good access to transportation <1 mile to Thruway* - Businesses have access to water* - Town Center needs a catalyst, we're going to have development on FBR no matter what - We don't have an image/don't have a focus - In Scotia small businesses can't make it: make storefronts inviting, allocate money for façade improvement grants - Community banks important - Does Town have control over tax abatement? High taxes

Housing

- Land Taxes (affordability)
- Sub-division, rules and regs
- % of unoccupied homes
- Income versus property tax
- Attract young families*
- Protect property values*
- Quiet, comfortable, sage
- Zoning regulations and large lots: sheds, septic tanks (how its built)
- Collection of un-registered vehicles: rules, enforcement, temporary signage
- Assessment of housing is fair, tax rate is high
- Assessment occurring after putting on an addition? (Rumor in Village)
- Senior development, housing
- Affordability of residents
- Attractive/available rental homes
- Population expansion: where will they live?
- Preservation of neighborhoods
- Village has older housing stock and infrastructure
- Maintain/rehabilitate housing
- Housing policy: cost \$ for ownership and rehab
- Maintain neighborhoods
- Age of homes: upkeep is hard
- Some value the character of older homes: 20-30s age range
- Safety concerns: electrical, piping
- Affordability, taxes
- Availability of homes (reasonable)
- Everyone knows neighbors
- Avoid sprawl and commercial creep*
- Quiet, comfortable, safe *
- Opposing lifestyles (eg. Shooting behind homes)
- Zoning and lot sizes
- Housing: Slow decline, lack of maintenance, lack of upkeep in yards
- Demographics are changing: renters, school issues, property values*
- West Glenville: junk cars, declining quality
- Keep lot size bigger
- Increase road frontage: should be 500 ft+
- Up to 5 acres
- Variances: on e is fine, but not when lots have several. More scrutiny
- Benefit to keeping a lot of acreage
- Inconsistent maintenance/income inequality
- Problem keeping up with foreclosed properties
- Way too many junk places: cares, fences covered in vegetative growth, leads to lower property values and decreased quality of life
- Neighbors dumping junk
- Declining in Village: friendliness, knowing neighbors
- More home construction leads to more traffic*
- Showcase housing in both Town and Village

<p>Natural/Environmental Resources and Interface</p>	<ul style="list-style-type: none"> - Keep rural areas rural - Maintaining open space - Population/degrading of water resources - Green space - Aquifer - Good water - Variable terrain - Close to rural/wooded areas & near urban areas, commerce, etc* - Diverse weather (seasons) - Love hills, driving around, little traffic* - Mix of open space - Water, we have a lot: sell to other municipalities, Clifton Park dilute over chlorination of their water - Drill back-up well - Wonderful thing that we have a large volume of water to sell - Just starting to increase access to Mohawk* - Open space is good - Riverfront is notable - Wolf Hollow: who made decision to close? It has scenic views* - Parks and open space improving* - Green spaces stagnating. Not trending in the right direction - River frontage - Water quality an issue - Riverfront improving - Business have access to water* - Protection of the aquifer: companies pulling from it all the time, should be an asset to us - Water is vulnerable: gas stations, RR tracks - Secondary well site: where is it? Locate, then zone to protect it - Future growth and greenspace* - Solar panels: make buildings efficient
<p>Institutional, Government and Educational Resources/Facilities</p>	<ul style="list-style-type: none"> - Spot zoning - Protect property values* - Consolidate services - High school walkability* - Impact of airbase and development around it - Base mission - Incursion into runway protection zone - Maintain school quality - Consolidate schools, fire districts - Air show attracted people - Airport - Protect the lifestyle without raising taxes - Schools are good - Schools (status quo) - Demographics are changing: renters, school issues, property values* - Unfunded state mandates

	<ul style="list-style-type: none"> - School improving - Facilities good - School maintaining - Code enforcement - Vision - Consolidate into one community: don't need two police, highway, PZC, ZBA, Parks Dept. - Town and Village are two different places/atmosphere - Communicating - Two entities instead of one - Town of Colonie? - Education process for Town and Village: what are benefits of shared services? Outline them - What are the highest expenses between the two? Police? - Would it cost more money to work together? - Increase info to public about sharing services - Look into more Scotia-Glenville share opportunities. Continue discussing common goals - Purchasing - School included in purchasing - Too many fire departments: created during a time when there were separate neighborhoods, became social center of communities. No longer necessary. Equipment and training expensive - Economic development needs a smarter approach - Tax abatement and PILOT: race to bottom - Successful businesses take advantage of local government - Businesses leave when PILOT is done - All county tax payers lose - Schools are phenomenal: attracts families to the area, sustain Scotia/Glenville through tough times - What is the advantage of shared services? - Shared services: police, water, highway, senior center, Town Hall - Dutch Meadows Lane is universal space if looking to consolidate Town Hall - Village needs new Village Hall - What would a community center provide that we don't already have? - New Town Hall close to public transportation
<p>Infrastructure and Utilities</p>	<ul style="list-style-type: none"> - Larger road frontage and acreage in West Glenville - Lack of public water will restrict development - Sewer and Water district - Municipal water/sewer in West Glenville - Infrastructure investment to be paid by whom? Water, sanitary, sewer, transportation - Street maintenance declining* - CVS sidewalk - Water and sewer

Transportation	<ul style="list-style-type: none"> - Not pedestrian friendly enough - Road capacity issues - Rt. 50 increase traffic flow - Different for bike/pedestrians-need better connections - High school walkability* - Complete Streets - Better locations for crosswalks - Better transportation modes - Traffic control - Traffic congestion and infrastructure - Develop pedestrian center - Public transportation - Pedestrian friendliness: Woodhaven→Target→ back - Narrow roads - More cars per house - Complete streets-Village - Make parts of Glenville more walkable: cars/gas more expensive, safety - More walking/biking - Transportation issues - CDTCs Mohawk River Plans: review recommendations and implement - Walkability, riding bike around - West Glenville residents love quaintness of village (can walk, convenient) and East Glenville for shopping (Drive) - Public transportation/accessibility - Great access to other places - Walk to library, store, Collins Park, and Lake - Walking in Village, School, parks, downtown - Improve connections and amenities (E.g. schools) - Love hills, driving around, little traffic* - Central location to Capital and Northeast - Centrally located - Wolf Hollow: who made decision to close? It has scenic views* - Senior transportation - Roads in West Glenville: such an isolated area/not too bad - Walkability to shops, restaurants, and other entertainment - Street maintenance declining* - Increase capacity for Hoffman Hill Rd Extension - Traffic situation declining: Rt. 50, Target - Tract trailer traffic-West Glenville Rd. Unsafe, tonnage signs, erode roads - Increased traffic on Van Buren - Travel between E & W Glenville - Traffic increase in W. Glenville-life styles - Rt 50 and the Avenue more traffic - Increase in traffic→ decrease in quality of life - Volume of traffic on Rt 50 exceeds size of road - More home construction leads to more traffic* - Still manageable, not as bad as Clifton Park - Road congestion - Businesses have good access to transportation<1 mile to Thruway*
Historic and Cultural Resources	<ul style="list-style-type: none"> - Historic value, promote more

Health and Emergency Services	<ul style="list-style-type: none"> - Police Dept - Larger presence of law enforcement/patrol - Need greater police presence - Little crime - Health care is notable - Safe - Quality of life-security - Increase in petty crimes - Access to healthcare facilities for the better - Quiet, comfortable, safe* - Duplication of services (eliminate console) - Police services, not enough
Agricultural Resources and Interface	<ul style="list-style-type: none"> - Lowering taxes - Lack of farming - Agriculture is expensive to maintain - Leads to subdivision - No Ag. Exemption - Agricultural districts are helpful - Tax break - Forest takes years to grow-can't access forest/Ag tax break right - How does population impact rural communities - Rural atmosphere - Preserving rural character of areas in the Town - Rural feel but close to services - Becoming less rural and agricultural-replaced with houses - Less farms compared to 40 years ago - Need to offer people something to not develop land - Tax benefit/offer - Higher taxes because of good soil quality - Mohawk Honda getting tax breaks and farmers struggle - Ag districts, do we have them? - Doesn't matter who is farming the land - Village has neighborhood feel: everything within walking distance

Original notes: The following notes are the uncategorized, original comments. The notes are outlined by question, and also divided by location of the meeting.

Question #1: What do you feel is the most important issues confronting the landowners of Glenville?		
<u>Glenville Senior Center</u> <ul style="list-style-type: none"> - Land taxes (affordability) - Sub-division - *Rules and Regs - % of unoccupied homes in Town - Police Dept - PILOT - Income vs. Property Tax 	<u>West Glenville Fire Department</u> <ul style="list-style-type: none"> - Quiet, comfortable, safe -Zoning regulations and large lots - * Sheds - * Septic Tanks: how it's built 	<u>Scotia-Glenville High School</u> <ul style="list-style-type: none"> - Keep Rural areas rural - Maintain Character of Scotia - Development pressure: negative and positive - Rt 50, increase traffic flow - Different for bike/pedestrians-need better connections

<ul style="list-style-type: none"> - Attract young families - Rapid growth: problem/issues- Poorly conceived development <ul style="list-style-type: none"> * More well-thought out * Poor drainage - Spot zoning - Protecting property values \$ - Good business growth (more diversity) <ul style="list-style-type: none"> * More shops - Not pedestrian friendly enough - Road capacity issues - Open space/recreation opportunities - What did we do with the present Master Plan? <ul style="list-style-type: none"> * Was it followed - Can the town proactively implement/promote the Town Center? <ul style="list-style-type: none"> - Small box department store - Shoe store - Walmart Sucks - Aldis - Attractive building - Traffic Control - Smart/Controlled Growth 	<ul style="list-style-type: none"> - Collection of un-registered vehicles <ul style="list-style-type: none"> * Rules * Enforcement * Temporary Signage - Larger presence of law enforcement <ul style="list-style-type: none"> * Patrol - Lowering Taxes <ul style="list-style-type: none"> * Agriculture is expensive to maintain * Leads to subdivision * No Ag. Exemption - Consolidate Services 	<ul style="list-style-type: none"> - Shopping opportunities have improved - Difference between Town and Village <ul style="list-style-type: none"> - Increase in Sports Activities - Better Access to Recreation Facilities - High School walkability <ul style="list-style-type: none"> * Complete Streets - Better locations for crosswalks - Better transportation modes - Impact of airbase and development around it <ul style="list-style-type: none"> - Base mission - Incursion into runway protection zone - Maintaining open space - Not packing people in - Larger road frontage and acreage in West Glenville <ul style="list-style-type: none"> * Public water will restrict development - Need greater police presence - Assessment of housing is fair-tax rates are high <ul style="list-style-type: none"> - Agricultural districts are helpful <ul style="list-style-type: none"> * Tax Break * Forest takes years to grow-can't access forest/Ag tax break right away - Like Village feel/amenities but living in other places would cost less tax-wise. <ul style="list-style-type: none"> * E.g. Clifton Park * Assessment occurring after putting on an addition? (Rumor in Village) - Need awareness Campaign: upkeep doesn't drive up assessment - Traffic <ul style="list-style-type: none"> * Congestion * Infrastructure - Too many big box stores <ul style="list-style-type: none"> * Walmart - Smaller stores, specialty stores - Defining Town Center - Better definitions of business center in Village - Sewer and Water district - Taxes <ul style="list-style-type: none"> * Restrict PILOTS
---	---	---

		- Maintain School quality
--	--	---------------------------

Question #2: What do you feel will be the most important issues facing the next generation of Glenville residents and landowners?

<u>Glenville Senior Center</u>	<u>West Glenville Fire Department</u>	<u>Scotia-Glenville High School</u>
<ul style="list-style-type: none"> - Senior Services - Senior Development (Housing) - Develop "Town Center", "Pedestrian Friendly" - Affordability of residents - Attractive/Available rental homes - High Paying jobs - Public transportation - Possible population expansion>+ <ul style="list-style-type: none"> *Where are they going to live? * How does it affect rural communities? - Population/degrading of water resources - Lack of farming - Taxes - Traffic - Lack of a Town Center - Road systems - Pedestrian Friendliness <ul style="list-style-type: none"> *Woodhaven-Target-Back - Arts Venue - Preservation of neighborhoods - Zoning changes that adversely affect <ul style="list-style-type: none"> *Controlled growth - Maintaining owner/occupy is for safe community 	<ul style="list-style-type: none"> - Municipal water and sewer in West Glenville - Education <ul style="list-style-type: none"> *Consolidate schools, fire districts - Village has older housing stock and infrastructure - Narrow roads - More cars/house - Complete streets-Village - Make parts of Glenville more walkable <ul style="list-style-type: none"> * Cars/gas more expensive *Safety 	<ul style="list-style-type: none"> - More walking/biking - Transportation Issues - Maintain/Rehabilitate housing - Infrastructure investment to be paid by whom? <ul style="list-style-type: none"> *Water, sanitary sewer, transportation - Housing Policy <ul style="list-style-type: none"> * Cost \$ for ownership and rehab - Maintain neighborhoods - CDTC-Mohawk River Plans - Review recommendations and Implement <ul style="list-style-type: none"> Space, roads Age of houses <ul style="list-style-type: none"> * Upkeep is hard Some value the character of older homes <ul style="list-style-type: none"> *20-30s age range *Safety concerns: electrical, piping - Walkability, riding bike around - West Glenville residents love quaintness of village (can walk, convenient) and East Glenville for shopping (Drive) - Jumpin Jacks and Park attract people to the area <ul style="list-style-type: none"> * Beautiful *Good gateway: need to further pull people in - Retain future generations - Affordability, taxes - Job opportunities - Social opportunities - Public transportation, accessibility

Question #3: What are the most notable features and attractive qualities of Glenville?

<u>Glenville Senior Center</u>	<u>West Glenville Fire Department</u>	<u>Scotia-Glenville High School</u>
<ul style="list-style-type: none"> - Availability of Land (Reasonable) - Availability of Homes (Reasonable) - Proximity of ADKs - Jobs-Tech and High paying positions - Greenspace - River/Waterfront Access - Quality of Schools - A good life - Great access to other places <ul style="list-style-type: none"> *Rural to suburb to city - Aquifer <ul style="list-style-type: none"> *Good H2O - Parks and nature - Diverse weather (seasons) - Good location - Protect the lifestyle without raising taxes - Opposing lifestyle (e.g. Shooting behind homes) - Health care - Safe - Preserving rural character of areas in the Town - Rural feel but close to services - Mix of Open space - Town Center 	<ul style="list-style-type: none"> - Rural atmosphere - Everyone know neighbors - Good water - Recreational space - Variable terrain - Parks - Solid school districts - Air show attracted people 	<ul style="list-style-type: none"> - Close to rural/wooded areas & near urban areas, commerce, etc. - Avoid sprawl and commercial creep - Walk to library, store, Collins Park, and Lake - Walking in Village, school, parks, downtown - Improve Connections and Amenities <ul style="list-style-type: none"> * E.g. schools - Central location to Capital District and Northeast - Airport - Little Crime - Love hills, driving around, little traffic - Want kids to appreciate beauty-Sanders Preserve - Have a lot of nice parks <ul style="list-style-type: none"> * I love my Park Day in Thatcher *Host a combined park themed day: clean-up, trail maintenance, cook out - Water-we have a lot <ul style="list-style-type: none"> * Sell to other municipalities -Clifton Park-dilute over chlorination of their water - Drill back-up well - Wonderful thing that we have a large volume of water to sell - Boat launch is fantastic - Just starting to increase access to Mohawk - Centrally located - Quality of life <ul style="list-style-type: none"> *Security - School districts - Open space - River front - Historic Value <ul style="list-style-type: none"> *Promote more

Question #4: How are these qualities trending? Improving, declining, or maintaining?

<u>Glenville Senior Center</u>	<u>West Glenville Fire Department</u>	<u>Scotia-Glenville High School</u>
<ul style="list-style-type: none"> - Recreation access is improving - Zoning and lot sizes - Increase crimes (petty) - Schools (status quo) - Quality of life (good) - Senior Transportation - Demographics are changing <ul style="list-style-type: none"> * Renters * School issues * Property values - Roads in West Glenville: such an isolated areas/not too bad - Parks/open space improving - Bring Target & Panera a great thing - More restaurants (Taco Bell) - Walkability to shops, restaurants, other entertainment - Access to healthcare facilities for the better - Rte 5 needs an identity (lack of growth) - Green spaces (stagnating) <ul style="list-style-type: none"> * Not trending in the right direction - Street maintenance (Declining) - Community balance (Maintain, and cautious with balance) - Quality of life (Same) - River Frontage 	<ul style="list-style-type: none"> - Open Wolf Hollow <ul style="list-style-type: none"> *Who made decision? *Scenic views *Still used-unauthorized use *Hill unstable - Increase capacity for Hoffman Hill - Traffic situation: declining <ul style="list-style-type: none"> *Rt 50, Target - What about in West Glenville? <ul style="list-style-type: none"> - Junk cars, declining quality - Tractor trailer traffic-West Glenville Rd <ul style="list-style-type: none"> * Unsafe * Tonnage signs * Erode rds - Becoming less rural and agricultural <ul style="list-style-type: none"> * Replaced with houses * Less farms compared to 40 years ago - What is the group's opinion on lot sizes? <ul style="list-style-type: none"> - Keep lot size bigger * Increase road frontage <ul style="list-style-type: none"> ▪ Should be 500ft+ - Increased traffic on VanBuren - Travel between E & W Glenville <ul style="list-style-type: none"> - Quiet, Comfortable, Safe - Up to 5 acres - Unfunded state mandates - Variances: limit them <ul style="list-style-type: none"> * One is fine, but not when lots have several <ul style="list-style-type: none"> * More scrutiny - Benefit to keeping a lot of acreage <ul style="list-style-type: none"> * Need to offer people something to not develop land * Tax benefit, offer <ul style="list-style-type: none"> - Higher taxes b/c of good soil quality 	<ul style="list-style-type: none"> - Housing: <ul style="list-style-type: none"> * slow decline * Lack of maintenance * Lack of upkeep in yards * Inconsistent Maintenance/Income inequality - Traffic Increase in West Glenville-life styles <ul style="list-style-type: none"> - Rt 50 and the Avenue more traffic - Schools improving - Facilities good - Problem keeping up with foreclosed properties - Parks: <ul style="list-style-type: none"> * Collins Park <ul style="list-style-type: none"> - litter a problem - Lake water quality an issue - Increase in Traffic - decline in Quality of Life - Volume of traffic on Rt 50 exceeds size of road <ul style="list-style-type: none"> * More home construction traffic - Still manageable. Not as bad as Clifton Park <ul style="list-style-type: none"> - Way too many "junky places" * Cars * Fences covered in vegetative growth <ul style="list-style-type: none"> * Leads to lower property values and decreased quality of life - Neighbors dumping junk - Declining in Village <ul style="list-style-type: none"> * Friendliness * Knowing neighbors - Changing, not for the better - Road Congestion - School maintaining - Parks improving - River front improving

	<ul style="list-style-type: none"> - Mohawk Honda getting tax breaks and farmers struggle - Ag districts: do we have them? * Doesn't matter who is farming the land 	
--	--	--

Question #5: How can the Town of Glenville and Village of Scotia work better together?

<u>Glenville Senior Center</u>	<u>West Glenville Fire Department</u>	<u>Scotia-Glenville High School</u>
<ul style="list-style-type: none"> - Duplication of services (eliminate console) - Code enforcement - Vision - Consolidate into one community * Don't need two police, highway, PZC, ZBA, Parks Dept - But they are two different places-atmosphere - Communicating - Two entities instead of one * Consolidate Village and Town? - Town of Colonie? - Arts Venues * Complementary - Showcase housing in both - Riverfront 	<ul style="list-style-type: none"> - Education process for Town and Village * What are the benefits? Outline them - What are the highest expenses between the two? * Police - Would it cost more money to work together? - Increase info to public about sharing services: what is currently being done, where are we seeing savings 	<ul style="list-style-type: none"> - Bike-Hike Trail * Improve Bike Trail * Sledding - Look into more Scotia-Glenville shared opportunities. Continue discussing common goals - Purchasing - Schools included in purchasing - CVS sidewalk - Shared services - Too many fire departments * Created during a time when there were separate neighborhoods, became social center of communities. * Back when snow drifts and mud prevented traffic * No longer necessary * Equipment and training expensive - Consolidation of services - Q from facilitator: Do they love quality of life? * Yes, aside from taxes but that is top-down - Economic Development needs a smarter approach * Tax Abatement and PILOT: race to bottom * Successful businesses take advantage of local government * Businesses leave when PILOT is done * All county tax payers lose - Businesses have good access to transportation * <1 mile to Thruway

		<ul style="list-style-type: none"> * Access to water - Accessibility-good quality - Schools are phenomenal * Attracts families to the area * Sustain Glenville/Scotia through tough times - Water and sewer - Promote life styles that affect both communities - Disaster preparedness for both communities
--	--	---

<p>Question #6: If a new government and community center were built: What amenities would you like it to contain? And, where should it be located?</p>		
<p><u>Glenville Senior Center</u></p> <ul style="list-style-type: none"> - Town Center belongs to the citizens, the people of Glenville - Town Center needs a catalyst, we're going to have development on FBR no matter what 	<p><u>West Glenville Fire Department</u></p> <ul style="list-style-type: none"> - What's the advantage? * Shared services - Police, water - Highway, senior center, Town Hall - Town Center - FBR should be more industrial - Dutch Meadows: Universal space is looking to consolidate (3 audience members supported this idea) * Village needs new Village hall - Near airport. <50 ft - Future growth and greenspace - Solar panels: Make building efficient 	<p><u>Scotia-Glenville High School</u></p> <ul style="list-style-type: none"> - In town - Dutch meadows-meet in middle - What would a community center provide that we don't already have? - Close to public transportation - Village has neighborhood feel: everything within walking distance - In Scotia: small businesses can't make it * Make storefronts inviting * Allocate money for façade improvements grants * Community banks important

Other questions or comments?

Glenville Senior Center

- We don't have an image
 - * Don't have a focus
 - Protection of the aquifer
 - * Companies pulling from it all the time
 - * Should be an asset to us
 - * Water is vulnerable: gas stations, RR tracks
 - Secondary well site. Where is it?
 - * Then zone to protect it
- 30+ yrs

West Glenville Fire Department

- Does the Town have control over tax abatement?
 - * High taxes
- Police services: Not enough
- In response to the discussion regarding the high taxes here vs other states: "I don't want to leave, I want to die here and haunt my house"

Scotia-Glenville High School

Attachment 2- Community Profile

Regional Context

The Town of Glenville is located in northern Schenectady County and in the western portion of the four-county Capital District. Its location places the Town adjacent to a major urban center with a well-developed transportation network, a diversified economic base, and well-educated, productive, and expanding professional and technical work force. The region enjoys generally adequate public services, considerable cultural, educational, and recreational opportunities, and a relatively low cost of living.

Traditionally, the three core cities of the Capital District, Albany, Schenectady, and Troy, have served separate economic functions, with Schenectady serving as an industrial and research center whose economic history had been dominated for nearly 100 years by the General Electric Company. With the gradual decline of the major industrial employers in Schenectady, this role is in transition. Most recently, the loss of the Capital District's manufacturing base has left communities struggling to maintain their central business districts. Increasingly, Schenectady County is becoming a center of housing, associated retail development, and small scale, diversified industries, and is being absorbed into the economic strength of Albany, as a government and service center of the region.

The Capital District is home to several business amenities which have driven historic development. The Port of Albany provides connection to New York City and the Atlantic Ocean, while the Champlain and Erie Barge Canals extends access to the west. Employment within the area has altered as the top employment sectors change and involve. 12% of the non-agricultural workforce in the Capital District is employed by the state, marking a high dependence on government sector work. Moving beyond the public sector, The Capital District Regional Planning Commission analyzed the largest private sector employers in the Capital District. Their analysis noted, that between 1988 and 2008, the four county area lost 17,775 manufacturing jobs, or 40% of its manufacturing employment (Source: Comprehensive Economic Development Strategy for the Capital District). Despite the decline in employment numbers, the number of manufacturing establishments did show a slight increase, demonstrating a movement towards moderate and smaller-sized plants.

The Capital district enjoys ease of access to several natural amenities. The Adirondacks, Catskills, Berkshires, and Green Mountains are reachable via a short drive. Providing resident with a multitude of recreation opportunities. Educational opportunities are also plentiful for residents living in the Capital District. A variety of higher education institutions are scattered throughout the cities comprising the Capital District. Several institutions ranging from large university, law school, medical school, small private liberal arts colleges, and community colleges. The College of Nanoscale Science and Engineering is the most recently developed university focusing on capturing the nanoscience business that has emerged, as the capital district strives to become a leader in the industry. Despite the abundance of educational institutions, the education attainment rate for a bachelor's degree remains on par with New York State (18.6%), and slightly above the national average (17.9%).

Recent trends and future projects show continued moderate growth in the Capital District, oriented primarily along the interstate highway system and its intersections. In particular, growth is expected along the Northway and into Saratoga County. These regional influences play a significant role in the pressure to residential, commercial, and industrial development in Glenville, which have the potential to strain the Town's important natural resources and scenic character, as well as its transportation and utility systems.

Glenville is particularly well-suited to play an important role in the region's growth. The Town is within the inner suburban ring, close to centers of economic strength. There is an existing employment base in the Town and available land area for development. The Town is within commuting distance from areas of major underemployment to the west, in Montgomery and Fulton Counties, from which a labor supply can be drawn. The Town is served by an airport, two rail lines, the New York State Barge Canal and the state highway system. Major constraints on future development include the lack of sewage treatment in much of the town, environmental constraints on development of much of western Glenville, and contamination plumes in several locations.

Demographic Status and Trends

Population: The Town of Glenville and the Village of Scotia have experienced stable populations during the last several decades. Particularly, for the Town, the population which reached a population in 1970 that is similar to its current population. The population for Schenectady County and the Capital District have continued to grow at stable rates.

Year	Town of Glenville*	Village of Scotia	Schenectady County	Capital District	NYS
2010	29,480	7,729	154,727	837,967	19,378,102
2000	28,183	7,957	146,555	794,293	18,976,457
1990	28,771	7,359	149,285	777,783	17,990,455
1980	28,519	7,280	149,946	741,580	17,558,165
1970	28,969	7,370	158,383	721,910	18,241,391
1960	25,707	7,625	152,896	657,503	16,782,304
1950	17,972	7,872	142,497	589,359	14,830,192
1940	13,363	7,980	122,494	531,249	13,479,142
1930	12,069		125,021	520,069	12,588,066
1920			109,363	468,627	10,385,227
1910			88,235	446,094	9,113,614
1900			46,852	395,209	7,268,894

*Population includes Village of Scotia

Population and Rate of Change

	Glenville		Scotia		Schenectady County		Capital District	
	Population*	Percent Change	Population	Percent Change	Population	Percent Change	Population	Percent Change
2010	29,480	4.6	7,729	-2.87	154,727	5.58	837,967	5.5
2000	28,183	-.02	7,957	8.13	146,555	-1.83	794,293	2.12
1990	28,771	.09	7,359	1.04	149,285	-.44	777,783	4.88
1980	28,519	-1.55	7,280	-1.22	149,946	-5.33	741,580	2.72
1970	28,969	X	7,370	X	158,383	X	721,910	X

*Population includes Village of Scotia

Population by Race: Residents of Glenville and Scotia primarily are of Caucasian race, representing a large portion of the population at 95%. The second largest is residents of two or more races, representing 1.22% in Glenville and 1.77% in the Village of Scotia.

Race	Town of Glenville*		Village of Scotia	
White	28,260	95.86%	7372	95.38
African American	301	1.02%	89	1.15%
Native American	24	.08%	13	.168%
Asian	418	1.4%	86	1.11%
Pacific Islander	5	.02%	4	.052%
Other	113	.38%	28	.362%
Two or More	359	1.22%	137	1.77%
Total	29,480	X	7729	X

*Population includes Village of Scotia

Town of Glenville Population by Age Cohort: One of the challenges that the Town of Glenville faces is a slightly older demographic. Throughout the past three decades, the largest age cohorts have been 35 to 44, except for in 2010, when it shifted to age 45 to 54 as the largest. This is also demonstrated by the median age, when places Glenville at 42.4 years, while New York State was at 36.3 years.

Age Cohort	2010	2000	1990
Under 5 years	1,482 (5.0%)	1,459 (5.2%)	1,766 (6.1%)
5 to 9 years	1,757 (6.0%)	1,921 (6.8%)	1,956 (6.8%)
10 to 14 years	1,931 (6.6%)	2,042 (7.2%)	1,896 (6.6%)
15 to 19 years	1,874 (6.4%)	1,762 (6.3%)	1,853 (6.4%)
20 to 24 years	1,275 (4.3%)	918 (3.3%)	1,385 (4.8%)
25 to 34 years	2,950 (10.0%)	2,851 (10.1%)	3,906 (13.6%)
35 to 44 years	3,822 (12.9%)	4,561 (16.2%)	4,739 (16.5%)
45 to 54 years	4,833 (16.4%)	4,427 (15.7%)	3,278 (11.4%)
55 to 59 years	2,278 (7.7%)	1,725 (6.1%)	1,387 (4.8%)
60 to 64 years	1,844 (6.3%)	1,204 (4.3%)	1,513 (5.3%)
65 to 74 years	2,470 (8.4%)	2,373 (8.4%)	2,786 (9.7%)
75 to 84 years	1,837 (6.2%)	2,121 (7.5%)	1,624 (5.6%)
84 years and older	1,127 (3.8%)	819 (2.9%)	682 (2.4%)
Total	29,480	28,183	28,771

Median Age

	Glenville	Scotia	Schenectady County	Capital District	New York State
2010*	42.2	37.2	38.3	38.3	36.3
2000	41.9	37.9	38.6	37.1	35.9
1990	38.3	34.7	35.6	33.7	33.9
1980	34.9				

* Using 2008-2012 ACS data

Educational Attainment (% high school and percent 4 or more years of college) in 2010: The Town of Glenville's educational attainment rate varies across the board in comparison to larger regional trends. The one significant difference is residents who have completed some college or have obtained an associate's degree. At 39.5%, this is much higher than the Capital District average of 17.84%, indicating that a significant portion of residents begin a college degree and do not complete it, or complete an associate's degree and do not seek further education.

Education Attainment (% of population)*	Town of Glenville	Village of Scotia	Schenectady County	Capital District
Less than high school graduate	10.2%	11%	12%	8.51%
High School Graduate	31.8	29.1	31.5	28.03
Some college of associate's degree	39.5	36.1	45.1	17.84
Bachelor's Degree or Higher	18.6	23.8	11.4	18.60

*Using information from the 2008-2012 ACS 5-year estimates

Economic Characteristics: The economic characteristics have varied over the last several decades. The most recent Census estimates, predict that the Town of Glenville has a significantly greater median family income, and median household income than Schenectady County, while being slightly above those same measures for the Capital District. Looking back to 2000, this trend is not as clear with Glenville having a lower median family income compared to Schenectady County and the Capital District, but a higher median household income.

Year		Median Family Income	Median Household Income	% Below Poverty Level
2010*	Glenville	\$80,901	\$64,283	2.8
	Scotia	\$68,051	\$55,540	3.2
	Schenectady County	\$73,042	\$56,445	8.3

	Capital District	\$78,508	\$60,841	6.9
2000	Glenville	\$42,992	\$52,373	2.5
	Scotia	\$51,449	\$42,028	5.9
	Schenectady County	\$53,670	\$41,739	7.8
	Capital District	\$56,522	\$45,001	6.3
1990	Glenville	\$45,264	\$38,164	3.37
	Scotia	\$38,665	\$32,135	5.99
	Schenectady County		\$31,569	8.33
	Capital District		\$33,464	8.45

*Using 2008-2012 ACS data

Household Characteristics: The greater Capital District has been growing at a rate above that of Schenectady County, Glenville, and Scotia. Between 1990 and 2010, total households in the Capital Districts grew by 27.8% as measured by total households. Lagging behind, is Schenectady County with a 6.26% increase, Scotia with a 10.37% increase, and a 12.97% increase for the Town of Glenville. Despite the nearly 13% increase in total housing unit within Glenville, between 1990 and 2010, the population grew by 2.46%.

Year		Total Households	Single-Person Households (Householder living alone)	Average Person/Household (Average Household Size)
2010	Glenville	12,133	3,379	2.9
	Scotia	3,362	1,134	3.0
	Schenectady County	62,886	19,231	3.0
	Capital District	376,066	103,956	2.4
2000	Glenville	11,547	1,059	2.4
	Scotia	3,410	1,134	2.3
	Schenectady County	65,032	19,231	2.4
	Capital District	347,825	93,901	2.4
1990	Glenville	10,740	2,406	2.6
	Scotia	3,046	Unknown	2.4

	Schenectady County	59,181	16,611	2.6
	Capital District	299,042	80,580	2.5

Housing Occupancy and Vacancy: As outlined above, total housing units have increased over the last several decades. Despite this growth, vacancy rates have remained low. This is particularly true for the homeowner vacancy, which remains at 1.1%. Rental vacancy rates within the Town of Glenville have grown from 4.0% in 2000 to 6.3% in 2010.

Year		Total Housing Units	Occupied Housing Units	Vacant Housing Units	Homeowner Vacancy Rates	Rental Vacancy Rates
2010	Glenville	12,685	12,133	522	1.1	6.3
	Scotia	3,519	3,362	157	1.4	4.2
2000	Glenville	11,547	11,121	432	1.4	4.0
	Scotia	3,410	3,233	177	1.9	4.9
1990	Glenville	10,740				
	Scotia	3,146				

Housing Tenure (2010)

	Occupied Housing Units		Owner-Occupied		Renter-Occupied	
Glenville	12,133	95.6%	9,515	1.1	2,618	6.3
Scotia	3,362	95.5%	2,326	1.4	1,036	4.2

Age of Housing Structure:

Year Built	Glenville* (%)	Scotia (%)
2010 or later	.3	0
2000 to 2009	7.9	4.7
1980 to 1999	13.2	11.1
1960 to 1979	24.3	15.6
1940 to 1959	30.1	18.7
1939 or earlier	24.2	49.9

*Occupied housing Units

Value of Owner-Occupied Units (2010): The median value of owner-occupied housing units in Glenville is higher than the value for Schenectady County. A difference of \$17,700 is noted between Glenville and Schenectady County. Across the board, the majority of the owner-occupied units are between the \$100,000 and \$299,999 value range. For the Town of Glenville, 81.7% of houses are represented within this range, in the Village of Scotia it is 86.5%, in Schenectady County, it is 70.9%, and in the Capital District, it is 85.69% of owner-occupied units.

The higher median value for the Town of Glenville can be noted by the abundance of homes in the \$200,000 to \$299,999 value range. 30.3% of owner-occupied units for the Town of Glenville are within this range, as compared to 11.3% for Scotia, and 22.2% for Schenectady County.

Value	Glenville	Scotia	Schenectady County
Less than \$50,000	231 (2.6%)	23 (1.1%)	1,070 (2.7%)
\$50,000 to \$99,999	414 (4.7%)	219 (10.4%)	5,162 (13.2%)
\$100,000 to \$149,999	1,842 (20.7%)	880 (42.0%)	9,119 (23.4%)
\$150,000 to \$199,999	2,716 (30.6%)	697 (33.2%)	9,874 (25.3%)
\$200,000 to \$299,999	2,689 (30.3%)	238 (11.3%)	8,666 (22.2%)
\$300,000 to \$499,999	786 (8.9%)	19 (0.9%)	4,175 (10.7%)
\$500,000 to \$999,999	164 (1.8%)	0 (0%)	752 (1.9%)
\$1,000,000 or more	38 (0.4%)	24 (1.1%)	216 (0.6%)
Median Value	\$184,300	\$145,000	\$166,600

Value of Owner-Occupied Units: Capital District

2008-2012 Value of Specified Owner-Occupied Single Family Homes	Estimate
Less than \$100,000	28,447(16.75%)
\$100,000 to \$149,999	31,701(18.67%)
\$150,000 to \$199,999	49,097(28.9%)
\$200,000 to \$299,999	64,202(37.82%)
\$300,000 to \$399,999	26,882(15.84%)
\$400,000 or More	18,633(10.97%)

Ancestry

Ancestry	Glenville	Scotia
Afghan	0	0
Albanian	33	0
Alsatian	0	0
American	1,894	705
Arab	117	10
Armenian	22	0
Assyrian/Chaldean/Syriac	0	0
Australian	0	0
Austrian	27	0
Basque	0	0
Belgian	16	16
Brazilian	39	39
British	82	0
Bulgarian	0	0
Cajun	0	0
Canadian	34	11
Carpatho Rusyn	0	0
Celtic	2	0
Croatian	8	0
Cypriot	0	0
Czech	105	0
Czechoslovakian	67	0
Danish	111	72
Dutch	701	173
Eastern European	68	34
English	2,447	803
Estonian	0	0
European	74	0

Finnish	0	0
French (Except Basque)	1,030	403
French Canadian	638	127
German	3,329	737
German Russian	0	0
Greek	79	11
Guyanese	0	0
Hungarian	59	15
Icelander	11	11
Iranian	0	0
Irish	4,649	1,217
Israeli	0	0
Italian	4,678	802
Latvian	28	0
Lithuanian	135	22
Luxemburger	0	0
Macedonian	0	0
Maltese	8	0
New Zealander	0	0
Northern European	194	121
Norwegian	110	32
Pennsylvania German	0	0
Polish	1,891	406
Portuguese	113	0
Romanian	3	0
Russian	262	148
Scandinavian	55	0
Scotch-Irish	188	33
Scottish	677	61
Serbian	0	0

Slovic	7	0
Slovak	68	28
Slovene	0	0
Soviet Union	0	0
Subsaharan African	0	0
Swedish	98	24
Swiss	94	0
Turkish	0	0
Ukranian	125	23
Welsh	60	20
West Indian	20	10
Yugoslavian	0	0
Other Groups	2,670	982
Unclassified or not reported	2,332	624

Analysis of Physical Environment-Suitability Matrix

Distribution, Scale and Intensity of Land Uses

Summary of Complementary Planning Documents:

Town Center Master Plan (2004)

The Town Center Master Plan addresses the suburban style, automobile dependent development that has occurred at the intersection of Saratoga Road (NYS Route 50) and Glenridge Road (NYS Route 914V). Pre-existing development patterns feature large plazas, fast food restaurants, gas stations, strip malls, which, coupled with the preference for automobile traffic, has led to the exclusion of pedestrian and bicycle amenities. The Town Center Master Plan seeks to develop an attractive Town Center that represents a destination rather than simply a travel corridor between home and work. It outlines land use pattern and regulations that promote a traditional pattern of development to supports a diverse range of uses, public spaces, and walkable streets, which culminate into an integrated community center and civic focal point.

A large segment of the plan outlines design and land use goals for the Town Center, additionally it highlights significant transportation improvements that impact the greater Glenville Area. Many of the goals and recommendations seek to create an integrated system that draws residents to this retail hub from surrounding neighborhoods. It does so through recommendations which take a multi-modal approach to improve bicycle and pedestrian connectivity. In addition, the construction of an updated road network is suggested through the Town Center, extending into adjacent areas. Improved circulation through the incorporation of a modified grid network will drive development to conform to more traditional patterns and facilitate greater connectivity. While the suggestions presented in the plan are designed to target the Town Center specifically, several aspects extend beyond the scope of the area to benefit the greater, surrounding community.

Freemans Bridge Road Master Plan (2004)

As development increased along Freemans Bridge Road, a Master Plan was created in response to increased commercial and retail activity. The Freemans Bridge Road Master Plan presents a comprehensive strategy and framework to serve as a guide for future development. The plan inventories and assesses the current state of infrastructure, land use, and transportation. It then develops a set of goals and recommendations that manage growth while reflecting the desires of residents and landowners. As the area continues to develop, incorporating these suggestions will integrate transportation into land use and foster a mixed-use development pattern.

Several components of the Freemans Bridge Road Master Plan relate the Town of Glenville Comprehensive Plan. The overall development themes expressed in the plan highlight a mixed-use development pattern, integrated multi-modal transportation, and improved street network to manage congestion. These goals are promulgated through the designation of development zones. Different than zoning districts, development zones are non-compulsory and target various portions of the study area for specific types of development. The zones that were outlined include commercial development, residential development, and recreation/conservation areas. Each of these zones and development goals highlights the need for controlled development while keeping with the character of the town.

Scotia-Glenville Industrial Master Park Plan (2007)

The plan proposes a Draft Generic Environmental Impact Statement to address the potential environmental impacts of a Master Plan for the redevelopment of the Scotia-Glenville Industrial Park. Covering a variety of topics, the DGEIS and Master Plan outline the impacts which result from the redevelopment of the industrial park to accommodate new industrial, commercial, and transportation based companies. The plan outlines the infrastructure upgrades necessary to improve transportation access and the road network. The plan discusses the impact on natural resources, necessary improvement to water infrastructure, and upgrades to the wastewater treatment system. One such component is water run-off from the increase in impervious surfaces, and its impact on the Great Flats Aquifer. The plan also discusses the resulting impact on surrounding neighborhoods, potential impacts on archeological resources, increased demand for police and fire protection services, and concludes by providing a series of alternatives, as required by SEQR.

The anticipated development within the Scotia-Glenville Industrial Park, contain components which affect adjacent neighborhoods, and impact the greater Glenville Area. While the plan addresses components specific to the Industrial park, they provide value to the Comprehensive Plan as well. Two components include challenges to traffic circulation, and the need to mitigate the impacts of the industrial park on adjacent neighborhoods. The plan calls for an industrial and commercial center that is physically integrated into the neighborhood fabric. Mitigation measures would address noise, traffic patterns, site layout, landscaping, aesthetics, and lighting. The plan also discusses traffic circulation problems within the park, such as inadequate parking, and the shared roadway/entrance with the Glenville-Scotia Middle School.

Town of Glenville Open Space Plan (2008)

The open space plan presents a clear and focused path of action to preserve the Town's valuable open spaces, while remaining consciences of the desire to provide for properly scaled and located commercial growth. Uniting several components, it begins by presenting the strong local public support for open space, which was identified through a questionnaire. The plan then goes on to highlight current open space acreage, and high-priority areas identified because of their environmental sensitivity. Finally, it concludes with a series of recommended actions and financing options for implementation. Twelve recommendation are presented which foster conservation through a mix of regulatory and passive approaches.

A series of recommendations relate to the Town of Glenville's land use patterns and long-term planning. Primarily, these suggestions are tied to housing development. They include, (1) revise zoning ordinance and subdivision regulations so that open space preservation is integrated into the planning/zoning review process, (2) grant the planning and zoning commission the authority to mandate clustered subdivision, (3) revise the Town's subdivision regulations to mandate conservation subdivision design, (4) continue development of the Town's pending Transfer of Development Rights program, and (5) tap the subdivision recreation impact fee account for extension of existing parks and preserves for the acquisition of critical open space properties.

Advisory Report on Protection of the Glenville Wellfield (2013)

The Advisory Committee compiled a report that outlines the threats to Glenville's wellheads. Many of these threats were identified because of near-by industrial, transportation activities, and human occupation, which make the wellfield susceptible to impairment by a number of potential and unpredictable threats. The report covers a variety of topics, including flood mitigation, post-event restart of facilities, interconnectivity with adjacent systems, recharge monitoring, aquifer quality, education and protection of the resource, and lastly, regional planning. One of the primary threats to the wellfield is flooding. Located in the one-hundred year floodplain, hurricane Irene and Lee caused damage to the water treatment plant, and came close to incapacitating the facility. The report addresses this threat, and provides guiding suggestions for protection, and managing both surface water and the sub-level aquifer, as well as the greater Glenville water supply.

Noting the current practices of surrounding land uses, this report highlights the need for long-term planning in the immediate area. Current adjacent land use includes a Rail Road right-of-way, horse farm, an array of homes, and small businesses. Managing these surrounding usages, will prove beneficial for minimizing risk and impacts to the wellfield.

Mohawk River Waterfront Revitalization Plan for Schenectady County (2010)

The Mohawk River Waterfront Revitalization Plan encompasses several municipalities located along the Mohawk River. They include; the Town of Glenville, Town of Niskayuna, Town of Rotterdam, City of Schenectady, and the Village of Scotia. The plan assesses the current state of Schenectady's water assets and creates a blueprint that will guide future development and management of these areas. Each of the communities located along the Mohawk River is committed to protecting and enhancing Schenectady County's water resources, and leveraging these assets to contribute to the economic strength of each individual community as well as greater Schenectady County. The waterfront revitalization plan seeks to encourage economic growth and development, promote stewardship of water resources and overall community life, improve public access to and enjoyment of recreation, cultural, and historic resources, and lastly, participation in regional coordination of initiatives in order to effectively develop the Mohawk River.

The plan is divided into sections, with each community selecting their own goals. The Town of Glenville has more than thirteen miles of riverfront, and identified ten proposed development projects. They include: develop plan for Freemans Bridge Road/Mohawk Riverfront Area, Maalwyck Park Master Plan of Development, improve and expand Mohawk Hudson Bike/Hike Trail, beautify the exit 26 gateway, improve lock 9 park, rehabilitate Freemans Bridge boat launch, promote historic tourism/festivals/events, expand utilities, preserve open space lands, and promote Riverfront Recreation Commercial. Each of these proposed development projects utilizes Glenville's position on the Mohawk.

Western Clifton Park: Land Conservation Plan & Final Generic Environmental Impact Statement (2005)

The Land Conservation Plan and Final GEIS covers approximately 13,900 acres of land located in the western portion of the Town of Clifton Park. The documents provides a generic environmental impact statement for the establishment of a new plan and zoning which seeks to conserve land resources and preserve rural character. The plan evaluates the cumulative impact of future development, and identifies appropriate mitigation measures that minimize environmental and social-cultural impacts. This plan was drafted in response to Clifton Park's build-out analysis, in an effort to reduce density and conserve land

resources. The FGEIS is divided into three major sections, an introduction, responses to substantive comments raised during the comment period, and appendices that include written comments and public hearing meeting notes.

Many of the comments and concerns address the more rural hamlets located within the town of Clifton Park. These hamlets, such as the Hamlet of Rexford is adjacent to the Town of Glenville. The FGEIS discusses the impact of zoning amendments, and the desired residential development patterns. The plan focuses on the preservation of hamlets, noting that hamlet residents feel the threat from encroaching development. The plan advocates for the use of clustering as an important component of conservation subdivision, it touches upon the use of a transfer of development rights program, and the Town's Open Space Fund. Each of these components affects the residential development occurring east of the Town of Glenville, and they further promote conservation and the preservation of rural character.

Scotia Waterfront Concept Implementation Plan (2009)

The Waterfront Concept Implementation Plan was prepared for the Village of Scotia, and the Capital District Transportation Committee. It specifically identifies a portion of the Village of Scotia located along the eastern section adjacent to the Mohawk River. This plan, and implementation study, identifies proposed improvements to the Scotia waterfront area in order to enhance existing resources and improve traffic flow. The plan spends a significant portion analyzing transportation conditions as well as a land use assessment. The transportation system assessment is a multi-modal study which includes bicycle, pedestrian, transit on NY Route 5, internal vehicle circulation associate with access to parking, and general vehicular circulation. The land use assessment includes an inventory of the zoning districts within the study areas, and analyzes the compatibility of different land uses. The plan presents issues and opportunities, a vision statement, planning principles, identifies waterfront project implementation priorities, and concludes by presenting funding options and grant programs in-line with the improvements.

All of the projects listed within the concept implementation plan are limited the boundaries of the Village of Scotia, but present spillover effects for the Town of Glenville. Such projects include improvements traffic flow, which would alleviate congestion in the area. The plan also outlines several initiatives to mitigate and control erosion along the riverbanks. While targeting the Village of Scotia specifically, several of these initiatives and projects have value when extended and applied to the Town of Glenville.