

APPENDIX I – Relationship to Local, Regional, and State Plans and Initiatives

Town of Glenville Comprehensive Plan

The Town of Glenville Comprehensive Plan was adopted in 1990 as the long-term guide for physical development of the Town. The Plan presents a review of physical, social, and economic conditions and identifies the principal development issues that the community will confront in the next 20 years. The Plan presents eight sets of goals and objectives for Glenville, which form the framework for policies and proposed activities. Development of the Town Center Master Plan fulfills one of the specific recommendations of the Plan, a detailed design plan for the Town Center area, and several of the Plan's goals and objectives in regard to land use, housing, transportation, community facilities, resource preservation, and the Route 50 corridor. The Plan also advocates the development of a high-quality retail center that accommodates the needs of the community as a whole.

New Visions

New Visions is the long-range Regional Transportation Plan for the Capital District developed by the Capital District Transportation Committee (CDTC). CDTC is the designated Metropolitan Planning Organization (MPO) for Albany, Rensselaer, Saratoga, and Schenectady Counties. Every metropolitan area in the United States with a population of more than 50,000 people must have a designated MPO in order to qualify for federal transportation funding. The Town Center Master Plan was developed to be in harmony with the vision, goals, principles, and strategies of *New Visions*. For example, its emphasis on preserving and managing the existing transportation system, linking transportation to land use, planning for all modes of travel, and pro-actively planning for a vibrant community are all central elements of the Town Center Plan.

New York State Bicycle and Pedestrian Plan

The mission of the State Bicycle and Pedestrian Plan is to make walking and bicycling safe, accessible, and user-friendly throughout the state of New York. The mission of the plan is to improve bicycle, pedestrian, and intermodal safety and mobility. The increased use of these modes of travel will have significant benefits for the State's economy, environment, and quality of life. Implementation of the plan will make it possible for New Yorkers of all ages, abilities, and incomes to have the choice to bicycle and walk to work, to school, to go shopping, and to other destinations as an integrated part of the State's intermodal transportation system.

The Town Center Plan advocates the same philosophy that providing an intermodal and multimodal transportation system will enable residents of all ages to safely traverse and navigate the Town Center. This, in turn, will improve the Town's economy, environment, and quality of life.

New York State Quality Communities Initiative & "Pursuing Quality in the Capital Region"

The Governor's Quality Communities Initiative, begun in 1999, and the more recent discussion paper issued by CDTC and Capital District Regional Planning Commission (CDRPC) on "Pursuing Quality in the Capital Region," are both similar in their attempt to begin a dialogue in the state on smart growth and related issues. A fundamental principle of smart growth is to integrate a compact, mixed-use community center (or traditional town center) into the community's social, physical and cultural fabric. This idea is reiterated throughout the Town Center Master Plan.