

Town of Glenville Comprehensive Plan



October 18, 2017

Town Board Resolution Adopting the Comprehensive Plan
Sponsored by: James Martin, Town Councilman
Submitted by: Kevin Corcoran, Town Planner

RESOLUTION NO. 209-2017

Moved by: Councilman Martin
Seconded by: Councilman Pytlovany

WHEREAS, the Town of Glenville Comprehensive Plan, dated October 18, 2017, has been prepared over a period of three years and is now before the Glenville Town Board for consideration of adoption; and

WHEREAS, the October 18, 2017 Comprehensive Plan replaces the 27 year-old Town of Glenville Comprehensive Plan, which was adopted in April, 1990 - a plan that has served the Town very well but has become largely obsolete; and

WHEREAS, the October 18, 2017 Comprehensive Plan is the product of considerable effort by a collective of committees and individuals, including the Comprehensive Plan Committee, Residential Advisory Committee, Town Board, staff of the Economic Development and Planning Department, and staff of the Schenectady County Department of Economic Development and Planning; and

WHEREAS, the October 18, 2017 Comprehensive Plan is also a product of input from the Town's residents, businesses and landowners, whose feedback provided through the community survey, numerous meetings, and person-to-person interactions helped shaped many of the policies and recommendations of the Plan; and

WHEREAS, on October 4, 2017 the Glenville Town Board, as the Lead Agency in accordance with 6 NYCRR Part 617 (State Environmental Quality Review Act {SEQRA}), determined that adoption of the Comprehensive Plan will not result in a significant adverse environmental impact, and issued a SEQRA Negative Declaration; and

WHEREAS, the Town of Glenville Comprehensive Plan Committee held a public hearing on the Comprehensive Plan on September 18, 2017; and

WHEREAS, the Town of Glenville Town Board held a public hearing on the Comprehensive Plan on October 4, 2017;

NOW, THEREFORE, BE IT RESOLVED that the Town Board of the Town of Glenville is hereby pleased to adopt the October 18, 2017 Town of Glenville Comprehensive Plan; and

BE IT FURTHER RESOLVED, that the Town Board offers the following in support of its decision to adopt the Comprehensive Plan:

- The October 18, 2017 Comprehensive Plan largely reflects the sentiments of the public, as brought forth by the on-line community survey that was offered for public feedback in late 2014 and early 2015; nine public information meetings held between the fall of 2014 and the fall of

2016; five Town Board work sessions held in late 2016 and early 2017; a public hearing held by the Comprehensive Plan Committee on September 18, 2017; and a public hearing held by the Town Board on October 4, 2017. And while the Plan does not advocate for every point-of-view raised by the public on every issue, an earnest attempt was made to craft and adopt a Plan that represents the consensus of most people on most issues.

- Preparation of the 2017 Comprehensive Plan was overseen by two different Town committees; the Comprehensive Plan Committee (CPC) and the Residential Advisory Committee (RAC). The CPC consisted of chairpersons of various existing Town commissions and committees (i.e. Planning and Zoning Commission, Open Space Committee, Traffic Safety Committee, etc.), while the RAC consisted of volunteer Town residents. Together, these two committees brought forth hundreds of ideas and recommendations for consideration from a cross section of the Town, resulting in a Comprehensive Plan that strives for balance, fairness and long-term relevance. Also to be noted, both the RAC and CPC recommended Town Board adoption of the October 18, 2017 Comprehensive Plan.
- Changes in technology, shifting demographics, considerable new construction of roads and infrastructure, changes in housing composition, and the surfacing of issues that were not even contemplated 27 years ago have rendered the 1990 Comprehensive Plan considerably obsolete, well-regarded and valuable though it was for a long period of time. The 2017 Comprehensive Plan addresses these shortcomings through the delivery of dozens of new goals and initiatives, as well as the extension of many goals and recommendations from the 1990 Comprehensive Plan that still resonate today.
- The 1990 Comprehensive Plan was meritorious in how it addressed a large number and variety of important topics. However, the 1990 Plan was somewhat superficial in its treatment of the subject of economic development. The Town's current administration has and will continue to advocate for responsible new commercial and industrial development and redevelopment. Consequently, the Town Board desires that the 2017 Comprehensive Plan reflect the Board's advocacy for this subject. The new Comprehensive Plan does indeed adequately reflect the Board's platform on economic development, yet it also recognizes the importance of natural resource preservation, smart growth principles, well-reasoned investments in infrastructure, community aesthetics, emergency service provision, and many other important subjects.

Ayes: Councilmen Martin, Pytlovany, Hennel, Councilwoman Wierzbowski and Supervisor Koetzle

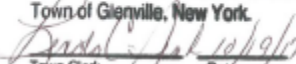
Noes: None

Absents: None

Abstentions: None

Motion Carried

Town Board decision on October 18, 2017

This is a certified copy of the
original document filed in the
Office of the Town Clerk of the
Town of Glenville, New York.

Town Clerk Date

ACKNOWLEDGMENTS

Glenville Comprehensive Plan Committee

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Armand Canestraro, Co-Chair
Nicole Brower
Michael Carr
Mark Storti
Pat Morris
David Hennel (prior to appointment to Town Board)
Emil Jarczyński (liaison from the Glenville Residential Advisory Committee)

Glenville Residential Advisory Committee

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Appreciation is extended to Kevin Corcoran, Town Planner, and James Martin, Town Councilman, for drafting the Comprehensive Plan, under the direction of the Comprehensive Plan Committee, Residential Advisory Committee, and Town Board. Thanks also go out to Mark Storti of the Schenectady County Planning Department for preparation of the majority of maps and graphics found in the Plan.

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A. Executive Summary

The 2017 Comprehensive Plan is comprised of six major sections or chapters, including this Executive Summary, followed by a number of appendices. The six major sections/chapters of the Plan are as follows:

- A. Executive Summary
- B. Introduction
- C. A Brief History of Glenville
- D. Plan Initiatives
- E. Plan Areas
- F. Plan Implementation

Section D, Plan Initiatives, constitutes the “heart” of the Plan. Here the Plan dives into 11 different subject areas, covering topics as varied as Economic Development, Housing, Transportation and Renewable Energy. In this section, each of the 11 subject areas are analyzed in some detail, with goals and initiatives spelled out for each. The other sections/chapters, while important in their own right, essentially exist to support the analysis and policies identified in section D.

What follows is a brief summary of sections B through F.

Section B. Introduction

Twenty-seven (27) years have passed since the adoption of the last Glenville Comprehensive Plan in 1990. Much has changed in Glenville in over ¼ of a century. Much has also changed with the world, and with the technology that shapes our community and the people who live, work, shop and play in Glenville.

What does not seem to have changed much since 1990 are the expectations and desires of the Town’s residents and business owners. As evidenced by community surveys leading up to adoption of both the 1990 and 2017 Comprehensive Plans, residents seem to relish Glenville’s geographic position with the Capital District, and the benefits that this brings. All of the major employment areas of the Capital District are easily accessible to Glenville residents, with the three major urban centers (Albany, Schenectady and Troy), as well as Saratoga Springs, all located within a ½ hour drive. Yet, the Town’s position as an outer ring suburb has allowed Glenville to remain a bedroom community while avoiding some of the trappings of the inner suburbs of the region such as rapid growth and the traffic congestion that accompanies it.

Glenville’s position in the Capital District has also allowed the western half of the Town to maintain its rural, pastoral character, which is viewed as a very important trait by both rural Town residents and those who live in the more suburban eastern half of the Town. Residents also cite the local parks and preserves as a key draw, in addition to the excellent local school systems that serve the town. And while the Town’s residents generally favor economic development, they prefer to see it occur at a pace that is manageable and does not erode the character of the town. “We don’t want to become Clifton Park (or Wolf Road)” was mentioned by survey takers leading up to adoption of both the 1990 Plan and 2017 Plan.

Community Vision Statement

In the Introduction section of the Plan we also outline the Community Vision Statement, which serves as broad policy for more specific sections of the Plan. The Town's Vision Statement consists of a three-pronged approach (Livable, Diverse, on the Rise), with three characteristics of each prong outlined as follows:

Livable

- Quality of Life* – Safe, well-maintained neighborhoods, convenient parks and waterfront, excellent schools, and easy access to services and amenities are offered.
- Affordable* – A wide variety of housing options and values can be found in Glenville and Scotia.
- Bustle-free* – Glenville's geographic position in the region keeps us relatively free of traffic gridlock, noise, industrial blight and crowds.

Diverse

- Outdoor Amenities and Parks* – Glenville and Scotia residents and visitors enjoy our outdoor offerings and parks.
- Places to Live* – Relatively affordable housing and a diverse choice of housing options prevail.
- Commerce and Industry* – Glenville benefits from properly-scaled and located businesses and industry.

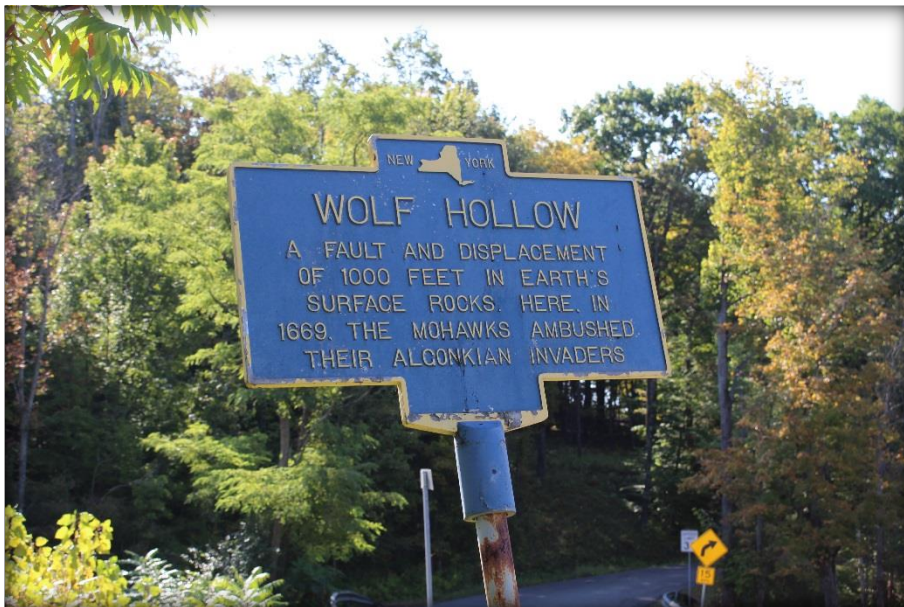
On the Rise

- Attractive to Commerce and Industry* – The Town Center area and Business & Technology Park are undergoing rejuvenation and reinvestment.
- Pedestrian Accommodations* – Long overlooked in Glenville, the Town is moving forward with sidewalks while pursuing funding for a network of multi-use trails.
- History and Culture* – Recent acquisition of the Yates Mansion and a new focus on the Town's heritage, leading up to the 2020 bicentennial, demonstrate Glenville's commitment to sharing its interesting past.

Section C. A Brief History of Glenville

This chapter offers a glimpse of the Town's history. Here it is noted that man first came to the area that was to become Glenville 8,000 to 10,000 years ago, after departure of the last continental glacier. Evidence of these Eskimo-like peoples were found along the Town's western border in the early 1900s.

Several different peoples of the Algonkian nations next occupied, or at least visited our area for thousands of years, until the mid-1600s when the Mohawk tribe of the Iroquois people forced them north and out of our area following the 1669 Battle of the Kinaquariones, in Wolf Hollow. The Mohawks themselves arrived in our area somewhere around 1590, and remained until shortly after the Revolutionary War.



Other Native American peoples appear to have at least passed through what is now Glenville, and perhaps even made their homes here for a short period. One such group was a not well-known mound-building race that was here for an unknown period during the same time as the long visitation/occupation by the Algonkian peoples.

The first Europeans to arrive in our area were the Dutch, during the 1620s. Perhaps the first notable European occupant of what is now Glenville was Alexander Lindsey Glen, a Scotsman who built his home on the north side of the Mohawk River in 1665 in the vicinity of what is now the Glen Sanders Mansion. He named the area "Scotia," in reverence to his native Scotland.

In 1798 the City of Schenectady was incorporated, with Glenville becoming its fourth ward. A little over two decades later, in 1820/1821, Glenville split off from Schenectady and was incorporated as a separate town.

Early Glenville was primarily a farming community, with tradespeople, stores and hotels serving residents and westward migrants. People and businesses were generally clustered along the Mohawk Riverfront, with a few outlying hamlets, including West Glenville, Hoffmans (thanks to Hoffmans Ferry), and scattered settlements in eastern Glenville.

The Mohawk River has been a focal point of transportation in our area throughout recorded history. The various Native American peoples used it for travel and food. Later it took on national importance with the opening of the Erie Canal in 1825. For a brief period of time stage coaches moved along the north side of the River along what is now Route 5. Then the railroads arrived in the mid-1800s, further solidifying the Mohawk Valley as a major transportation corridor. That distinction continues today with the NYS Thruway, not to mention the Erie Canal/Mohawk River, which is primarily used for recreation.

Other notable dates include 1904, when the Village of Scotia became an incorporated village, and 1927, when the Schenectady County Airport opened. The Airport became a County-owned facility in 1934.

The General Electric Company in Schenectady has long been a player in Glenville, bringing good jobs to Glenville residents. The association of Glenville and General Electric was solidified even more shortly after the conclusion of World War II when returning veterans, with FHA mortgages in hand and with convenient, affordable land being available in Glenville, led to a two-decade period of rapid housing growth in our area from 1950 to 1970.

Still a bedroom community today, Glenville offers convenient access to major employers and shopping areas, while providing its residents with suitable local goods and services, a modest but robust industrial base, very good local schools, excellent parks and preserves, and relatively affordable, diverse housing.

Section D. Plan Initiatives

As noted previously, Chapter D, Plan Initiatives, is the key section of the Comprehensive Plan. Here the Plan assesses 11 subject areas and sets the Town's goals and initiatives for these 11 topics. The 11 subject areas are as follows:

1. Recreational Resources / Facilities and the Arts / Historic and Cultural Resources
2. Community/Economic Development
3. Commercial and Industrial Facilities
4. Housing
5. Natural Resources
6. Institutional, Government and Educational Resources/Facilities
7. Infrastructure and Utilities
8. Transportation
9. Health and Emergency Services
10. Agricultural Resources
11. Renewable Energy

In this section the Plan puts into place over 100 short-term/ongoing and long-term goals, as well as a similar number of initiatives spread over these 11 topics. Chapter F, Plan Initiatives, provides a table of the initiatives, with three different levels of priority assigned to all of the initiatives.

What follows are two examples of high priority initiatives (medium priority in the case of housing and renewable energy) from each of the 11 subject areas:

Recreational Resources / Facilities and the Arts / Historic and Cultural Resources

- 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 restoration of the Green Corners School

Community / Economic Development

- Promote the development of agri-tourism along the Route 5 corridor
- Target the Freemans Bridge Road corridor for new mixed use and office development, with light/clean industrial development earmarked for lands to the rear of the frontage properties

Commercial and Industrial Facilities

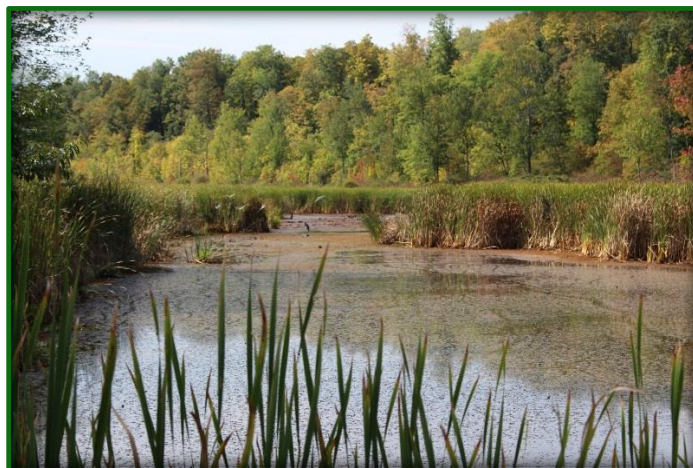
- Continue cooperation with Metroplex/Schenectady County exploring additional commercial and industrial development on Schenectady County Airport lands
- Update the 2007 Business & Technology Park Master Plan using funds awarded through the 2016 Consolidated Funded Application (CFA) grant process

Housing

- Adopt conservation design standards and apply these to rural areas of Glenville where preservation of character and protection of natural resources is highly desired
- 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

Natural Resources

- Adopt 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



Pond and wetlands along Lovers Lane North

- Place priority on preservation of rural character whenever potentially incompatible land uses are contemplated for western Glenville, including commercial recreation uses, solar farms and wind farms

Institutional, Government and Education Resources/Facilities

- Revisit the sales tax distribution formula established for the Rivers Casino & Resort, given that the Town of Glenville and other impacted Schenectady County towns are only receiving an additional 0.8% of new sales tax from the casino
- Establish a sales tax task force to set a strategy for a more progressive sales tax agreement between the towns and Schenectady County

Infrastructure and Utilities

- Raise the two lowest elevation outdoor wells at the Town's municipal wellfield and install a berm around the wellfield and water treatment plant to guard against flooding



Glenville Water Treatment Plant

- Finalize the replacement of existing water meters with electronic meters to allow remote meter reading for all Town water customers

Transportation

- Support ongoing effort to reintroduce CDTA bus service to the Glenville Business & Technology Park
- Adopt access management strategies for the Route 50 corridor within the Town's Zoning Ordinance

Health and Emergency Services

- Seek early input from local fire and police departments for all major development proposals
- Evaluate costs/benefits of new location and development plan for Town Police and Court services with consideration of a campus-like setting, bringing together other elements of local government and possibly including recreational, educational and/or private interests

Agricultural Resources

- Carefully limit the intrusion of public water and sewer services into rural and agricultural areas of Glenville
- Promote agri-tourism and agri-business practices for the Route 5 corridor through adoption of suitable zoning and the use of public relations campaigns



Farm field on Potter Road

Renewable Energy

- Continue to evaluate the costs/benefits and overall suitability of use of the Town's former landfill property for a commercial solar farm
- Work with commercial and large-scale residential developers to promote the installation of electric car charging stations

Section E. Plan Areas

Many of the initiatives articulated in the Comprehensive Plan are geographic-based, limited to just one property, street, park, neighborhood, etc. The Plan Areas chapter of the Comprehensive Plan presents these initiatives via a series of seven maps, along with considerable supporting narrative. The seven plan areas are as follows:

1. **Mohawk Riverfront** – An approximately $\frac{1}{4}$ mile to $\frac{1}{2}$ mile deep strip all along the 14 miles of Mohawk riverfront in Glenville. The area typically includes a significant amount of 100 year flood plain, in addition to scattered federal wetlands. Isolated areas of development can be found at Arrowhead Marina, the neighborhoods south of the Village of Scotia, lower Freemans Bridge Road, and in Alplaus. However, most of this plan area is a mix of undeveloped or agricultural, which is reflective of the limitations posed by the flood plain.

2. **Route 50 Corridor** – This plan area includes about a 2,000-foot wide swath the entire length of Route 50, with Route 50 more or less centered within the strip. This is the Town’s principal commercial corridor, although parts of the corridor exhibit a blend of residential and commercial.
3. **Freemans Bridge Road Corridor** – A broom brush-shaped area that is wider at the bottom than at the top, bordering the Route 50 Corridor area on the west and Suburban Eastern Glenville on the east. This is a vital commercial corridor, second only to the Route 50 corridor in terms of commercial status. The area is characterized by a mix of old and new, with a significant amount of vacant commercially-zoned property located back from the frontage properties.
4. **Rural Western Glenville** – Encompassing nearly ½ the geographic area of the Town, Rural Western Glenville is essentially all those lands west of Sacandaga Road (NYS Route 147) and north of the Mohawk Riverfront Area. This portion of Glenville offers a mix of rural residential and pastoral, with a terrain that is pleasantly hilly and for the most part, scenic.
5. **Glenville Business and Technology Park and Vicinity** – An unmistakably distinct area of Glenville where industrial and warehousing uses have been clustered since the establishment of the military depot during the early 1940s. A noticeable amount of redevelopment and new development has occurred within this area in the last decade, introducing newness and vitality in an area that is in need of reinvigoration.



CTDI (Communications Test Design, Inc.) at the west end of the Business & Technology Park

6. **Suburban Eastern Glenville** – This Plan Area covers around 30% of the Town, with Sacandaga Road marking the Area’s western boundary. This is the area that one associates with suburbia, and it encompasses numerous well-maintained neighborhoods, new and old. The Route 50 and Freemans Bridge Road Plan Areas divide the Suburban Eastern Area in a north-south direction.

7. **Village of Scotia** – The Village of Scotia is a municipality onto its own, separate from Glenville. For this reason the Glenville Comprehensive Plan does not set policy for the Village of Scotia. Yet, the Comprehensive Plan acknowledges that neither the Town of Glenville nor Village of Scotia exists in a vacuum. Land use, transportation, economic development and housing decisions and policies in one municipality impact the other. The Comprehensive Plan, therefore, encourages intermunicipal cooperation on a number of fronts, and it leaves the door open for cooperative efforts that could result in cost savings, including consolidation of services, if mutually agreeable.



The Scotia Cinema is a people draw on Mohawk Avenue

The Plan Areas section of the Comprehensive Plan also identifies and maps two important hamlets within the Town of Glenville; Alplaus and West Glenville. And while Alplaus and West Glenville are not distinct Plan Areas, falling within the Mohawk Riverfront and Rural Western Glenville Areas, respectively, they are unique enough to have warranted a number of goals and initiatives targeted specifically to the hamlets. Preservation of character is paramount to both hamlets.

Section F. Plan Implementation

The last chapter before the map-heavy Appendices is the Plan Implementation chapter. It is reasonable to say that not much new ground is broken with this chapter. Rather, this chapter compiles the 145 plan initiatives into table format, articulating the various initiatives by the 11 subject areas detailed in Chapter D – Plan Initiatives.

The Plan Implementation Table does go one additional step, however, assigning a priority level to each of the initiatives. The three different priority levels are as follows:

1. Highest Priority: Implement within two years.
2. Medium Priority: Implement within two to five years.
3. Still important, but there is no urgency to complete.

Statistically, 37 of the 145 plan initiatives were assigned a Level 1 priority, constituting 25.5% of the initiatives. More than half (80) of the 145 initiatives were assigned a Level 2 priority. This equates to 55.2% of all initiatives. A total of 28 initiatives, or 19.3%, were categorized as Level 3 priority.

One other item that distinguishes the Plan Implementation section of the Comprehensive Plan is that the table identifies the entity or agency that is responsible for undertaking and/or funding the various plan initiatives. Not surprisingly, the Town of Glenville is the most frequently identified responsible party, being named as the sole entity charged with implementation, or sharing responsibility with other agencies or entities. In fact, that Town of Glenville figures in 135 of the 145 initiatives, or 93%. And of these 135 initiatives, the Town has sole responsibility for 48 of them, sharing responsibility for the other 87 initiatives.

Twenty-six (26) other agencies/entities are identified as being responsible, or partly responsible, for implementation of at least one of the 145 initiatives. Some of the agencies/entities who have been identified multiple times include Schenectady County, Metroplex, Village of Scotia, developers, and several New York State agencies.

The sheer number of initiatives identified in the Plan Implementation section speaks to the broad reach of the Town's Comprehensive Plan. The large number of agencies and entities who will have a hand in implementation of the Plan underscores the importance of the Town developing and/or extending partnerships with other parties. Taken together, implementation of the Comprehensive Plan calls for unwavering commitment in the short, medium, and long-term.

B. Introduction

The Town of Glenville is considered a suburban community located within Schenectady County in east central New York State. While suburban, nearly half of the geographic area of the Town is clearly rural in character, with Sacandaga Road roughly serving as the divider between the suburban portion of town to the east, and the rural section of town to the west.

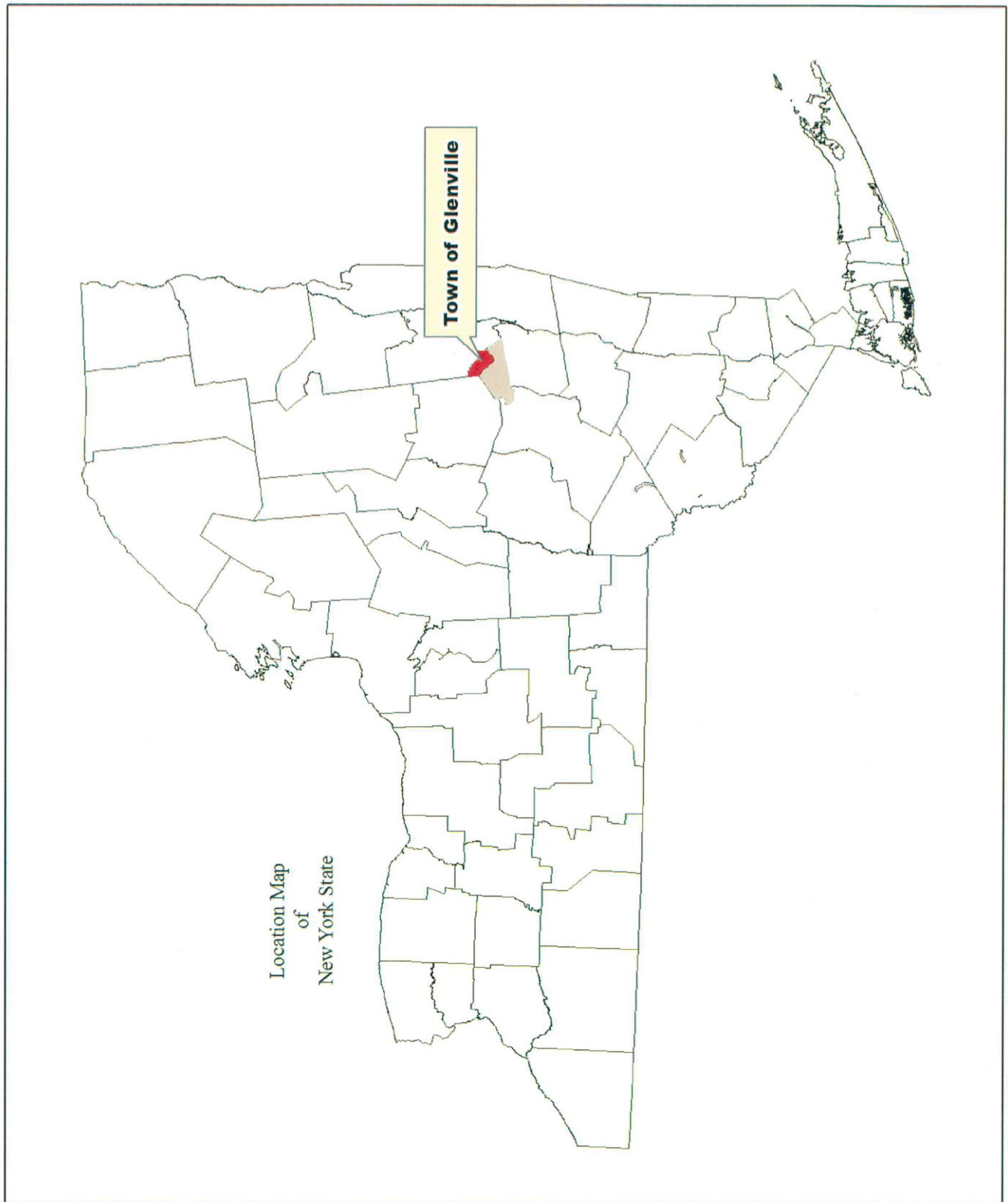
Glenville is the only Town in Schenectady County located north of the Mohawk River. The Mohawk serves as the Town's southern border, with about 14 miles of river shoreline to Glenville's credit. The abundance of riverfront in town also defines another element of Glenville's character; a river town.

In terms of Glenville's position within the Capital District, we are considered an "outer ring suburb." Outer ring suburbs are those communities that occupy the borders between the more urban portion of the Capital District - with its three predominant cities; Albany, Schenectady, and Troy – and the rural outskirts of our region. Other Capital District Towns that can be classified as outer ring suburbs include Rotterdam, East Greenbush, North Greenbush and Brunswick.

One of the benefits of Glenville being located where it is in the region is that we've largely avoided rapid sprawl, and the traffic congestion and proliferation of undesirable land uses that characterize sprawl. Glenville is therefore viewed as a very desirable community in which to live by many, due in part to its slow, steady growth, easy access to the cities and employment centers of the region, and well-regarded school districts.

In contrast, being located away from the higher trafficked areas of the Capital District and the population centers creates a challenge for attracting good jobs, desirable commercial growth, and indeed, people to live here. It also makes it more difficult to keep young people in our Town once they reach employment age. Although, the problem of young people fleeing the area is not unique to Glenville. It is also an issue for the entire Capital District, and well beyond.

Glenville is arguably the community that we are today due to the presence of the General Electric Company in Schenectady. Following World War II, returning soldiers found a booming industry in General Electric and other City of Schenectady-based industries. This was the dawn of the suburban era, and combined with the economic clout of General Electric, led to rapid housing and population growth in Glenville from the late 1940s to early 1960s. Glenville's population has remained essentially the same since.



The Comprehensive Plan that is being replaced by this Plan was adopted in 1990. The 1990 Plan has served the Town well, with many of the overarching goals and individual recommendations still being valid today. In fact, several goals and recommendations/initiatives from the earlier Comprehensive Plan are repeated in this Plan.

Yet, the passage of 27 years of time has brought with it many changes to society as a whole, and certainly the Town of Glenville in particular. Advances in technology, a quarter century of new development and redevelopment, the construction of new roads and infrastructure, and the appearance of land uses not contemplated in 1990 have combined to effectively render the 1990 Plan obsolete.

It is with enthusiasm, then, and a dose of relief, that the Town of Glenville Town Board brings forward the 2017 Town of Glenville Comprehensive Plan. Nearly three years in the making, the Town is pleased to unveil our new “blueprint” for the future.

1. Community Vision Statement

Glenville seems to be many things to many people. Those who make their home in the rural, western hills of the town cherish the solitude and pastoral setting. Residents of the neighborhoods in suburban, eastern Glenville take pride in their homes and their neighborhoods, while enjoying top-notch public school systems. Village of Scotia residents benefit from reasonably-priced homes and plentiful services. Those who live in apartments or townhouses may view Glenville as a waystation, as they begin their careers or while in transition from one stage of life to the next. And on the other end of the rental spectrum, more and more seniors have opted to retire from the burdens that go with maintaining a single-family home and have decided to rent an apartment or townhome, freeing themselves of lawn care, snow removal and home repairs.

Visitors to Glenville often stop by to take advantage of our parks, preserves, and 14 miles of riverfront on the Mohawk. Other visitors may be more enamored with shopping and dining options in Glenville. Then there are others, admittedly, who just pass through, perhaps only seeing Glenville from the perspective of a moving car along Route 50, Route 5, Sacandaga Road or Glenridge Road.

Yes, Glenville is many things to many people, but there are some common traits that blend to define Glenville as a community. In particular, Glenville is livable, diverse and on-the rise.

Livable

Quality of life: Safe and well-maintained neighborhoods with convenient access to parks, preserves, recreational facilities and the waterfront, in addition to excellent schools and nearby services and amenities.

Affordable: A wide variety of housing types, home sizes, settings, and prices makes Glenville one of the more affordable suburban communities in which to live within the Capital District. It is acknowledged however, that Schenectady County property taxes can be a deterrent to some would-be homeowners.

Bustle-free: Unlike the region's cities and villages and the inner ring suburbs, Glenville enjoys all of the amenities offered by the Capital District, while being located on the fringes of the developed portion of the region. Glenville is generally free of gridlocked highways, interstate traffic noise, industrial blight, and crowds.

Diverse

Outdoor amenities and parks: Between the Town of Glenville and Village of Scotia, residents and visitors alike enjoy both an abundance and variety of parks, preserves and outdoor spaces.

Places to live: In addition to relatively affordable housing as noted above, Glenville and Scotia offer a wide variety of settings to make one's home. This includes everything from higher density, service-laden village homes and apartments, to hamlet living, to convenient garden style and luxury apartment complexes, to well-kept, leafy suburban style homes, to large-lot, peaceful rural settings.

Commerce and industry: Glenville offers a variety of stores, restaurants, service uses, offices, banks, auto-related businesses, and light industry/assembly operations, but at a scale and level that helps the Town avoid the trappings of some of our larger suburban brethren.

On the Rise

Attractive to Commerce and Industry: Being an outer ring suburb within the Capital District has long handicapped Glenville when it comes to attracting high quality commercial and manufacturing/technology industries. Recent developments in the Glenville Business and Technology Park and the resurgence of development and investment in the Town Center area have introduced more options to shoppers and job-seekers, and made us more competitive with our sister communities of the Capital region.

Pedestrian Accommodations: The Town has very recently started investing in sidewalks and multi-use paths, long overlooked in Glenville. Tangible results have both occurred and are pending within the Town Center area, with other areas of the Town to be targeted for similar improvements.

History and Culture: With the recent acquisition of the Governor Yates Mansion and planning in the works for a more visible, user-friendly Town History Center, Glenville has started placing more focus on its colorful past; just in time for the Town's bicentennial celebrations in 2020.

2. Goals

The Comprehensive Plan articulates a large number of goals, categorized by subject area. As noted in the beginning of this chapter, some of these goals are carryovers from the Town's 1990 Comprehensive Plan, but the majority of goals identified here are new, reflecting that much has changed in the 27 years since adoption of the previous Plan.

The goals outlined below offer broad policy direction for the primary topics covered in the Plan. Subsection 3 of this Chapter (Plan Initiatives) drills down further, identifying specific recommendations or initiatives that can and should be taken to help realize these goals.

All of these goals can also be found in Chapter D (Plan Initiatives) of this Plan. Chapter D goes beyond just a statement of goals and initiatives, however, by explaining the background and rationale that led to the articulation of these goals. Together, the goals and initiatives provide the direction for preparation of the land use regulations that will follow adoption of this Plan, including, at a minimum, a new Zoning Ordinance, and quite likely, new Subdivision Regulations. These goals and initiatives should also serve to guide Town policy on subjects that don't necessarily lend themselves to land use regulations (i.e. housing, infrastructure, health and emergency services, etc.).

A. Recreational Resources, Facilities and the Arts, and Historic and Cultural Resources

Recreational Resources/Facilities

Short-term and ongoing

- Preserve, enhance, and where practical and cost-effective, expand existing Town parks, preserves, and open spaces.
- Where feasible, enhance and expand public access to and recreational use of the Mohawk River.
- Create a Town-wide recreation/parks master plan that establishes policy for the entire Town parks system.
- Better inform Town and Village residents of the location of and facilities within existing Town and Village parks and preserves.
- Continue to support local youth sports leagues and programs within the Town's parks and use these opportunities to improve existing facilities and programs.
- Continue to work with Rotary and other local service organizations to improve our parks and recreational offerings.
- Consider recreational opportunities associated with rural agricultural settings, but protect rural residential settings from the intrusion of incompatible recreational and commercial uses, with the possible exception of the Route 5 corridor, which is more suited for commercial and recreational land uses.

Long-term

- Improve and potentially acquire additional parklands and open space for both active and passive recreation as dictated by future population growth and demand.
- Evaluate the potential for additional public swimming opportunities for Town residents.
- 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.

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.

Historic and Cultural Resources

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.

B. Community/Economic Development

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.
- Guard against “commercial creep” and new multi-family development along Route 50 north of the Town Center.
- Analyze the Route 5 corridor for commercial development potential and identify nodes where such growth is appropriate, while preserving the rural 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. Commercial and Industrial Facilities

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.
- Place greater emphasis on the oversight and enforcement of site plan review, conditional use permit and variance conditions.
- 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.

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.
- Seek to maximize use of the Town's industrial-zoned areas in recognition that the Town's tax base is exceedingly burdensome on our residential sector.
- 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.

D. Housing

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 housing in both the Town of Glenville and Village of Scotia..
- 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.

E. Natural Resources

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, agricultural lands 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.

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.
- Continue to assess and monitor water quality in Collins Lake and preserve the Lake as a public resource for the Town and Village.

Aesthetic Resources

Short-term and ongoing

- Identify and protect scenic views.
- Maintain the visual appeal that is a distinction of rural western Glenville.
- Preserve and enhance key gateways to Glenville.

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.

F. Institutional, Government, and Educational Resources/Facilities

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.
- Continue to explore cost-effective and practical means for consolidation and collaboration, not just between the Town of Glenville and Village of Scotia, but with Schenectady County and local school systems as well.

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.

Educational Resources/Facilities

a) Short-term and Ongoing

The short-term and ongoing goals for the school districts 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

G. Infrastructure and Utilities

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

- Interconnect the Town's water system with neighboring municipalities, notably the City of Schenectady, 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.

H. Transportation

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.

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.

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.
- Improve way-finding in association with the Glenville/Scotia segment of the Mohawk-Hudson Bike-Hike Trail.

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.

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.

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.

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.

I. Health and Emergency Services

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.

J. Agricultural Resources

Short-term and ongoing

- Promote enrollment in the Agricultural District Program.
- Encourage the use of locally-grown products for Town-based businesses that sell agricultural goods (i.e. maple syrup producers, microbreweries and microdistilleries, farm stands, tree farms, etc.)
- 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.

K. Renewable Energy

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.
- Update Town land use regulations to keep pace with technology on the application 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.

- Continue to pursue expansion of sidewalk networks and development of new multi-use trails to reduce dependency on fossil fuels.

Long-term

- Encourage the 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.
- Assess the suitability of small-scale hydroelectric generating facilities on the Glenville side of the Mohawk River, particularly at Locks 8 and 9.

3. Plan Initiatives

The term “plan initiatives” essentially takes on the same meaning as “objectives,” “action items,” or “recommendations.” Initiatives are more refined and specific than goals. The plan initiatives serve to establish policy and direction on the various subjects covered in the Comprehensive Plan, including economic development, land use, transportation, housing, recreation, etc. The plan initiatives will also serve as building blocks for what will become the Town’s new Zoning Ordinance. In short, plan initiatives are a critical component of the Comprehensive Plan.

The plan initiatives are presented in different sections of this Plan, in different formats. One can find them in Chapter D (Plan Initiatives), of course, and Chapter E (Plan Areas). Further, those initiatives that can be reasonably articulated on a map appear in the various Plan Areas maps found within Chapter E.

What follows here is a summary of all of the Plan Initiatives identified in the Comprehensive Plan, broken out by both geography (the seven different Plan Areas), and topic.

Mohawk Riverfront

Land Use and Zoning:

- Preserve the character of the hamlet of Alplaus – as depicted on the Hamlet of Alplaus map on page 131 - by prohibiting incompatible land uses and density
- Clean-up and pursue adaptive reuse of the area known as the Mohawk Industrial Park and surrounding riverfront lands in the southwest portion of the hamlet of Alplaus

Economic Development:

- Encourage agri-tourism uses along the Route 5 corridor throughout the entire Plan area

- Assess the Route 5 corridor for development potential and identify possible nodes for concentration of commercial uses
- Identify marketing strategy and development concept for 11-acre Town owned parcel on north side of Route 5, across from the I-890 terminus, where the fire training tower was going to locate
- Assess development suitability for dormant gravel mine sites along Route 5

Transportation:

- Promote use of the park & ride lot off Van Buren Road and request CDTA assess expansion of lot if use continues to grow

Utilities:

- Implement flood protection measures at the Town's wellfield, per the Wellfield Protection Committee's 2013 Advisory Report, namely raising the elevation of the two outside wells and building a berm around the plant
- Adopt water treatment plant modernization and infrastructure improvements, per the Wellfield Protection Committee's 2013 Report
- Add another production well to the Town's wellfield for the purposes of redundancy and sales to other municipalities and/or out-of-town customers
- Show future water system interconnection with Schenectady at Freemans Bridge

Natural Resources and Preservation:

- Protect floodplains along the Mohawk River and maintain vegetative buffers to protect against shoreline erosion and pollutant and sediment runoff into the River
- Guard against land uses that could threaten groundwater, particularly within Zones 1 and 2 of the Aquifer for both the Town and Village

Parks and Preserves:

- Complete build-out of Maalwyck Park, including additional ballfields, car-top boat launch, fishing pier, restrooms, additional parking and another barn/pavilion

Pedestrian and Bike:

- Determine feasibility of extending the bike path, accompanied by a fitness trail, from Freemans Bridge to Alplaus
- Determine feasibility of extending the bike path from the bike trail and park and ride lot off Van Buren Road to Maalwyck Park, and beyond to Freedom Park
- Repair/upgrade existing 1.1-mile section of the Mohawk-Hudson Bike-Hike Trail and install fitness trail stations along its length
- Install directional and wayfinding signs to direct bicyclists and other trail users to the 1.1-mile segment of the Mohawk-Hudson Bike-Hike Trail and to guide trail users to destinations and nearby attractions once they are on the Trail

Beautification/Aesthetics:

- Beautify and make distinct the gateways into the town at the I-890/Route 5 intersection, Freemans Bridge, and Alplaus Avenue

Route 50 Corridor

Land Use and Zoning:

- Amend the zoning along Route 50 between the Town Center and Thomas Corners in order to promote additional commercial development and redevelopment.
- Guard against “commercial creep” and new multi-family development along Route 50 north of the Town Center

Economic Development:

- Develop a marketing strategy and management structure for the Town Center

Transportation:

- Implement access management strategies throughout the corridor
- Implement traffic calming measures along the entire length of Route 50 in Glenville
- Continue to pursue establishment of a roundabout at the intersection of Route 50/Freemans Bridge Road/Worden Road/Airport Road
- Add a center turning lane or additional travel lanes on Route 50 between the Town Center and Thomas Corners
- Pursue interconnected parking lots and service roads within the Town Center to relieve traffic congestion on Route 50 within the Town Center
- Extend Rudy Chase Drive north to Glenridge Road

Utilities:

- Continue to evaluate the extension of public sewers to the Glenville/Ballston town line

Pedestrian and Bike:

- Seek funding for and develop multi-use trails within the Town Center and surrounding neighborhoods, and extend the existing sidewalk network out from the Town Center

Beautification/Aesthetics:

- Beautify and make distinct the gateways into the town at the north and south ends of Route 50

Culture and History:

- Explore the idea of establishing a performance space and/or theater within the Town Center
- Promote the Empire State Aerosciences Museum via the Town's website
- Improve public access to and promotion of the Town History Center and the resources offered within

Freemans Bridge Road Corridor

Land Use and Zoning:

- Encourage mixed use, office and light/clean industrial development within the corridor, particularly on properties located to the rear of frontage properties
- Designate an overlay zoning district within the Freemans Bridge Road corridor, similar to the Town Center Overlay District, to establish architectural, parking, lighting, and access management standards

Economic Development:

- Target properties that front along Freemans Bridge Road for new commercial development and reinvestment
- Develop a marketing strategy for the Gateway area between Freemans Bridge and Maple Avenue

Transportation:

- Implement traffic calming measures along the entire length of Freemans Bridge Road
- Eliminate the at-grade railroad crossing
- Extend northbound right turn only lane on Freemans Bridge Road from just below Maple Avenue to the intersection of Freemans Bridge Road and Sunnyside Road
- Adjust signal timing and add/modify turning lanes as necessary to reduce delays and improve efficiency at the Freemans Bridge Road/Maple Avenue intersection and the Freemans Bridge Road/Sunnyside Road intersection
- Extend Lowe's Road west and south to Sunnyside Road

Pedestrian and Bike:

- Construct sidewalks and other "complete street amenities" along the entire length of Freemans Bridge Road

Beautification/Aesthetics:

- Beautify the gateway corridor between Freemans Bridge Road and Maple Avenue

Rural Western Glenville

Land Use and Zoning:

- Allow passive non-motorized recreational uses that are customarily carried on in rural settings, while discouraging for-profit recreational and commercial uses that can exist successfully in non-rural locales
- Adopt conservation subdivision design methods for application in new rural subdivision projects

Utilities:

- Further assess the costs/benefits, feasibility, and availability of federal and state funding to extend public water into rural western Glenville, particularly to the hamlet of West Glenville. It is acknowledged that many residences experience water shortages, yet the introduction of public water to rural areas could induce residential sprawl

Natural Resources and Preservation:

- Preserve the rural and pastoral character of western Glenville

Parks and Preserves:

- Reroute wet and/or eroded trails in Sanders Preserve and establish new trails as needed
- Team with Schenectady County to assess feasibility and impacts of abandoning Wolf Hollow Road and converting it to a linear park

Pedestrian and Bike:

- Establish portion of the Long Path

Beautification/Aesthetics:

- Identify and preserve scenic roadside vistas and scenic views on publicly-owned lands

Culture and History:

- Complete restoration of the Green Corners one room schoolhouse

Agriculture:

- Encourage agriculture-based land uses, including agri-business uses, in those instances where the products are grown or created on the property itself.
- Encourage eligible landowner participation in the State Agricultural District Program

Glenville Business and Technology Park and Vicinity

Land Use and Zoning:

- Properly locate and buffer industrial tenants so that nearby residents aren't impacted by lighting, noise, truck traffic, etc. and develop modern outdoor lighting standards for use in our zoning code

Economic Development:

- Update the 2007 Business and Technology Park Master Plan
- Develop a management structure for the Park to better market the area and to identify obstacles to development/redevelopment
- Partner with Metroplex to attract new Park tenants and investors, drawing attention to the shovel-readiness of properties within
- Continue to support the active contamination remediation efforts within the Park and for the release of the GSA landholdings to county/town or private interests

Transportation:

- Work with CDTA to re-establish bus service within the Park
- Install wayfinding signs for truck drivers and other motorists traveling within the Park

Natural Resources and Preservation:

- Guard against land uses that could threaten the Village's water supply

Pedestrian and Bike:

- Install pedestrian facilities and improve traffic management on and along Access Boulevard, Prestige Parkway, and Business Boulevard, which are used by children walking to and from the Scotia-Glenville Middle School

Beautification/Aesthetics:

- Install a fence and landscaping/trees along those Business & Technology Park roads that abut the Scotia-Glenville Middle School in order to visually separate the Middle School from the industrial park

Suburban Eastern Glenville

Land Use and Zoning:

- Preserve existing residential neighborhoods from the intrusion of incompatible land uses or residential density

Economic Development:

- Evaluate the suitability and growth potential of the industrial-zoned area north of Maple Avenue and south of the Schenectady County Airport
- Partner with Schenectady County to explore airport-related commercial and industrial development on decommissioned Schenectady County Airport lands

Transportation:

- Study the feasibility of a new east-west road connecting the western terminus of Van Buren Road with Sacandaga Road
- Establish a truck route to direct trucks away from Glenridge Road and Maple Avenue to cut down on collisions with railroad overpasses, particularly on Glenridge Road

Natural Resources and Preservation:

- Protect forested tracts, agricultural areas, stream corridors, wetlands and other open space areas from residential and commercial growth to ensure buffers between neighborhoods and around commercial areas (not sure how this can be illustrated, but it's an important goal/policy)

Parks and Preserves:

- Improve security and surveillance at Indians Meadow Town Park to discourage vandalism

Pedestrian and Bike:

- Partner with Saratoga County to establish a multi-use path on the former trolley line that essentially parallels Alplaus Creek in the eastern section of Town, on either side of Glenridge Road, thereby connecting existing bike paths in Saratoga County with the Mohawk-Hudson Bike-Hike Trail in Schenectady County

Beautification/Aesthetics:

- Beautify and make distinct the gateways into the town on Glenridge Road and Sacandaga Road

Village of Scotia

Land Use and Zoning:

- Consult Village leaders whenever a development proposal materializes in Glenville that could impact the Village

Economic Development:

- Partner with the Village to chart a plan for growth for both the Town and Village

Natural Resources and Preservation:

- Continue to assess and monitor water quality parameters in Collins Lake and seek a solution to restore public swimming in the Lake

Housing:

- Promote the diversity and affordability of the Village's housing stock

Shared Services:

- Seek the Village's cooperation on future shared services and consolidation opportunities

4. Next Steps

The adoption of this Comprehensive Plan is just the first step of many in implementing the various goals and initiatives articulated above, albeit a critically important first step. The Comprehensive Plan is a vitally important policy document, but it does not have the effect of law. Additional measures are required to implement the recommendations of the plan. These measures can take many forms, including legislation (i.e. adoption of new/amended land use codes and other local laws), funding and budgeting, actions by other agencies, agreements with or commitments by property owners, assistance by service organizations, etc.

Some of the recommendations found in the Comprehensive Plan can be undertaken immediately, or in a timetable measured in a couple of months. Others will take many months or years to accomplish. A handful of the initiatives could take a decade or more to achieve. Cost, complexity and the amount of involvement required of other agencies are major factors in determining the timetable for implementation of the recommendations found in the Comprehensive Plan.

Many of the recommendations can be implemented through completion of one action. This is particularly true for local legislative actions, such as the adoption of new land use regulations (i.e. zoning ordinance, subdivision regulations, mobile home park ordinance, etc.).

What follows is a summary of major steps that will be considered by the Town in order to implement many of the goals and initiatives of the Comprehensive Plan. These are offered in no particular order, other than to acknowledge that revising the Town's Zoning Ordinance will be given priority consideration.

Revisions to the Town Zoning Code

A great many of the initiatives identified in the Comprehensive Plan require amendments to the Town's existing Zoning Code, and the creation of new zoning regulations for inclusion within the Code. Not only

is adoption of new zoning regulations very effective at implementing Comprehensive Plan policies, it is a requirement of New York State zoning legislation that a municipality's zoning code be in conformance with its Comprehensive Plan.

Revisions to the Town Subdivision Regulations

Subdivision regulations are typically viewed as a municipality's second most important means of land use regulation, following zoning. While zoning addresses what one can do on/with their property, subdivision regulations pertain to the creation of new building lots. The Town's Subdivision Local Law was adopted in 1990, and is in need of a considerable amount of revision and modernization.

Revisions to the Town Open Space Plan

The Town of Glenville is the only Schenectady County municipality to have adopted a local Open Space Plan, having done so in 2007. While many, if not most, of the policies and recommendations identified in the Open Space Plan are still valid in 2017, several initiatives identified in this Comprehensive Plan will require a revisit of and minor amendments to the Open Space Plan, at least.

Revisions to the Industrial Park Master Plan

The area now identified as the Town of Glenville Business & Technology Park was previously known as "Corporations Park" and/or "Scotia-Glenville Industrial Park," or often just as "Industrial Park." The Town adopted a master plan for this area in 2007, and like the Open Space Plan, the passage of a decade has rendered some of the Plan's recommendations obsolete, or at least in need of revisiting. Revisions to the Industrial Park Master Plan are already underway, thanks to the awarding of a Consolidated Funding Grant to the Town in early 2017.

Adoption of a Capital Plan

Several initiatives in the Comprehensive Plan involve improvements to water and sewer infrastructure, as well as improvements to Town roads and/or actions by the Town Highway Department. Funding and implementation for these actions require Town Board approval, for the most part. Adoption of a Capital Plan is recommended for these future actions and others. And it is just good practice for a municipality to have in place a Capital Plan, since infrastructure and road maintenance and construction are costly, and often complex, endeavors.

Pursuit of Grant Funding

Many initiatives articulated in the Comprehensive Plan require funding that is beyond the reach of the Town of Glenville alone. The Town has long been in the practice of seeking grants for projects covering a wide range of projects, including highway corridor beautification, bike path and/or sidewalk

construction, water treatment plant improvements, energy saving improvements, sewer construction, and upgrades to computers and software. The Town will continue to pursue grants, but with adoption of this Comprehensive Plan, the Town not only has a clearer vision of where we are going as a community, we now are better-positioned to compete for many grants since we can better justify funding requests by linking our proposals to written policy found in the Plan.

Adoption of a Sidewalk/Multi-Use Path Plan

Heretofore the Town's decisions to seek funding and construct sidewalks and multi-use paths have occurred without clear policy direction to guide us. The Glenville Town Center Plan and Freemans Bridge Road Plan both provide guidance for the installation of pedestrian improvements for those two areas of Town, but beyond those areas, there is no written or mapped policy to turn to. Further, those two plans were adopted in 2004, and do not necessarily align with the current Town administration's thinking. It is for these reasons, and to implement recommendations of this Comprehensive Plan, that the Town should adopt a Sidewalk/Multi-Use Path Plan.

A number of the initiatives of the Comprehensive Plan cannot be implemented with any of the seven actions identified above. These other initiatives may require funding or implementation by other agencies, or perhaps they are stand-alone actions that don't fall under the seven categories above. Others may even be considered "administrative actions" which can be put into place at little or no cost via direction from the Town Board, or even through initiative of individual Town department heads.

That said, it is apparent that there is an abundance of goals and initiatives identified in the Comprehensive Plan. Accomplishing the seven actions above would allow the Town to implement a great many of these goals and initiatives. Adoption of a revised Zoning Code however, takes priority, as it is mandatory that the Town's zoning regulations be in compliance with the Comprehensive Plan.

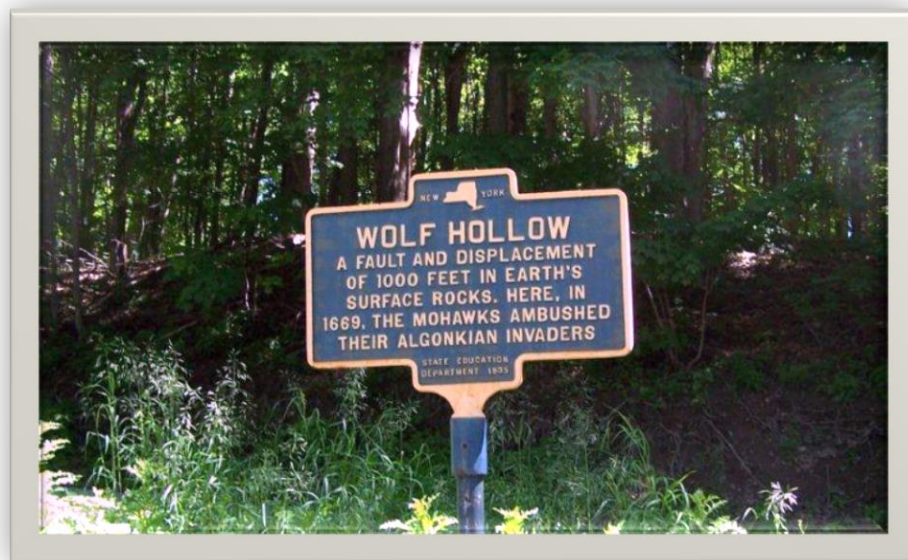
For more detail on the various recommendations/initiatives of the Comprehensive Plan, their relative prioritization, and who has responsibility for implementation, the reader is directed to consult Chapter F – *Implementation* of this Plan.

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.

D. Plan Initiatives

Section 1 Recreational Resources, Facilities and the Arts, Historic and Cultural Resources

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 (*see Appendix 1 – Map 1-4: Publicly-Owned Parks, Preserves and Open Spaces, as well as the table below*).

Table D-1
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 its entire 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.

3) Historic and Cultural Resources

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 a 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 *Appendix 1 – Map 1-5: 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).

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

The Green Corners School is presently in its final stages of restoration, with the intent of having it reopen as a historic site/museum. 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

1. Recreational Resources/Facilities

Short-term and ongoing

- Preserve, enhance, and where practical and cost-effective, expand existing Town parks, preserves, and open spaces.
- Where feasible, enhance and expand public access to and recreational use of the Mohawk River.
- Create a Town-wide recreation/parks master plan that establishes policy for the entire Town parks system.
- Better inform Town and Village residents of the location of and facilities within existing Town and Village parks and preserves.
- Continue to support local youth sports leagues and programs within the Town's parks and use these opportunities to improve existing facilities and programs.
- Continue to work with Rotary and other local service organizations to improve our parks and recreational offerings.
- Consider recreational opportunities associated with rural agricultural settings, but protect rural residential settings from the intrusion of incompatible recreational and commercial uses, with the possible exception of the Route 5 corridor, which is more suited for commercial and recreational land uses.

Long-term

- Improve and potentially acquire additional parklands and open space for both active and passive recreation as dictated by future population growth and demand.
- Evaluate the potential for additional public swimming opportunities for Town residents.
- 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.

3. Historic and Cultural Resources

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

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.
- Improve wayfinding to and along the Town and Village's segment of the Mohawk-Hudson Bike-Hike Trail via the installation of directional and destination signs, alerting Trail users of Trail access points, as well as nearby attractions and destinations.
- Expand and connect existing Glenville and Scotia portions of the Mohawk-Hudson Bike-Hike Trail with neighboring municipalities' bike paths/trails.
- Explore the feasibility of extending Mohawk-Hudson Bike-Hike Trail, along with establishment of a fitness trail, east along the Mohawk River from the existing trail connection at the Route 5/Route 890 intersection to existing trail segment on Schonowee Avenue in the Village of Scotia, as well as east from the existing Trail's terminus at Freemans Bridge Road to the hamlet of Alplaus.
- 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.

3. Historical and Cultural Resources

- 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 2 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 metropolitan area 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.

In consideration of the existing character of the Route 5 corridor west of the I-890/Vley Road/Route 5 intersection, and given the lack of public water and sewer availability, the Town has begun to look at the agri-tourism potential of the corridor. The Wolf Hollow Microbrewery was the first such business to open in the corridor, and most recently, a maple syrup production/sales facility was constructed just west of the microbrewery. Also at this time a microdistillery is undergoing planning/zoning review along Route 5. Agri-tourism businesses are typically compatible with a rural setting, and the convenient access

afforded to properties along Route 5 should serve to strengthen the market potential for agri-tourism businesses in this area of Glenville.

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.
- Guard against "commercial creep" and new multi-family development along Route 50 north of the Town Center.
- Analyze the Route 5 corridor for commercial development potential and identify nodes where such growth is appropriate, while preserving the rural 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

- Promote the development of agri-tourism land uses along the Route 5 corridor.
- 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.
- Target the Freemans Bridge Road corridor for new mixed use, office and light/clean industrial development, particularly on properties to the rear of frontage properties.
- Designate an overlay zoning district within the Freemans Bridge Road corridor, similar to the Town Center Overlay District, to establish architectural, parking, lighting, and access management standards.
- 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.
- Evaluate the growth potential of the industrial-zoned area north of Maple Avenue and south of the Schenectady County Airport.
- 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.
- Seek a partnership with the Village of Scotia to chart a course for growth for both the Town and Village

Section 3 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 acted as a deterrent to new development and redevelopment for decades, preventing the GSA from releasing ownership of most of their unused and underused holdings within the Park. Fortunately, on-site remediation is underway, and has proven to be effective in the early stages.

Another challenge with marketing the Park is the age and configuration of most of the buildings. These buildings are over 70 years old and they were not built with modern warehousing and distribution in mind. Specifically, these buildings were constructed with an abundance of floor-to-ceiling support beams. Modern warehousing and distribution outfits typically prefer open floor plans.

It should also be noted that the Town was awarded grant funding in 2016 through the State's Consolidated Funding Application (CFA) process for the Business and Technology Park. The funding will be used to update the Park's 2007 Master Plan and to more sharply define the Town's vision for development and redevelopment of the Park.

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.

Freemans Bridge Road, unlike Route 50, is almost entirely commercial in nature from end-to-end, with very few residential uses apparent. Freemans Bridge Road also exhibits a mix of automotive and quasi-industrial land uses. Some would argue that this corridor has been neglected - as far as planning for growth is concerned - as focus has always seemingly been on the heavier-traveled Route 50.

In recent years the Town has turned its attention to Freemans Bridge Road as big box retailers such as Wal Mart and Lowe's decided to open new stores along the road. Anticipating spin-off development in association with both Wal Mart and Lowe's, the Town took note that inappropriate industrial-type zoning along segments of this road worked against the desire to promote additional commercial growth within the corridor.

In the last two or three years focus on the Freemans Bridge Road corridor has sharpened even more, especially with the announcement and now soon-to-be-opened casino and harbor project on Erie Boulevard in Schenectady. More recently still, the Town secured two grants in 2016 that are aimed exclusively at Freemans Bridge Road. One grant is being used to develop a beautification plan for the gateway area between Maple Avenue and the Mohawk River, while the second grant is underwriting an effort to develop a "complete streets" plan and strategies for the entire corridor.

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 handfults 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 a concentration of aging industrial uses and buildings locally referred to as the Mohawk Industrial Park. The marina and concentration of industrial uses, although not indicative of typical hamlet elements have bene historically liked to Alplaus. The area encompassing these uses adjoins the residential neighborhood of the hamlet, is accessed exclusively through Alplaus, affords access to the river, and due to its proximity to the residents this area provides space for passive recreation and walking. Therefore, the area is considered to be part of the Alplaus hamlet.

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. Schenectady County's City and County-favored sales tax distribution formula has also placed an unfair burden on Glenville residents. It is for these reasons that the current Town administration has been an active proponent of economic development and fair sales tax distribution.

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.
- Place greater emphasis on the oversight and enforcement of site plan review, conditional use permit and variance conditions.
- 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.

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.
- Seek to maximize use of the Town’s industrial-zoned areas in recognition that the Town’s tax base is exceedingly burdensome on our residential sector.
- 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.
- Upgrade the Town's zoning codes regarding LED signs and periodically update these standards to keep pace with the rapidly changing technology concerning signs and advertising.
- Adopt and periodically amend modern outdoor lighting standards for use in the Town's Zoning Code.
- Update the *Vacant Commercial Buildings Inventory* on an annual basis, at a minimum, and include Village of Scotia properties/buildings.
- Revise existing zoning regulations to foster the development and redevelopment of appropriately-scaled commercial uses on Route 50 in the segment between the Town Center and Thomas Corners.
- Consider zoning regulations that prevent the proliferation and clustering of less desirable land uses such as gas stations, car washes, auto repair facilities, etc. within the Town Center, the Town's gateways, and other commercial areas where these land uses are presently minimal or non-existent.
- Complete the NYS Department of State grant-funded Freemans Bridge Road Gateway Beautification study and begin implementation of the study's recommendations.
- Finalize the Capital District Transportation Committee grant-funded Freemans Bridge Road "complete streets" effort and put in place policies and recommendations from the study.
- Continue cooperation with Metroplex and Schenectady County to explore Airport-related commercial and industrial development on decommissioned Schenectady County Airport lands.

2. Industrial Facilities

- Develop enforceable and reasonable commercial and industrial performance standards so that nearby residents aren't impacted by lighting, noise, truck traffic, etc.
- 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 using funding awarded to the Town through the 2016 Consolidated Funding Application (CFA) grant process.

- Advocate for timely completion of the active contamination remediation measures of GSA-owned properties within the Glenville Business & Technology Park and pursue the release of these properties for private development.
- Clean-up and pursue adaptive reuse of the Mohawk Industrial Park property, as well as riverfront lands to the southeast of the Park.

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 multi-family projects to have been built within the last decade include The Reserve at Glenville (181 units), Patriot Square (156), Glenwyck Manor Senior Apartments (92), Hampton Run (80), Parkside (16), Wayside Village (16), and Socha Luxury/Corporate Apartments (16). At present, the 44-unit Yates Farm Townhouse Development is under construction. 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 D-2 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 D-2
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 colonials are two types of single-family housing that are popular in the Village of Scotia

3) Value of Owner-Occupied Housing

Table D-3 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.

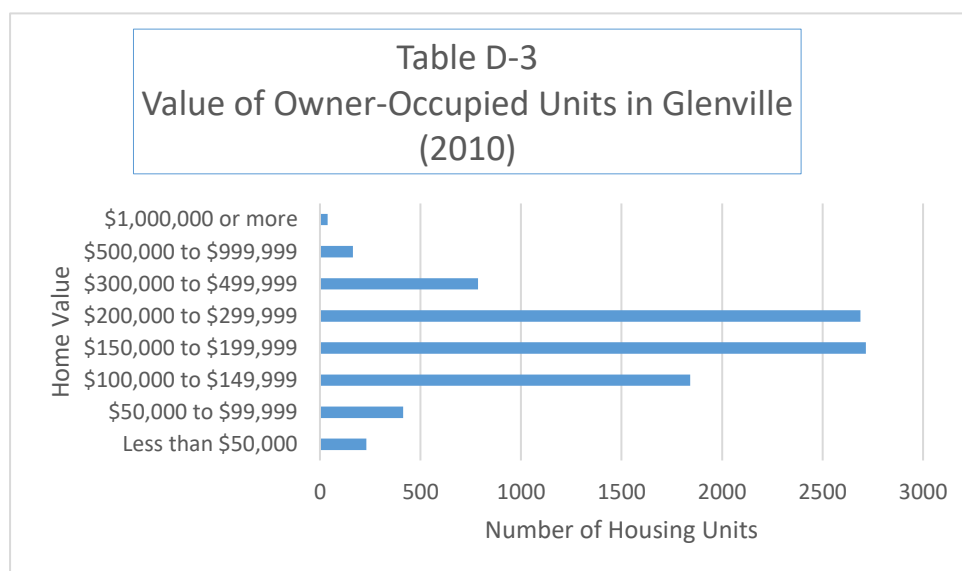


Table D-4 provides a more detailed breakdown of housing values via a comparison between Glenville, Scotia, and Schenectady County. Here one can see that the Village of Scotia has the largest percentage of homes (53+%) valued below \$150,000, reflective of a housing composition that is characterized by 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 D-4

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 housing in both the Town of Glenville and Village of Scotia..

- 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.
- Adopt conservation subdivision design standards and apply them to rural areas of Glenville where preservation of character and protection of natural resources is highly desired.
- 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.
- Allow for multi-family development in 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.

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 Appendix 1 – Map 1-5 Environmental Features and Map 1-6 Hydrography*). 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. These natural resources effectively act as constraints to development, resulting in a significant amount of land area, scattered about, that cannot or should not be developed (*see Appendix 1 – Map 1-8: Natural Constraints*). 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 natural constraints, 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 (*see Appendix 1 – Map 1-7: Aquifer Protection Zones*). 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, 27 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-forestation of New York, and Glenville, as has the emphasis on preservation of forest lands, and more sensible, self-sustaining forestry practices.

Streams and Creeks: As depicted on Map 1-6: *Hydrography*, in Appendix 1, 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

Pond with wetland habitat off Hart Road

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.

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. 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.

Viewsheds: - Roadside vistas and scenic views along streams, the Mohawk River, and within parks and preserves comprise the majority of the Town's viewsheds. The rural portion of Glenville, in particular, with its varied topography and pastoral nature, is generally regarded as scenic. Lacking at present, however, is a current resource that identifies scenic vistas and roadside views within the Town. Up-to-date mapping of scenic views would aid Glenville in developing land use policy on viewshed protection.

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, agricultural lands 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.
- Continue to assess and monitor water quality in Collins Lake and preserve the Lake as a public resource for the Town and Village.

3. Aesthetic Resources

Short-term and ongoing

- Identify and protect scenic views.
- Maintain the visual appeal that is a distinction of rural western Glenville.
- 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.
- Guard against land uses that could threaten groundwater, particularly within Zones 1 and 2 of the Aquifer of both the Town of Glenville and Village of Scotia.
- 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.
- Place priority on the preservation of rural character whenever potentially incompatible land uses are contemplated for western Glenville, including commercial recreation uses, solar farms, and wind farms.
- Clarify and enforce existing zoning regulations that require preservation and ornamentation of the various Town gateways.

4. Energy Conservation

- Repair and upgrade the Town 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.
- Assess the advantages and disadvantages of enrolling 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.

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 D-5 below:

Table D-5

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.
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 municipally-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 boards, 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/GlenvilleNY_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	Adopted 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

Town of Glenville						
2017 Adopted Budget Summary						
Fund:	Description	Appropriations	Non-Property Tax Revenues	Fund Balance	Adopted Reserves	Tax Levy
1	General	\$4,018,766	\$1,486,942	\$215,000	\$56,000	\$2,260,824
2	Town Outside of Village	4,940,373	2,020,572	--	--	2,919,801
4	Highway	3,773,337	1,981,253	250,000	161,000	1,381,084
40	Sewer	1,348,322	405,507	3,200	51,800	887,815
50	Water	2,620,938	1,426,981	414,534	177,600	601,823
15, 20, 30, 35	Special Districts	524,627	240	10,700	--	513,687
	All Totals	\$17,226,363	\$7,321,495	\$893,434	\$446,400	\$8,565,034
	% Change from Prior Year					%1.24

Source: Town of Glenville Webpage as posted by the Town Comptroller at [http://www.townofglenville.org/Public Documents/GlenvilleNY Comptroller/index](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:

1. The capacity for long-term maintenance of capital equipment
2. 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
3. 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, now the Middle 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.cfm>

The projected average level of enrollment is expected to decline to 2,414 by the year 2023.²

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 D-6 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,
http://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) NCSD budget:

The school district budget⁶ (revenues and expenditures) for the NCSD for fiscal years 2013-2015 is summarized in Table D-6 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 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.

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/index_choice.htm

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

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

b) BHBLCS budget:

The school district budget⁹ (revenues and expenditures) for the BHBLCS for fiscal years 2013-2015 is summarized in Table D-6 at the end of this section.

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

Table D-6 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.

Revisiting the sales tax distribution formula and establishing a more equitable model for the municipalities in Schenectady County will require willing participation from various levels of government. In this instance, the Town of Glenville – and preferably all three Schenectady towns – will likely have to take the initiative, and it will necessitate cooperation of the Schenectady County Legislature and quite possibly, assistance from our New York State legislators.

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 Glenville 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 Glenville 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 Glenville 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 Glenville 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 uses 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

b) 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.
- Continue to explore cost-effective and practical means for consolidation and collaboration, not just between the Town of Glenville and Village of Scotia, but with Schenectady County and local school systems as well.

c) 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 districts 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.
- Consult Village of Scotia leaders whenever a development proposal materializes in Glenville that could impact the Village.
- 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.
- Conduct an analysis of the Town's water use fee structure to evaluate opportunities to fund capital improvements.
- 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.
- Either as part of the sales tax task force effort or as a separate initiative, the sales tax distribution formula that has been established for the new Rivers Casino and Resort in Schenectady should be revisited, given that the Town of Glenville and other impacted Schenectady County towns are only receiving an additional 0.8% of new sales tax from the Casino.
- Form a visioning committee consisting of municipal representatives and local residents to assess and make recommendations on consolidation and collaboration amongst the Town of Glenville, Village of Scotia, neighboring municipalities, Schenectady County, and the various local public school districts.

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. Map 1-10: *Utilities and Water/Sewer Districts* in Appendix 1 illustrates most of the items discussed in this Section.

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 782 million gallons of drinking water to its customers in 2016, which equated to an average of just under 1,658,000 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.

In those rural areas of Glenville where residents must depend on well water, both the quantity and quality of water varies from place-to-place, and often, from year-to-year. Well water reliability seems to be of greatest concern in rural western Glenville, particularly within and in the vicinity of the hamlet of West Glenville. Here one finds many residents who desire the extension of public water to the hamlet and surrounding area, and seemingly just as many residents who do not wish to see the extension of public water any further into western Glenville due to the possibility of sprawl and loss of rural character. It may not be cost-effective to extend public water into the West Glenville area at this time, but this is a significant enough issue to residents where an engineering assessment of feasibility and cost for expanded public water service may be warranted.

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 contracts between the City and Scotia and Glenville dictate 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 Spectrum being the service provider in Glenville. Both Spectrum and Verizon 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 (Spectrum 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

- Interconnect the Town's water system with neighboring municipalities, notably the City of Schenectady, 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.
- Renegotiate the current sewer rate that the City of Schenectady charges the Town of Glenville to ensure that the rate is fair to both parties, and that it does not discourage additional development in Glenville.
- 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.
- Adopt water treatment plant modernization and infrastructure improvements, per the Wellfield Protection Committee's 2013 Advisory Report.
- Add another production well to the Town's wellfield for the purposes of redundancy and to allow additional sales of water to other municipalities and/or out-of-town customers.
- Evaluate the feasibility and cost-effectiveness of extending public water to the hamlet of West Glenville, ideally in a configuration that closes the hydraulic loops that exists from current dead-end water lines on Sacandaga Road and North Road.
- 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 Spectrum setting terms of cable/internet service and pricing.
- Compile a 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.

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, the Town center, 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. The current Town administration is trying to remedy this shortcoming through the pursuit of new sidewalks and multi-use paths in several locations.

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 Trail 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 and 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 travel lanes, roundabouts, or center turning lanes will necessitate significant state and/or federal funding, and are more likely occur in the mid to long-term given the scope of these projects and the fact that current funding for highway projects is being principally earmarked for maintenance and safety projects. For the short-term, comparatively little funding is being committed to intersection improvements or the construction of new travel lanes. In light of 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 is available through the Town of Glenville Economic Development and Planning Department.

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 generally not recommended.

The magnitude of these challenges to improvements along Freemans Bridge Road may increase as a result of the new casino in Schenectady, with its principal access being on Erie Boulevard, just on the other side of Freemans Bridge. 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. Comparing traffic volumes on Freemans Bridge Road in 2018 vs 2016 should give us an idea if a significant increase in traffic has indeed occurred.

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 students 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 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. This road on the Airport is complete, via the connection and alterations of existing roads and former driveways that have been made over a number of years. One can now drive from Thomas Corners to Glenridge Road without driving on Route 50, albeit a portion of this route traverses part of the internal road of both Patriot Square Apartments and Hampton Run Apartments.

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.
- Improve way-finding in association with the Glenville/Scotia segment of the Mohawk-Hudson Bike-Hike Trail.

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 reintroduce CDTA bus service to the Glenville Business & Technology Park.
- Promote use of the Park & Ride lot off of Van Buren Road and request that CDTA assess the need for expansion of the lot.

3. Bicycle and Pedestrian Needs

- Reconstruct the existing 1.1-mile segment of the Mohawk-Hudson Bike-Hike Trail and include amenities to allow the Trail to serve as a fitness trail.
- Install directional and destination signs along the Glenville/Scotia portion of the Mohawk-Hudson Bike-Hike Trail so as to direct users to and from the Trail and to alert Trail users of nearby attractions and businesses.
- Consider partnering with Saratoga County in their effort to establish a bike-hike trail along the former trolley line through east Glenville and Alplaus so as to connect existing bike path networks in Saratoga County with 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, along with establishment of a fitness 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.
- Adopt access management strategies within the Town's zoning ordinance for the Route 50 corridor.
- Continue to evaluate, and if warranted, pursue establishment of a roundabout at the Route 50/Freemans Bridge Road/Worden Road/Airport Road intersection.

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, and add turning lanes as necessary.
- Extend the northbound right turn only lane that serves Maple Avenue south to the Freemans Bridge Road/Sunnyside Road intersection.

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.

Section 9 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, with an eye towards 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.

Absent data or public sentiment suggesting otherwise, it appears that the Town of Glenville is well-served by medical practitioners and facilities. And even if the Town lacks any particular health care services or practitioners, Glenville residents are fortunate to have convenient access to an abundance of practitioners and facilities in nearby Schenectady and Albany, as well as suburban towns such as Clifton Park, Colonie and Guilderland, all within a half hour drive from Glenville.

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.

For the time being, the Town of Glenville remains open to the idea of cooperation and possible consolidation of emergency services with the Village of Scotia. The Town is optimistic that the Village will be receptive to exploring this subject at a later date, as budgetary considerations and service needs can and do change over time. The recent formation of a joint town/village committee, for consideration of shared services, has given new life to the idea of consolidated emergency services.

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.
- 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.
- Implement land use regulations that restrict the advertisement and sale of tobacco and tobacco products near schools and places where children congregate.
- Periodically evaluate ambulance service response times in Glenville by consulting with local police and fire departments.
- Evaluate the costs and benefits of a new location and development plan for Town Police and Court services, with consideration of a campus-like setting that brings together other elements of local government, and perhaps recreational, educational and/or private interests, as well. .
- 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.
- Spotlight the Town's emergency response services and health care facilities and programs in Town marketing materials and on the Town's website.

Section 10 Agricultural Resources

D) 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 broomcorn.



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.

By analyzing the land use codes from the Town’s assessment records, it was determined that, as of 2017, there are 19 properties in the Town dedicated to agriculture. The most common agricultural practice is field crops (mostly hay), with five such properties classified in this manner. Nurseries and greenhouses were the next most common agricultural practice, with four such properties. There are two dairy farms within Glenville. No other type of agricultural use had more than one such property classified as such.

Absent from the Town of Glenville are orchards, vineyards, fruit farms and horse farms. However, a handful of the Town’s farms and farm stands offer strawberries as one component of their operation. Horses can also be found on a few properties within the Town, either kept for the pleasure of the owner, or in one instance, for therapeutic value and riding lessons for children.

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 Duanesburg 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 D-7 below offers a snapshot of agricultural district land, by town, in Schenectady County.

**Table D-7_
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. The reader is urged to consult Map 1-11: *Agricultural Districts*, in Appendix 1 for an illustration of agricultural districts within the Town of Glenville.



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, such as here along Sunnyside Road, offers a welcome break from the suburban development pattern and it buffers commercial development from residential neighborhoods

The Town recognizes, as well, that agricultural practices are not without environmental and neighborhood impacts. Soil erosion, soil, surface and ground water contamination, odors, noise and dust are all by-products of agriculture. Fortunately, the relatively small-scale nature of farming in Glenville, and the types of agriculture present in town work to minimize impacts on natural resources and adjacent property owners. Further, the Schenectady County Soil and Water Conservation District office is located in Glenville, with dedicated staff who are available to assist farmers with best management practices.

B) Goals

Short-term and ongoing

- Promote enrollment in the Agricultural District Program.
- Encourage the use of locally-grown products for Town-based businesses that sell agricultural goods (i.e. maple syrup producers, microbreweries and microdistilleries, farm stands, tree farms, etc.)
- 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.

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.
- As a component of an as-of-yet-written Capital Plan for Town infrastructure, carefully limit the intrusion of public water and sewer services into rural and agricultural areas of Glenville.
- Promote the Route 5 corridor as an area well-suited for agri-tourism and agri-business practices through adoption of suitable zoning and the use of public relations campaigns.
- Establish a farmer's market in 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 in Glenville.
- Pursue funding from state and federal programs and partner with local land conservancies to acquire conservation easements for active farms.
- Encourage community gardens, authorizing their establishment by site plan review within "Suburban Residential"-zoned areas of Glenville.
- Use the Town's website to promote agricultural and forestry operations, including links to agencies/resources and advertising of farmer's markets.

Section 11 Renewable Energy

A) Introduction

Renewable energy sources are many, including solar, wind, hydro, biofuels, 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 solar, wind, biofuels and geothermal. What follows is a brief look at these four particular types of renewable energy sources, as applied to Glenville.

1) 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 both commercial and 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. On the commercial solar side, visual impacts and the amount of land that could be “lost” to solar farms are two important considerations as the Town contemplates new zoning regulations. To that end, the Town has drafted zoning regulations that specifically address the installation of commercial and residential-scale solar facilities. Solar land regulations will likely occur shortly after adoption of this Comprehensive Plan.

2) Wind Energy

Unlike solar energy, wind energy is technologically advanced enough where it can be installed anywhere where winds are sufficient to generate electricity and where there is a reasonable connection to the electric grid. 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, 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.

3) 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 in use is solid biofuels, where various forms of combustibles are burned for energy or heat. Solid biofuels may include wood, charcoal, grass/yard waste, sawdust, agricultural waste, or 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, wind or geothermal structures. This is particularly true in communities where outdoor wood boilers commonly generate complaints.

4) Geothermal

New York State is generally lacking when it comes to the more common forms of geothermal energy sources (volcanoes, geysers and hot springs) that can be found in some of the western states and Hawaii. There are isolated areas of New York State where hot springs are present, including Saratoga Springs, yet they are not abundant or extensive enough to be considered relevant at the state level.

Yet, the earth does absorb approximately half of the sun’s energy, thereby creating a source of geothermal energy wherever soil is exposed to sunlight. This energy can be tapped via geothermal heat

pumps, which are primarily used in residential applications in Glenville. Simply described, heat pump systems use the energy storage capacity of the ground to heat indoor air during the colder winter season and remove heat from indoor air during the hotter summer season.

There are different forms of geothermal systems, but the most common form in Glenville is a closed loop system. In these systems, a liquid chemical compound continuously circulates in closed piping from underground to a home or building, and then back below the surface of the ground where the heat exchange occurs. These systems have a high front end cost, and they do require a small amount of external energy to operate. However, these systems result in significantly lower heating and cooling costs (80% less than traditional fossil fuels is commonly referenced), and they don't require a great deal of maintenance. The end result is a reasonably quick return on one's investment.

Installation of these systems generally do not raise any significant regulatory issues. Heat pump systems, in particular, are largely hidden and unobtrusive to neighbors. They are permitted in Glenville and are not considered controversial.

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.
- Update Town land use regulations to keep pace with technology on the application 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.
- Continue to pursue expansion of sidewalk networks and development of new multi-use trails to reduce dependency on fossil fuels.

Long-term

- Encourage the 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.
- Assess the suitability of small-scale hydroelectric generating facilities on the Glenville side of the Mohawk River, particularly at Locks 8 and 9.

C) Priority Initiatives and Next Steps

- Continue to evaluate the costs/benefits and overall suitability of use of the Town's former landfill property for a commercial solar farm.
- Revise the Town's zoning and subdivision regulations to incentivize the installation of residential-scale solar and wind energy systems while still maintaining land use regulations that protect adjacent landowners from visual and other impacts.
- 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 Town-owned 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 encourages 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.
- Encourage the planting of new trees and the protection of existing trees on Town-owned lands and within street rights-of-way by passing a tree ordinance that establishes policy on the planting, maintenance, and removal of trees.

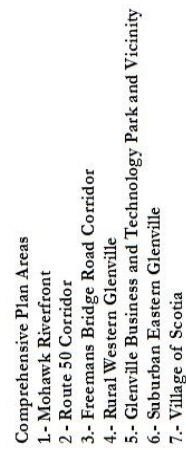
E. Plan Areas

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.

Town of Glenville
Schenectady County, New York

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



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, expanded parking, and restroom facilities 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.

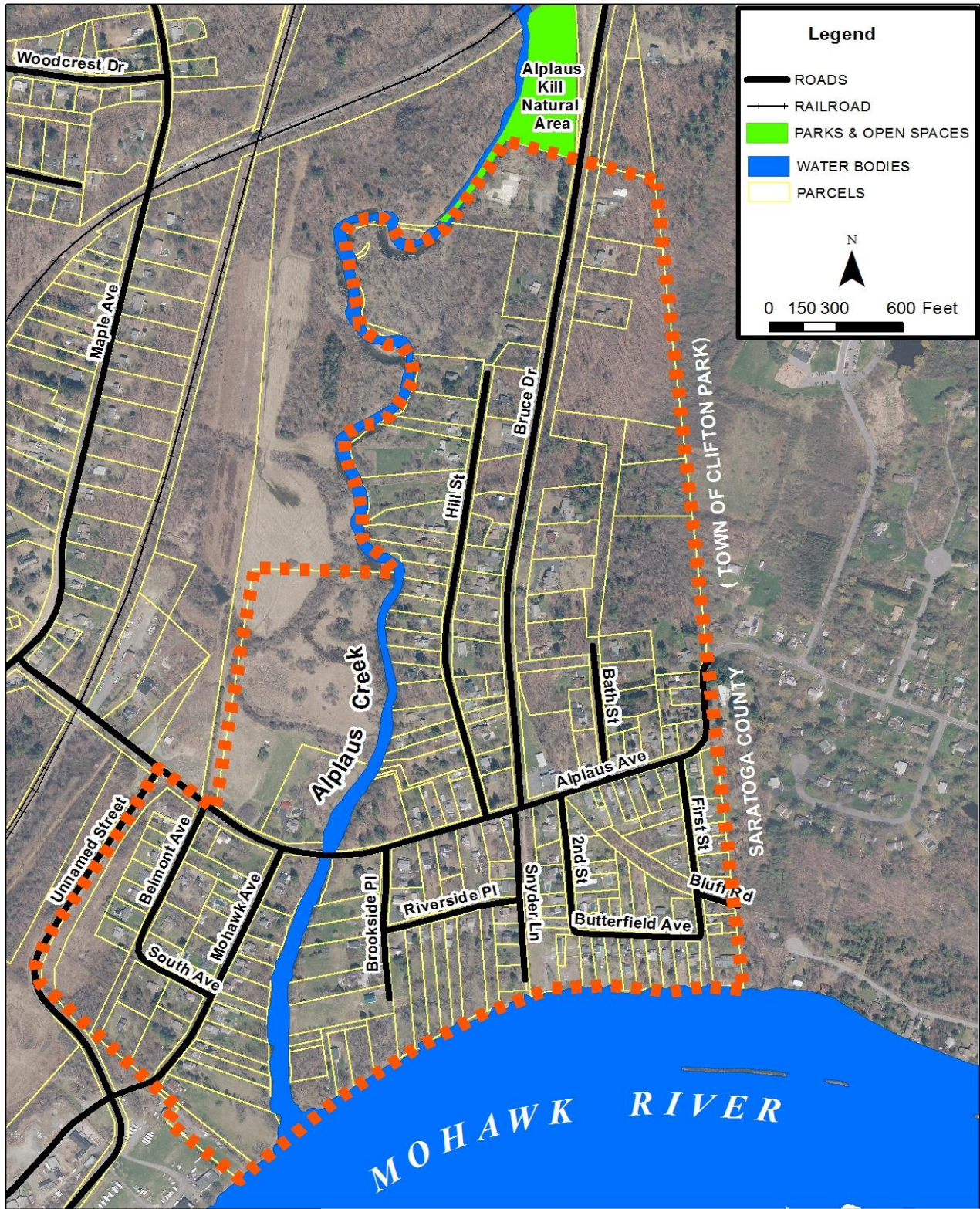
From Glenville's western border with the Town of Amsterdam to the Exit 26/I-890 Bridge, most of the Town's riverfront is dominated by open space, including farms, Lock 9 Canal Park, a former grass strip private airport, open fields, and isolated wooded areas. The most notable business in this segment 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 concentration of residences, along and adjoining the Alplaus Kill and the Mohawk River, a former maritime school, an active rowing club shared by several local school districts,

Hamlet of Alplaus



and a concentration of industrial uses, known as the Mohawk Industrial Park, occupying a number of buildings and accessory structures.

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.

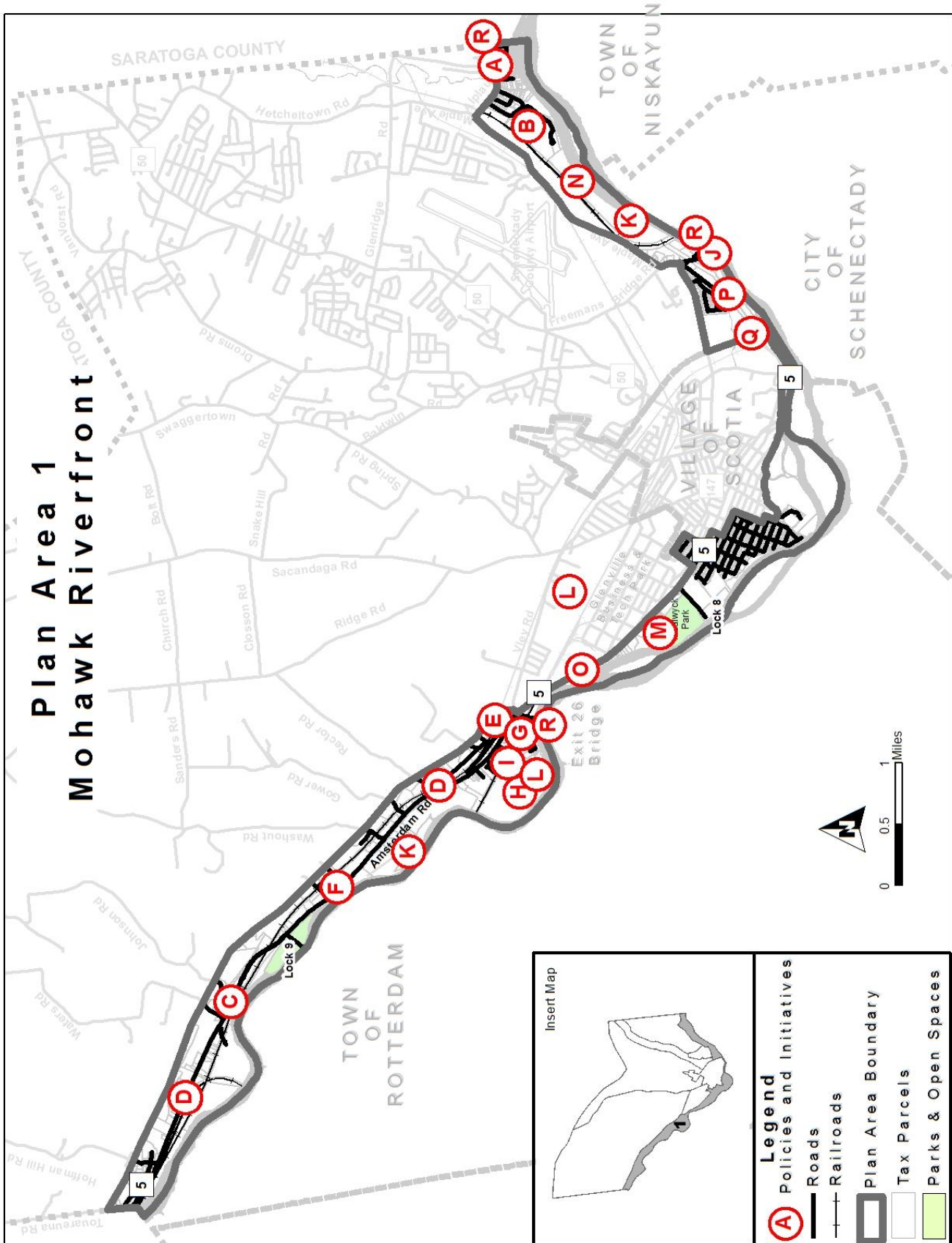
A small segment of the Mohawk-Hudson Bike-Hike Trail is also located along the river. This is the only segment located along the north side of the Mohawk River within Schenectady County. The 1.1 mile trail runs along the River between the Schonowee Avenue and Freemans Bridge.

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, located adjacent to the Water's Edge Lighthouse Restaurant, which opened in 2017.

The Route 5 corridor within the Mohawk Riverfront Plan Area has retained its predominantly rural, low density residential/commercial character for decades. However, two new businesses have recently opened along Route 5 that could prove to be trend-setting. One is the Wolf Hollow Brewing Company which opened at its Route 5 location in 2015, and the other is Riverside Maple Farms, a maple syrup production and retail operation, located just west of Wolf Hollow's property. The Town will continue to embrace agri-tourism uses along Route 5.

Plan Area 1 Mohawk Riverfront



Insert Map

Legend

Policies and Initiatives

- (A)** Policies and Initiatives
- Roads
- +—** Railroads
- Plan Area Boundary
- Tax Parcels
- Parks & Open Spaces

Planning Initiatives

Mohawk Riverfront

Map Key

- A Preserve the character of the hamlet of Alplaus as depicted on the Hamlet of Alplaus Map on page 131 by prohibiting incompatible land uses and density
- B Clean-up and pursue adaptive reuse of the area known as the Mohawk Industrial Park property and surrounding riverfront lands in the southwest portion of the hamlet of Alplaus
- C Encourage Agri-Tourism uses along the Route 5 corridor throughout the entire Plan area
- D Assess the Route 5 corridor for development potential and identify possible nodes for concentration of commercial uses
- E Identify marketing strategy and development concept for 11-acre Town owned parcel on north side of Route 5, across from the I-890 terminus, where the fire training tower was going to locate
- F Assess development suitability for dormant gravel mine sites along Route 5
- G Promote use of the park & ride lot off Van Buren Road and request CDTA assess expansion of lot if use continues to grow
- H Implement flood protection measures at the Town's wellfield, per the Wellfield Protection Committee's report, namely raising the elevation of the two outside wells and building a berm around the plant and wellfield
- I Add another production well to the Town's wellfield for the purposes of redundancy and sales to other municipalities and/or out-of-town customers
- J Show future water system interconnection with Schenectady at Freemans Bridge
- K Protect floodplains along the Mohawk River and maintain vegetation buffers to protect against shoreline erosion and pollutant and sediment runoff into the River
- L Guard against land uses that could threaten groundwater, particularly within Zones 1 and 2 of the Aquifer for both the Town and Village

- M Complete build-out of Maalwyck Park, including a car-top boat launch, fishing pier, restrooms, additional parking and another barn/pavilion
- N Determine feasibility of extending the bike path, accompanied by a fitness trail, from Freemans Bridge to Alplaus
- O Determine feasibility of extending the bike path from the bike trail and park and ride lot off Van Buren Road to Maalwyck Park, and beyond to Freedom Park
- P Repair/upgrade existing 1.1-mile section of the Mohawk-Hudson Bike-Hike Trail and install fitness trail stations along its length
- Q Install directional and wayfinding signs to direct bicyclists and other trail users to the 1.1-mile segment of the Mohawk-Hudson Bike-Hike Trail and to guide trail users to destinations and nearby attractions once they are on the Trail
- R Beautify and make distinct the gateways into the town at the I-890/Route 5 intersection, Freemans Bridge, and Alplaus Avenue

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 Gansevort 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 50's 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

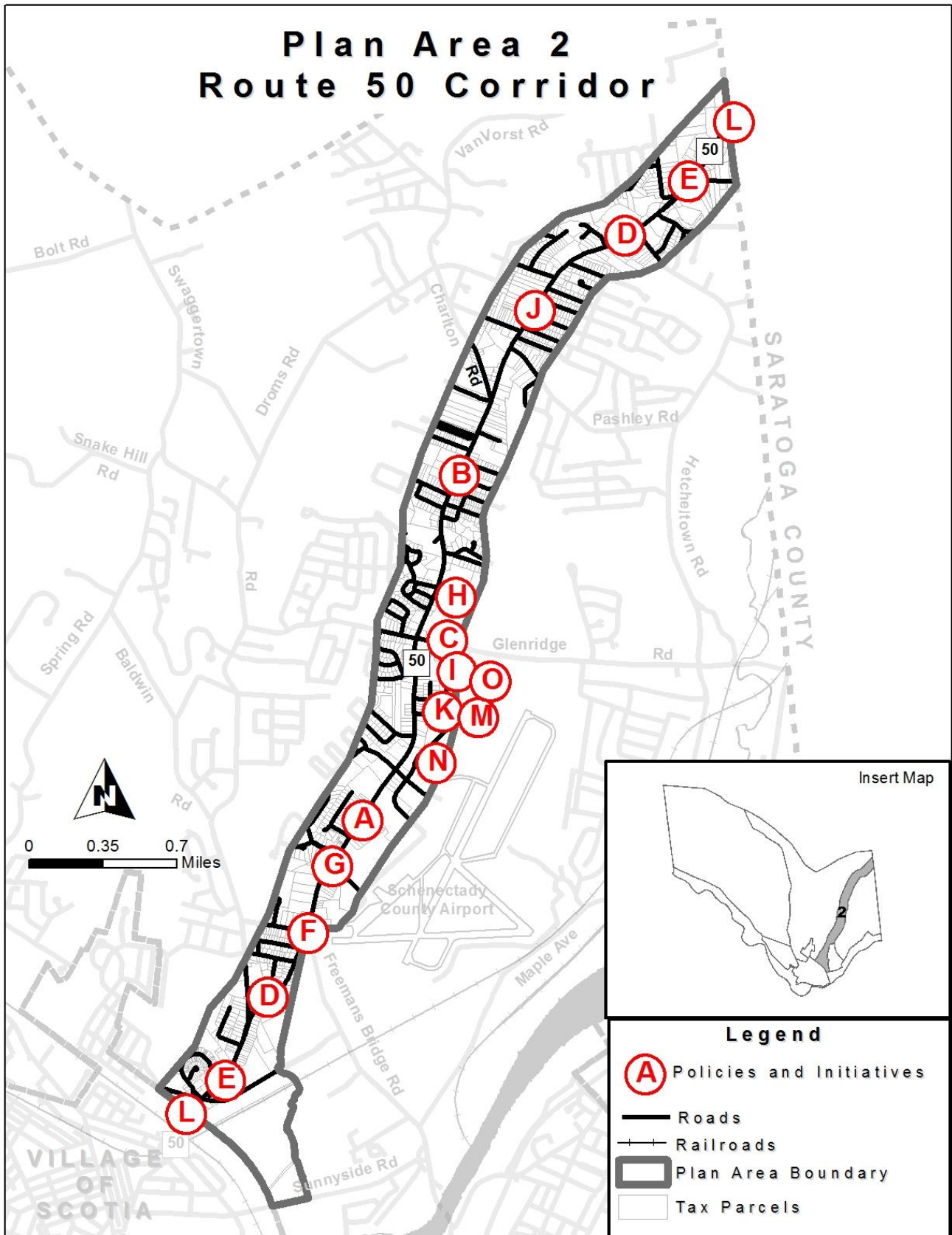
Within the last ten years, a number of retail uses, restaurants and multi-family units have opened along Route 50, primarily within the Town Center area. Most notably within the Town Center is Target, which was built on the former K-Mart site. Socha's mixed use building at 115 Saratoga Road, which is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

Plan Area 2 Route 50 Corridor



Planning Initiatives

Route 50 Corridor

Map Key

- | | |
|---|---|
| A | Amend the zoning along Route 50 between the Town Center and Thomas Corners in order to promote additional commercial development and redevelopment |
| B | Guard against “commercial creep” and new multi-family development along Route 50 north of the Town Center |
| C | Develop a marketing strategy and management structure for the Town Center |
| D | Implement access management strategies throughout the corridor |
| E | Implement traffic calming measures along the entire length of Route 50 in Glenville |
| F | Continue to pursue establishment of a roundabout at the intersection of Route 50/Freemans Bridge Road/Worden Road/Airport Road |
| G | Add a center turning lane or additional travel lanes on Route 50 between the Town Center and Thomas Corners |
| H | Pursue interconnected parking lots and service roads within the Town Center to relieve traffic congestion on Route 50 within the Town Center |
| I | Extend Rudy Chase Drive north to Glenridge Road |
| J | Continue to evaluate the extension of public sewers to the Glenville/Ballston town line |
| K | Seek funding for and develop multi-use trails within the Town Center and surrounding neighborhoods, and extend the existing sidewalk network out from the Town Center |
| L | Beautify and make distinct the gateways into the town at the north and south ends of Route 50 |
| M | Explore the idea of establishing a performance space and/or a theater within the Town Center |
| N | Promote the Empire State Aerosciences Museum via the Town’s website |
| O | Improve public access to and promotion of the Town History Center and the resources offered within |

3. Freemans Bridge Road Corridor

Location and Features

The Freemans Bridge Road Corridor is dominated by the north-south oriented Freemans Bridge Road (NYS Route 50S). Its northern boundary is the Thomas Corners intersection, with its southern border largely comprised of Sunnyside Road and the westernmost end of Maple Avenue.

The primary usage of this segment of town is as a mixed commercial corridor. Freemans Bridge Road has witnessed notable commercial development within the past 10-15 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, 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 Thomas Corners 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 sidewalks along Speedway's frontage on Freemans Bridge Road and Dutch Meadows Lane and 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 reconstruction.

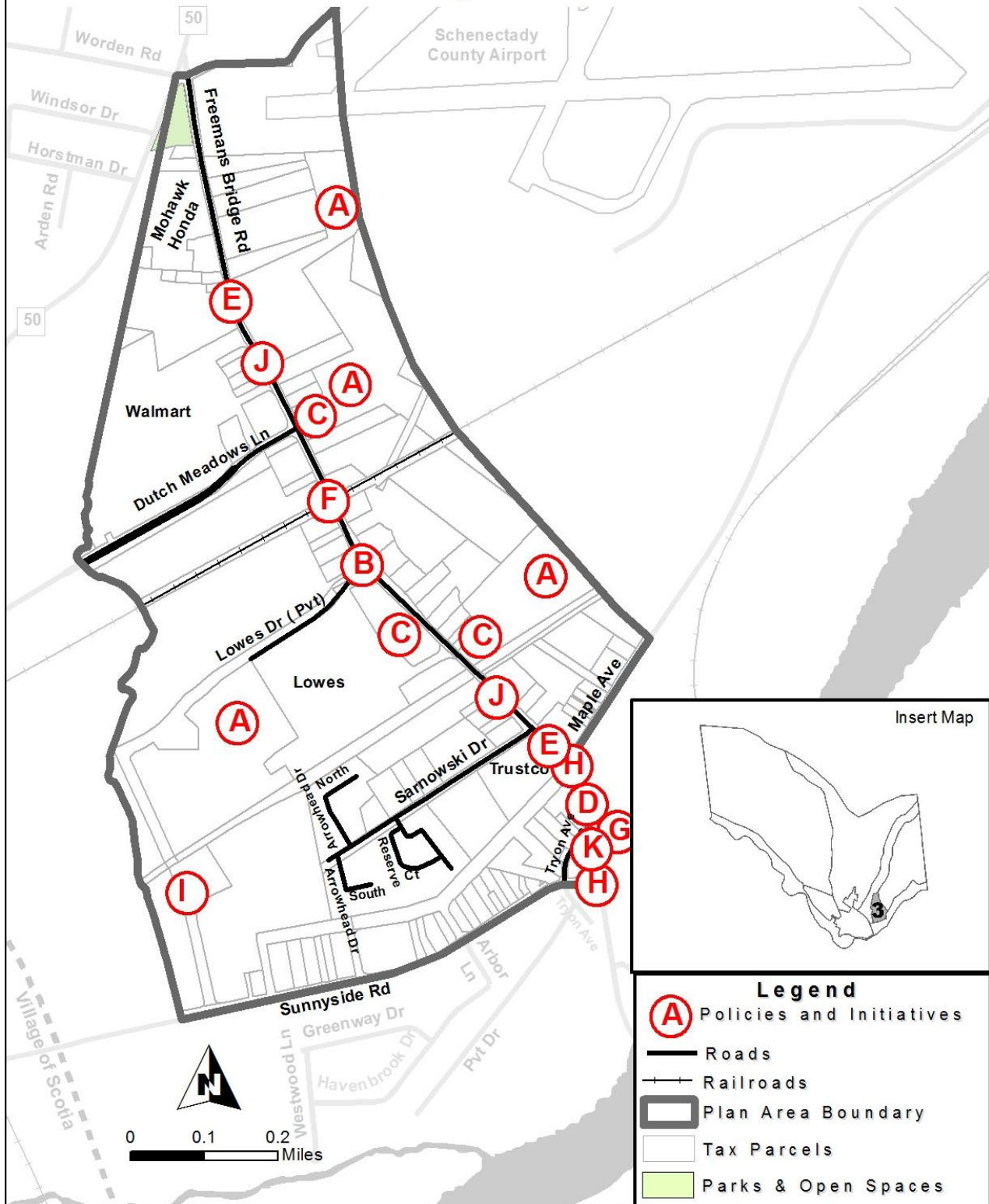
The Pan Am Southern Railroad traverses the plan area, running parallel to and to the south of Dutch Meadows Lane. This rail line is used by freight trains, disrupting auto traffic on Freemans Bridge Road and Dutch Meadows Lane about once a day due to an at-grade crossing on Freemans Bridge Road.

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 most recently, the five-story, 100+ room Hilton Homewood Suites Hotel opened adjacent to the Waters Edge Lighthouse Restaurant, at the point where the Freemans Bridge Road Corridor Plan Area abuts the Mohawk Riverfront Plan Area.

Plan Area 3 Freemans Bridge Road Corridor



Planning Initiatives

Freemans Bridge Road Corridor

Map Key

- A Encourage mixed use, office and light/clean industrial development within the corridor, particularly on properties located to the rear of frontage properties
- B Designate an overlay zoning district within the Freemans Bridge Road corridor, similar to the Town Center Overlay District, to establish architectural, parking, lighting, and access management standards
- C Target properties that front along Freemans Bridge Road for new commercial development and reinvestment
- D Develop a marketing strategy for the Gateway area between Freemans Bridge and Maple Avenue
- E Implement traffic calming measures along the entire length of Freemans Bridge Road
- F Eliminate the at-grade railroad crossing
- G Extend the northbound right turn only lane on Freemans Bridge Road from just below Maple Avenue to the intersection of Freemans Bridge Road and Sunnyside Road
- H Adjust signal timing and add/modify turning lanes as necessary to reduce delays and improve efficiency at the Freemans Bridge Road/Maple Avenue intersection and the Freemans Bridge Road/Sunnyside Road intersection
- I Extend Lowe's Road west and south to Sunnyside Road
- J Construct sidewalks and other "complete street amenities" along the entire length of Freemans Bridge Road
- K Beautify the gateway corridor between Freemans Bridge Road and Maple Avenue

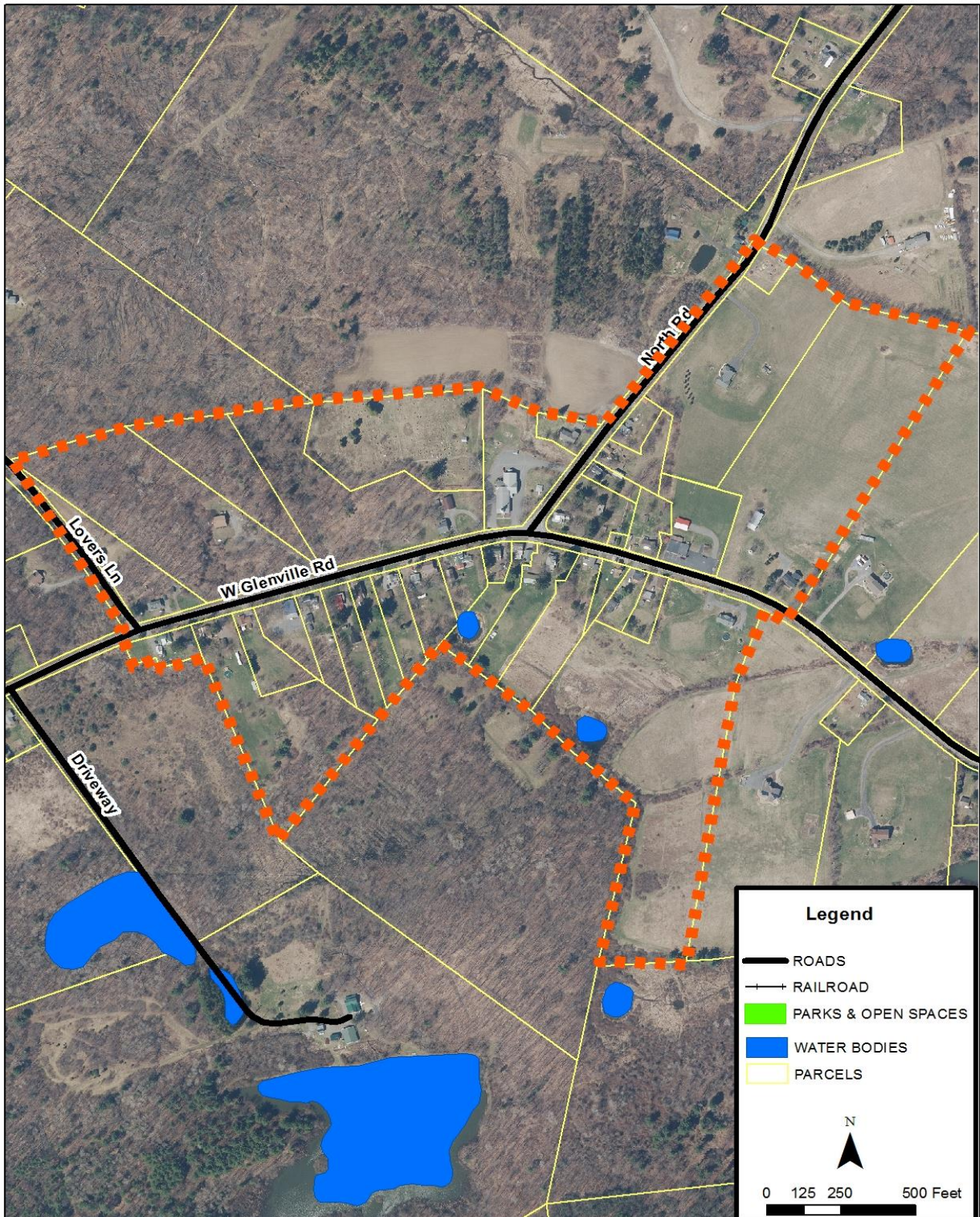
4. Rural Western Glenville

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 western border. 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.

Hamlet of West Glenville



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. Wolf Hollow Road is engulfed 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 and the concern about landslides.

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.

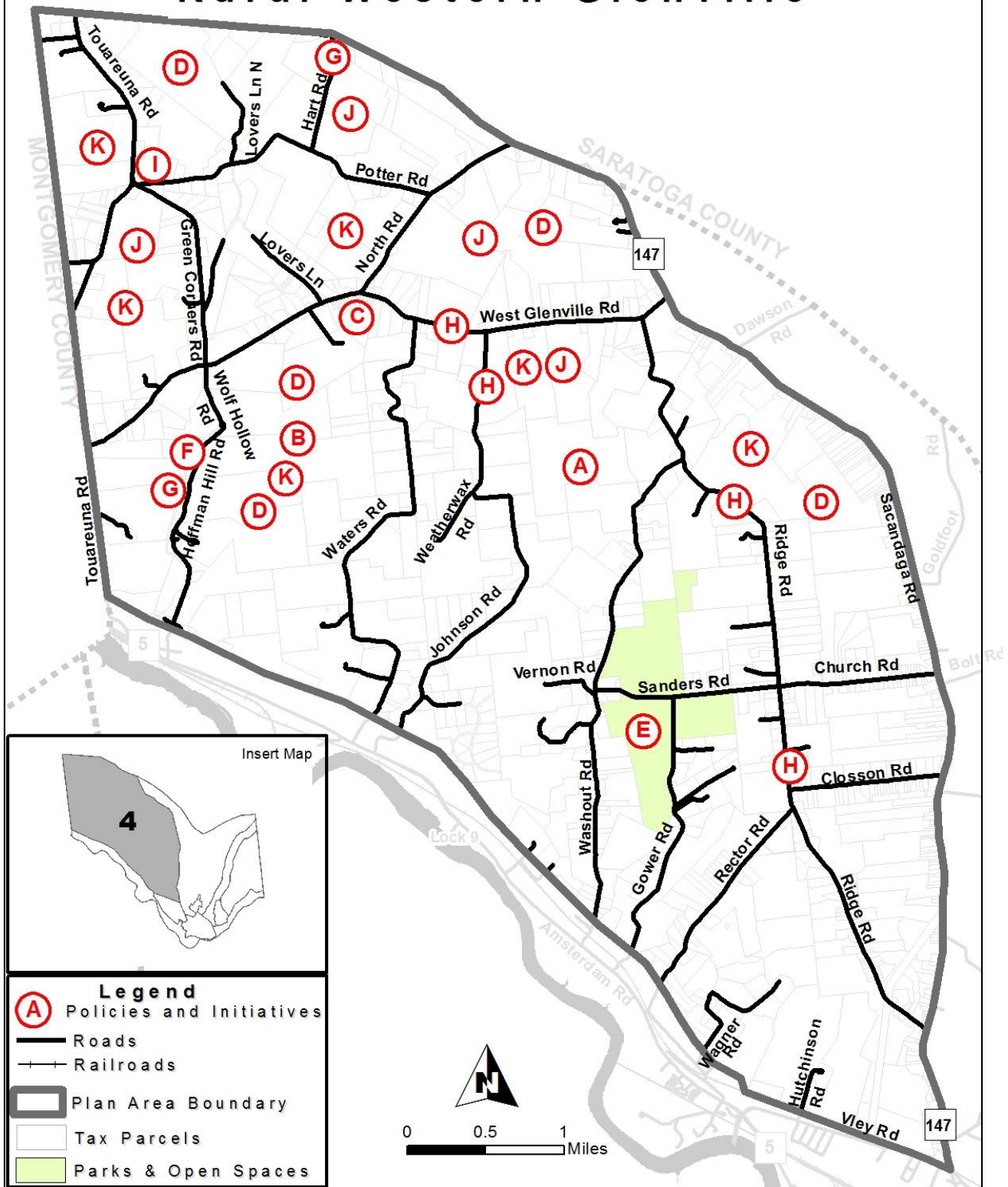
The current development patterns are dictated by historic settlements. Prior to the arrival of immigrants and settlers in the early 1800s, the area was long under the influence of Native American peoples such as the Algonkians and later, the Mohawks. Several of the current roads, in fact, follow former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

The entire area is zoned Rural Residential/Agricultural or Land Conservation. One 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 may end up looking 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.

Plan Area 4 Rural Western Glenville



Planning Initiatives

Rural Western Glenville

Map Key

- A Allow passive non-motorized recreational uses that are customarily carried on in rural settings, while discouraging for-profit recreational and commercial uses that can exist successfully in non-rural locales
- B Adopt conservation subdivision design methods for application in new rural subdivision projects
- C Further assess the costs/benefits, feasibility, and availability of federal and state funding to extend public water into rural western Glenville, particularly to the hamlet of West Glenville. It is acknowledged that many residences experience water shortages, yet the introduction of public water to rural areas could induce residential sprawl
- D Preserve the rural and pastoral character of western Glenville
- E Reroute wet and/or eroded trails in Sanders Preserve and establish new trails as needed
- F Team with Schenectady County to assess the feasibility and impacts of permanently abandoning Wolf Hollow Road and converting it to a linear park
- G Establish portion of the Long Path
- H Identify and preserve scenic roadside vistas and scenic views on publicly-owned lands
- I Complete restoration of the Green Corners one room schoolhouse
- J Encourage agriculture-based land uses, including agri-business uses, in those instances where the products are grown or created on the property itself
- K Encourage eligible landowner participation in the State Agricultural District Program

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 (GSA). NYSDEC recently began remediation measures on site, which have met with early success in neutralizing the plumes. This is a long overdue, welcome development which will pave the way for release of GSA lands to the private sector for development/redevelopment.

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.

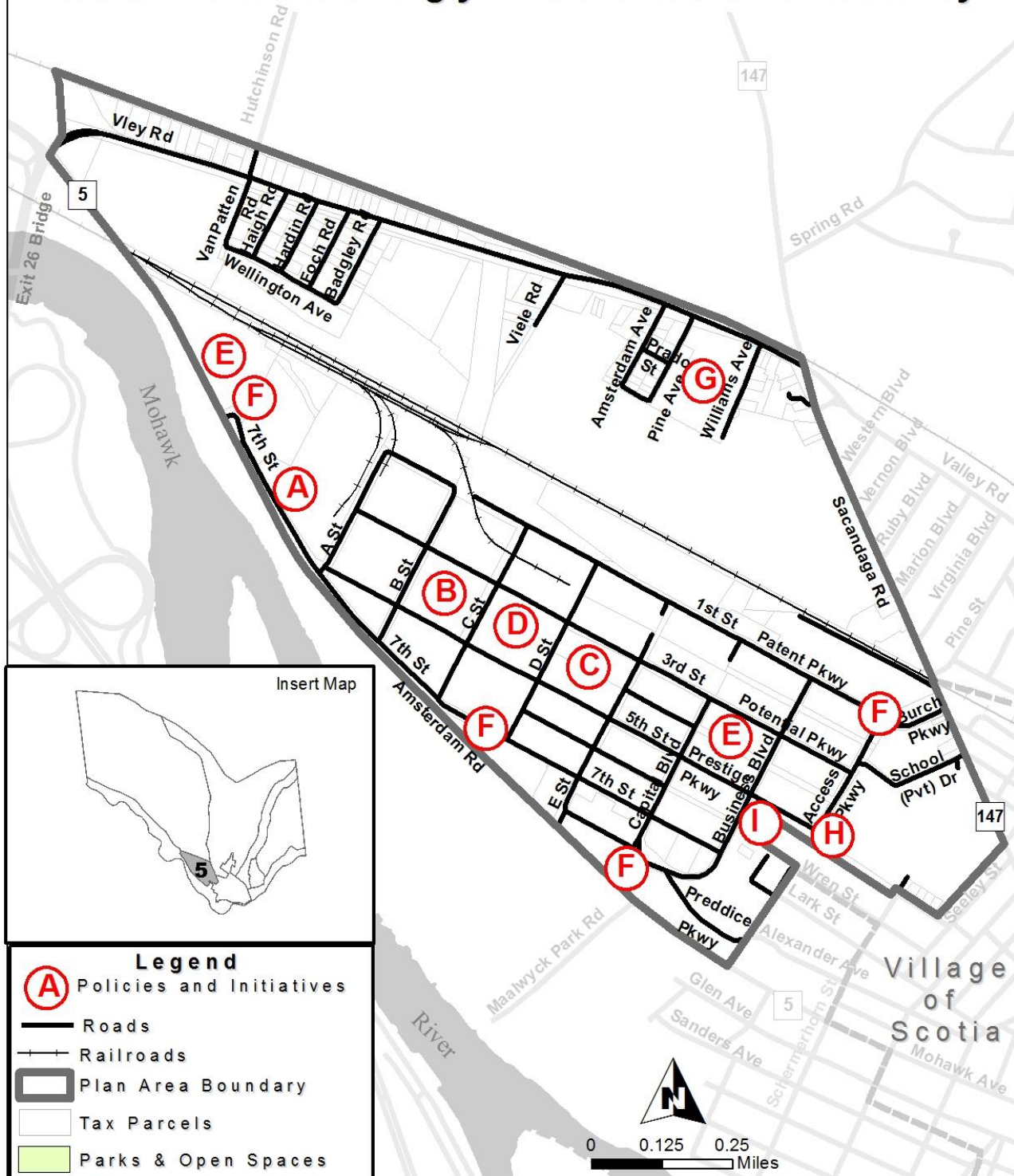
A segment of the Pan Am Railroad: the Rotterdam Branch rail line, runs adjacent to the northern border of the Business and Technology Park, just south of the residential homes and gravel pits. This portion of the railroad is part of a larger rail network that is connected to New York City, Canada, Buffalo,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

Plan Area 5 Glenville Business and Technology Park and Vicinity



Planning Initiatives

Glenville Business and Technology Park and Vicinity

Map Key

- A Properly locate and buffer industrial tenants so that nearby residents aren't impacted by lighting, noise, truck traffic, etc. and develop modern outdoor lighting standards for use in our zoning code
- B Update the Business and Technology Park Master Plan and develop a management structure for marketing of the Park
- C Partner with Metroplex to attract new Park tenants and investors, drawing attention to the shovel-readiness of properties within
- D Continue to advocate for completion of clean-up of contamination within the Park and for the release of the GSA landholdings to county/town or private interests
- E Work with CDTA to re-establish bus service within the Park
- F Install wayfinding signs for truck drivers and other motorists traveling within the Park
- G Guard against land uses that could threaten the Village's water supply
- H Install pedestrian facilities and improve traffic management on and along Access Boulevard, Prestige Parkway, and Business Boulevard, which are used by children walking to and from the Scotia-Glenville Middle School
- I Install a fence and landscaping/trees along those Business & Technology Park roads that abut the Scotia-Glenville Middle School in order to visually separate the Middle School from the industrial park

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. Not surprisingly, this most heavily developed residential region of Glenville largely coincides with the public water service area of the Town.

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, within the Route 50 Corridor and Freemans Bridge Road Corridor Plan Area, which are engulfed by the Suburban Eastern Glenville Plan Area.

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 recognizing that Route 50 and Freemans Bridge Road are individual plan areas in their own right. 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

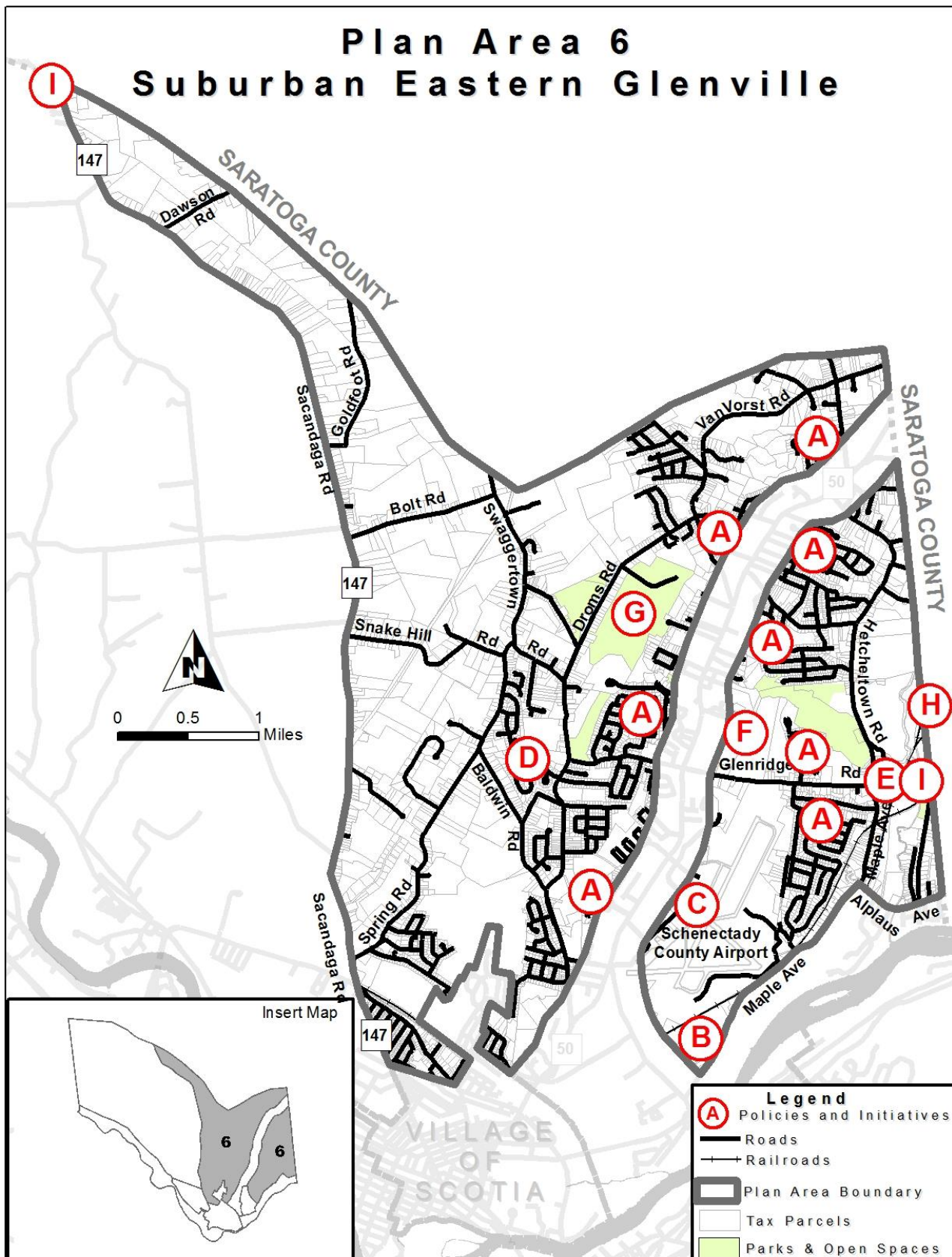
Commercial development activity that has recently occurred along Route 50 and Freemans Bridge Road is detailed previously in this chapter. As for other types of development, multi-family and single-family development has been steady in this plan area, although no large-scale residential projects have 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 and is slowly progressing.

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 has yet to begin however, bringing into question the economic viability of this project at this time.

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.

And most recently, in the summer of 2017, the Town purchased the former Yates Mansion and property on Maple Avenue. The Town has earmarked the Mansion for restoration, with the structure to eventually serve as a museum and history center for the Town. Fundraising efforts to date for restoration have been very encouraging.



Planning Initiatives

Suburban Eastern Glenville

Map Key

- A Preserve existing residential neighborhoods from the intrusion of incompatible land uses or residential density (apply to neighborhoods that abut Route 50 and Glenridge Road)
- B Evaluate the suitability and growth potential of the industrial-zoned area north of Maple Avenue and south of the Schenectady County Airport
- C Partner with Schenectady County to explore airport-related commercial and industrial development on decommissioned Schenectady County Airport lands
- D Study the feasibility of a new east-west road connecting the western terminus of Van Buren Road with Sacandaga Road
- E Establish a truck route to direct trucks away from Glenridge Road and Maple Avenue to cut down on collisions with railroad overpasses, particularly on Glenridge Road
- F Protect forested tracts, agricultural areas, stream corridors, wetlands and other open space areas from residential and commercial growth to ensure buffers between neighborhoods and around commercial areas
- G Improve security and surveillance at Indians Meadow Town Park to discourage vandalism
- H Partner with Saratoga County to establish a multi-use path on the former trolley line that essentially parallels Alplaus Creek in the eastern section of Town, on either side of Glenridge Road, thereby connecting existing bike paths in Saratoga County with the Mohawk-Hudson Bike-Hike Trail in Schenectady County
- I Beautify and make distinct the gateways into the town on Glenridge Road and Sacandaga Road

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 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.

Plan Area 7 Village of Scotia



Planning Initiatives

Village of Scotia

Map Key

- | | |
|---|--|
| A | Consult Village leaders whenever a development proposal materializes in Glenville that could impact the Village |
| B | Partner with the Village to chart a plan for growth for both the Town and Village |
| C | Continue to assess and monitor water quality parameters in Collins Lake and seek a solution to restore public swimming in the Lake |
| D | Promote the diversity and affordability of the Village's housing stock |
| E | Seek the Village's cooperation on future shared services and consolidation opportunities |

PLAN IMPLEMENTATION			
* 1- Highest priority. Implement within two years 2- Medium Priority. Implement within two to five years 3- Still important, but there is no urgency to complete			
	Priority	Entity(ies) to Undertake	
<u>TOPIC/INITIATIVES</u>	<u>Level*</u>	<u>and/or Fund Task</u>	
Recreational Resources, Facilities and the Arts, Historic and Cultural Resources			
* Repair & upgrade the Town & Village's portion of the Mohawk/Hudson Bike-Hike Trail; encourage greater public use of trail.	1	Town, Village, NYSDOS, Canal Corp.	
* Improve wayfinding to/along the Town & Village's segment of the Mohawk/Hudson Bike-Hike Trail via installation of directional/destination signs, trail access points, and nearby attractions/destinations.	1	Town, Village, County	
* Complete the planned build-out of Maalwyck Park	1	Town	
* Reroute existing hiking trails in Sanders Preserve, subject to erosion and frequent water inundation, create new trails where practical.	3	Town, Volunteers	
* Pursue funding for/development of multi-use paths & walkways in Town Center, per Town Center Master Plan.	2	Town, Developers	
* Partner w/Scht'dy County & explore possibility of abandonment of Wolf Hollow Road (Scht'dy County Route 59) and conversion of ROW into linear park	3	County, Town	
* Improve security, surveillance and deterrence to cut down on park vandalism	2	Town	
* Solicit a movie theater to open within the Town, preferably within Town Center	3	Town, Developers, CFA Program	
* Develop outdoor performance space, ideally as part of proposed Town Center Campus	2	Town, Developers, CFA Program	
* Explore establishing an indoor performance space, ideally within an existing facility, under Town control or other public body	3	Developers, Local Arts Groups	
* Promote open mic nights, and seek out performance venues/spaces	3	Business owners, Local Arts Groups	
* Provide public bldg. space for local artisans to exhibit their work for rotating periods	3	Town, Village, County, Schools	
* Promote/encourage writers' groups; offer free public meeting spaces/advertising for public readings/copier privileges	3	Arts Groups, Business Owners, Town	
* Complete restoration of Green Corners School	1	Scotia Rotary, Town	
* Promote Empire State Aerosciences Museum's amenities and events via Town's website	3	Town, ESAM	
* Maintain/repair historic markers as needed and keep marker sites visible & neat	2	Town	
* Consolidate existing historic/cultural data, maps & inventories. Produce informative/engaging Town historic/cultural maps, brochures and website displays	2	Town, County Historical Society	
* Identify & catalog existing historic structures/sites, as well as candidate sites for historic designation	2	Town, County Historical Society	
* Improve public awareness of Town's History Center and its resources	1	Town	

* Have the Town Board appoint a Historic Commission to assist Town Historian, to recommend policy/actions on historic/cultural resources and programs.	3	Town	
* Expand & connect existing Glenville & Scotia portions of Mohawk-Hudson Bike-Hike Trail with neighboring municipalities' bike trails/paths	3	Town, County, Sara County, CFA Prog	
* Explore feasibility of extending Mohawk-Hudson Bike-Hike Trail, along with establishment of fitness trail, east from existing trail connection at intersection of Rt. 5 & Rt. 890 along the Mohawk River to existing trail segment in Scotia & Glenville, as well as east from existing trail's terminus at Freemans Bridge to hamlet of Alplaus	1	Town, CFA Program	
Community /Economic Development			
* Promote development of agri-tourism land uses along Rt. 5 corridor.	1	Town, Chamber, LDC, GBPA	
* Foster creation of management structures for Town Center & Glenville Business & Tech Park, to better market both areas and to identify obstacles to development/redevelopment.	2	Galesi Group, Metroplex, Town	
* Target FBR corridor for new mixed use, office, light/clean industrial development to rear of frontage properties	1	Town	
* Designate overlay zoning district within FBR corridor, similar to Town Center Overlay District, to establish architectural, parking, lighting, and access management standards	1	Town	
* Continue sponsoring "Let's Talk Business" Expo, and tailoring expo to timely development issues and challenges	1	Town, GBPA	
* Develop/maintain community socio-economic database as information clearinghouse for economic development	2	Town, CDRPC	
* Identify marketing strategy/development concept for Town owned 11+ acre parcel north of Rt. 5, across from Rt. 890 terminus	2	Town	
* Assess suitability of dormant gravel mine sites along Rt. 5 for re-use as development sites	3	Town	
* Evaluate growth potential of industrial-zoned area north of Maple Ave. and south of Scht'dy County Airport	3	Town	
* Promote new sidewalk system within Town Center, continue to pursue a walkable Town Center concept, per Town Center Plan	1	Town, Developers, Metroplex	
* Promote development/recreation potential of targeted areas of Town's riverfront	2	Town	
* Develop Capital Plan/funding stream for on-going infrastructure repairs & expansions	2	Town, TDE	
* Seek partnership w/ Village of Scotia charting a growth course for both Town & Village	2	Town, Village	
Commercial and Industrial Facilities			
* Amend existing commercial design/landscaping standards & consistently apply to new projects to buffer commercial facilities from residential properties & neighborhoods	2	Town	
* Upgrade Town's zoning codes re: LED signs & periodically update standards, keeping pace w/changing technology re: signs/ advertising	2	Town	

* Adopt & periodically amend modern outdoor lighting standards to use in Town 's Zoning Code.	2	Town	
* Update Vacant Commercial Buildings Inventory on an annual basis, at a minimum, and include Village of Scotia properties/buildings	2	Town	
* Revise existing zoning regs encouraging development/redevelopment of appropriately-scaled commercial uses on Rt. 50 between the Town Center and Thomas Corners	1	Town	
* Consider zoning regulations preventing proliferation/clustering of land uses such as gas stations, car washes, auto repair facilities, etc. within Town Center, the Town's gateways, & commercial areas where these land uses are presently minimal or non-existent.	2	Town	
* Complete NYSDOT grant funded FBR Gateway Beautification study & begin implementation of study's recommendations	1	Town, Consultant, NYSDOT	
* Finalize the CDTC grant funded FBR "Complete Streets" effort and put in place policies/recommendations from the study.	1	Town, Planning4Places, CDTC, NYSDOT	
* Continue cooperation with Metroplex/Scht'dy County exploring commercial/industrial development on Scht'dy County Airport lands.	1	Town, Metroplex, County Planning	
* Develop enforceable & reasonable commercial/industrial performance standards so nearby residents aren't impacted by lighting, noise, truck traffic, etc.	2	Town	
* Promote/advertise shovel-ready vacant properties & tenant ready vacant bldgs. that exist within Glenville Business & Tech Park	2	Town, Galesi Group, Metroplex	
* Update 2007 Glenville Business & Tech Park Master Plan using funding awarded through the 2016 CFA grant process	1	Town, Consultant	
* Advocate timely completion of active contamination remediation of GSA-owned properties within Glenville Business & Tech Park; pursue the release of these properties for private development	1	Town, Metroplex, NYSDEC, GSA	
* Clean-up & pursue adaptive reuse of Mohawk Industrial Park property, as well as riverfront lands to the southeast of the Park	2	Developer, NYS	
Housing			
* Adopt & revise zoning codes that recognize/accommodate the Town's existing housing mix	2	Town	
* Adopt conservation design standards & apply to rural areas of Glenville where preservation of character and protection of natural resources is highly desired	2	Town	
* Be judicious in application of zoning map amendments ensuring preservation of existing residential neighborhoods	2	Town	
* Undertake assessment of Town of Glenville & Village of Scotia's housing mix/affordability indices, market local housing strengths	3	Town, Village, CDRPC	
* Allow multi-family development in both Town Center and select segments of FBR corridor	2	Town	
* Assist homeowners & would be homeowners with home improvement/home purchasing grant opportunities	2	Town, CDBG	
* Preserve existing rural portions of Glenville by preventing the expansion of public water and/or sewer facilities into these areas	2	Town	
* Ensure that the growing senior population's housing needs can be accommodated within Town via appropriately-scripted zoning codes and well-conceived placement of zoning districts that allow senior housing.	2	Town	

Natural Resources			
* Evaluate/amend Town's zoning map ensuring "Land Conservation" zoning is properly/consistently applied to NYS freshwater wetlands, 100-year flood plains, & steep slopes	2	Town	
* Develop standards preserving elements of the rural landscape, including ridge lines, hedgerows, open fields, fence lines & bldg. setbacks along scenic stretches of roads	2	Town	
* Revise/enforce Town's Subdivision Regulations to prevent clear-cutting of both housing development sites and where practical, commercial sites	2	Town	
* Update Town's Open Space Plan (2008) to reflect current land ownership, zoning, water & sewer service areas, and Town policy	2	Town	
* Partner with land trusts, most notably the Mohawk-Hudson Land Conservancy, to secure valuable open space lands & assist with stewardship of these lands	2	Town, MHLC	
* Promote conservation subdivision design and/or clustering to preserve open space within housing developments	2	Town	
* Limit water & sewer district extensions to the non-rural portions of Glenville	2	Town	
* Adopt strategies identified in Well Field Protection Committee's February 2013 Advisory Report to protect Town's wellheads from flooding & nearby gravel mining impacts	1	Town, TDE, NYS, Federal	
* Guard against land uses that could threaten groundwater, particularly Zones 1 & 2 of Aquifer for the Town of Glenville & Village of Scotia	1	Town, County Watershed Board	
* Pursue options/funding sources for acquisition of properties in most critical areas of aquifer, notably within Town of Glenville and Village of Scotia wellhead protection and primary recharge zones	3	Town, Village, County Watershed Board	
* Protect streams, ponds, wetlands, and shorelines from development impacts through imposition of buffers as part of the subdivision and site plan review procedures and identify guidelines/standards for these buffer zones.	2	Town	
* Develop clear/concise description of Town's roles/responsibilities relative to enforcement of Storm Water Pollution Prevention Plans	2	Town	
* Amend Town's storm water management land use regulations, placing emphasis on use of modern storm water management techniques, including runoff reduction, green infrastructure, ponds w/full controls, etc.	2	Town	
* Strengthen Town's review/inspections of Storm Water Pollution Prevention Plans & projects, with emphasis on erosion/sedimentation controls	2	Town	
* Expand Town's sanitary sewer system to the north to reduce number of septic systems draining into Indian Kill watershed	2	Town, NYSDEC	
* Seek funding as well as partnership w/Scht'dy County Community College and/or Union College, to conduct study of water quality issues in Collins Lake & identify potential solutions for continued use of the lake by the public	3	Village, SCCC, Union College, Consultant, Town	
* Identify & map scenic views from roadside, parks, preserves, and other areas frequented by the public and develop brochure/e-brochure identifying these views for public distribution	2	Town, County	
* Develop land use regulations that preserve scenic views	2	Town	

* Place priority on preservation of rural character whenever potentially incompatible land uses are contemplated for western Glenville, including commercial recreation uses, solar farms, and wind farms	1	Town	
* Clarify & enforce existing zoning regulations that require preservation & ornamentation of the various Town gateways	1	Town	
* Assess advantages/disadvantages of enrolling the Town as a Climate Smart Community	3	Town, NYSDEC	
* Encourage use of passive solar heating/lighting through code amendments and a more inclusive site plan review process	3	Town	
* Develop & implement guidance for the placement of small-scale, private wind & solar power generation and encourage their use where appropriate	2	Town, NYSERDA	
Institutional, Government and Educational Resources/Facilities			
* Begin updating Zoning Chapter of the Town Code & other related chapters, creating a unified development code constituting a simplified, logically formatted single source for related land use/development regulations	2	Town, Consultant	
* Consult Village of Scotia leaders whenever development proposals materialize in Glenville that could impact the Village	1	Town, Village	
* Begin drafting a capital improvement program that considers capital expenditures for equipment/buildings over a rolling five-year term. Once inaugural plan is drafted/adopted, the capital improvement program should be updated annually as part of the budget development process	2	Town, TDE	
* Establish sales tax task force setting a strategy for a more progressive sales tax agreement between the towns and Scht'dy County. Task force members may include Supervisor, town staff, Town Board members, residents with background in finance and/or tax law, and/or County legislators. This should be followed by a report, produced within specified timeframe, outlining strategy in advance of start of negotiations, or development of new sales tax agreement.	1	Town, County, Scht'dy County Towns	
* Either as part of sales tax task force or as a separate initiative, sales tax distribution formula established for Rivers Casino & Resort should be revisited, given the Town of Glenville and other impacted Scht'dy County towns are only receiving additional 0.8% of new sales tax from the casino	1	Town, County, Scht'dy County Towns	
* Form a visioning committee consisting of municipal representatives & local residents to assess/make recommendations on consolidation/collaboration amongst Town of Glenville, Village of Scotia, neighboring municipalities, Scht'dy County, and various local public school districts.	2	Town, Village, County, S-G, BHBL, Nisky Schools	
* Reach out to administrators of the three principal school districts servicing educational needs of the Town & seek their input regarding land use considerations that can affect enrollment & year-to-year real property tax levy.	3	Town, S-G, BHBL, Niskayuna Schools	
* Conduct analysis of Town's water use fee structure to evaluate opportunities to fund capital improvements	2	Town	
Infrastructure and Utilities			

* Continue seeking grants/other funding sources to expand sewer service in Glenville north from the Town Center to Glenville/Ballston municipal boundary	2	Town, Town of Ballston, BHBL Schools	
* Develop & adopt formal policy for installation of grinder pumps for those residences/businesses tapping into Town force sewer mains	3	Town, TDE	
* Renegotiate current sewer rate City of Schenectady charges Town of Glenville to ensure rate is fair to both parties, & it doesn't discourage additional development in Glenville	2	Town, City of Schenectady	
* Begin improvements to protect against flooding at Glenville Water Treatment Plant, including raising two of the outdoor wells & installing a berm around the wellfield & treatment plant	1	Town, NYS, Federal	
* Add another production well to Town's wellfield for purposes of redundancy & to allow additional sales of water to other municipalities and/or out-of-town customers	2	Town, NYS, Federal	
* Evaluate feasibility & cost-effectiveness of extending public water to hamlet of West Glenville, in a configuration that closes hydraulic loops existing from current dead-end water lines on Sacandaga & North Roads	2	Town, TDE, Consultant	
* Earmark funding for replacement of existing water meters with electronic, remote-read meters for all Town water customers	1	Town	
* Develop & adopt Capital Plan to identify & map proposed future water & sewer extensions within the Town	2	Town, TDE	
* Renew long-expired Town contract with Spectrum setting terms of cable/internet service & pricing	2	Town, Spectrum	
* Compile written summary of cable, internet, and fiber optic availability & pricing in Glenville and post this info on Town's website & at appropriate municipal bldgs.	3	Town, Spectrum	
* Adopt water treatment plan modernization/infrastructure improvements identified in Well Field Protection Committee's Feb. 2013 Advisory Report	1	Town, TDE, NYS, Federal	
Transportation			
* Extend Lowe's driveway/road west & south from FBR to Sunnyside Rd.	2	Developer	
* Extend northern terminus of Rudy Chase Dr. north to Glenridge Rd. & construct a roundabout at this new intersection	2	Developer, County	
* Establish truck route network in Glenville to minimize truck travel on rural highways & residential streets	3	Town	
* Establish truck route to minimize trucks colliding with bridges on Glenridge Rd. & Maple Ave.	2	Town, NYSDOT, Schtdy County Highway	
* Establish bus stops in commercial areas whenever properties are being considered for development/redevelopment	2	CDTA, Town Service Organizations	
* Use Town and Village's websites to promote existing CDTA bus routes & stops	2	Town, CDTA	
* Support undergoing effort to reintroduce CDTA bus service to Glenville Business & Tech Park	1	CDTA, Town, Metroplex, Galesi Group	
* Promote use of Park & Ride lot off Van Buren Lane & request CDTA assess the need for expansion of the lot	2	Town, CDTA, NYSDOT	
* Install sidewalk or multi-use path along Glenridge Rd. between the Town Center and Woodhaven neighborhood	1	Town	

* Add center left turn lane on Rt. 50 between four-lane Town Center section and FBR	2	NYSDOT	
* Adopt access management strategies within Town's zoning ordinance for Rt. 50 corridor	1	Town, CDTC, NYSDOT	
* Continue evaluation, and if warranted, pursue establishment of roundabout at Rt. 50/FBR/Worden Rd/Airport Rd. intersection	1	NYSDOT, CDTC, Town, County	
* Construct sidewalks along the entire length of FBR	2	Developers, CFA Program, NYSDOT	
* Adopt access management strategies within Town's zoning ordinance for the FBR corridor	1	Town, Planning4Places, CDTC, NYSDOT	
* Coordinate timing of traffic signals at Maple Ave. & Sunnyside Rd. to improve level-of-service, particularly during morning/afternoon commuting periods, and add turning lanes as necessary	2	NYSDOT, CDTC, Town	
* Extend northbound right turn only lane that serves Maple Ave. south to FBR/Sunnyside Rd. intersection	2	NYSDOT, CDTC, Town	
* Construct sidewalk/walking path on Scotia-Glenville School property parallel to Access Blvd. to remove middle school walkers from the right-of-way of Access Blvd.	1	Town, S-G School, CFA Program, Galesi Group, Metroplex	
* Establish centralized, accessible-to-all tandem truck parking area	3	Galesi Group, Metroplex	
* Install landscaping and possibly fencing along Access Blvd. & segments of Prestige Pkwy & Business Blvd. abutting middle school property in order to visually separate the Business Park from the school campus.	2	Town, S-G School, CFA Program, Galesi Group, Metroplex	
* Connect businesses to street sidewalk network via internal sidewalks whenever commercial properties are being considered for development/redevelopment.	2	Developers	
* Join Saratoga County's effort to establish bike-hike trail along former trolley line through east Glenville & Alplaus to connect existing network of bike paths in Saratoga County with Mohawk-Hudson Bike-Hike Trail	2	Town, Towns of Clifton Park, Ballston, County, Saratoga County	
Health and Emergency Services			
* Seek early input from local fire & police departments for all major development proposals	1	Town, Police & Fire Departments	
* Periodically evaluate ambulance service response times in Glenville by consulting with local police & fire departments	3	Town, Police & Fire Departments	
* Evaluate costs/benefits of new location & development plan for Town Police/Court services with consideration of a campus-like setting bringing together other elements of local govt. possibly including recreational, educational and/or private interests	1	Town, Developers	
* Keep Town emergency response plans, safety training, and the Town's component of Scht'dy County Hazard Mitigation Plan current & make plans readily available to the public	2	Town, County	
* Spotlight Town's emergency response services & health care facilities and programs in Town marketing materials & on Town's website	3	Town	
* Explore the implementation of land use regulations that restrict the advertisement and sale of tobacco and tobacco products near schools and places where children congregate	2	Town, Schools	
Agricultural Resources			

* Increase awareness among landowners who may be eligible for agricultural & forestry exemptions of the open space & monetary benefits of the Agricultural District Program	2	Town, County	
* Carefully limit intrusion of public water and sewer services into rural & agricultural areas of Glenville	1	Town	
* Promote Rt. 5 corridor for agri-tourism & agri-business practices through adoption of suitable zoning & use of public relations campaigns	1	Town, Chamber, LDC, GBPA	
* Establish a farmer's market in Glenville	2	Town, County, NYS Ag & Markets	
* Encourage the use of conservation easements for the preservation of forest lands & agricultural operations	2	Town, MHLC	
* Mandate clustering and/or conservation subdivision design principles for new subdivisions in Glenville	2	Town	
* Pursue funding from state & federal programs and partner with local land conservancies to acquire conservation easements for active farms	3	Town, County, MHLC	
* Encourage community gardens, authorizing their establishment by site plan review within "Suburban Residential" - zoned areas of Glenville	3	Town, Local Garden Clubs	
* Use the Town's website to promote agricultural and forestry operations, including links to agencies/resources and advertising of farmer's markets	3	Town, County, NYS Ag & Markets	
Renewable Energy			
* Continue to evaluate costs/benefits & overall suitability of use of the Town's former landfill property for commercial solar farm	2	Town, Consultant	
* Revise Town's zoning & subdivision regulations to incentivize the installation of residential-scale solar & wind energy systems while still maintaining land use regulations that protect adjacent landowners from visual and other impacts	2	Town	
* Educate residents on solar/wind energy by providing info on financing options and projected economic benefits	2	Town, NYSERDA	
* Work w/ commercial and large-scale residential developers to promote the installation of electric car charging stations	2	Developers, Town, NYSERDA	
* Develop & distribute surveys and/or hold public meetings to solicit community feedback on development of commercial solar & wind energy facilities within the town	2	Town	
* Implement an energy-efficient purchasing program that requires Town-owned equipment & appliances to use less energy than the items being replaced, & to meet Energy Star standards	2	Town, NYSERDA	
* Develop a Town fleet vehicle purchasing protocol that encourages transition from fossil fuel-powered vehicles to alternative fuel vehicles	3	Town, NYSERDA	
* Collaborate with the Capital District Transportation Authority (CDTA), work with local community service organizations, & seek funding from various sources for the installation of additional bus stops, bus shelters, and bus stop/shelter amenities along commercial & industrial corridors and commuter routes	2	Town, CDTA, Service organizations	
* Support mass transit & 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 project.	2	Town, CDTA, CDTC	

* Encourage planting of new trees & protection of existing trees on Town-owned lands and within street right-of-way by passing a tree ordinance that establishes policy on the planting, maintenance, and removal of trees.	2	Town	
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- BHBL = Burnt Hills - Ballston Lake School District

Canal Corps = New York State Canal Corporation

CDBG = Community Development Block Grant Program

CDRPC = Capital District Regional Planning Commission

CDTA = Capital District Transportation Authority

CDTC = Capital District Transportation Committee

CFA Program = Consolidated Funding Application

Chamber = Capital Region Chamber of Commerce

County = Schenectady County

ESAM = Empire State Aerosciences Museum

Federal = Federal Government

GBPA = Glenville Business Professionals Association

GSA = General Services Administration (Federal Government Agency)

LDC = Local Development Corporation (Glenville)

MHLC = Mohawk-Hudson Land Conservancy

NYDOS = New York State Department of State (Grant)

NYS = New York State

NYS Ag & Markets = New York State Department of Agriculture & Markets

NYSDEC = New York State Department of Environmental Conservation

NYSDOT = New York State Department of Transportation

NYSERDA = New York State Energy Research and Development Authority

Sara County = Saratoga County

SCCC = Schenectady County Community College

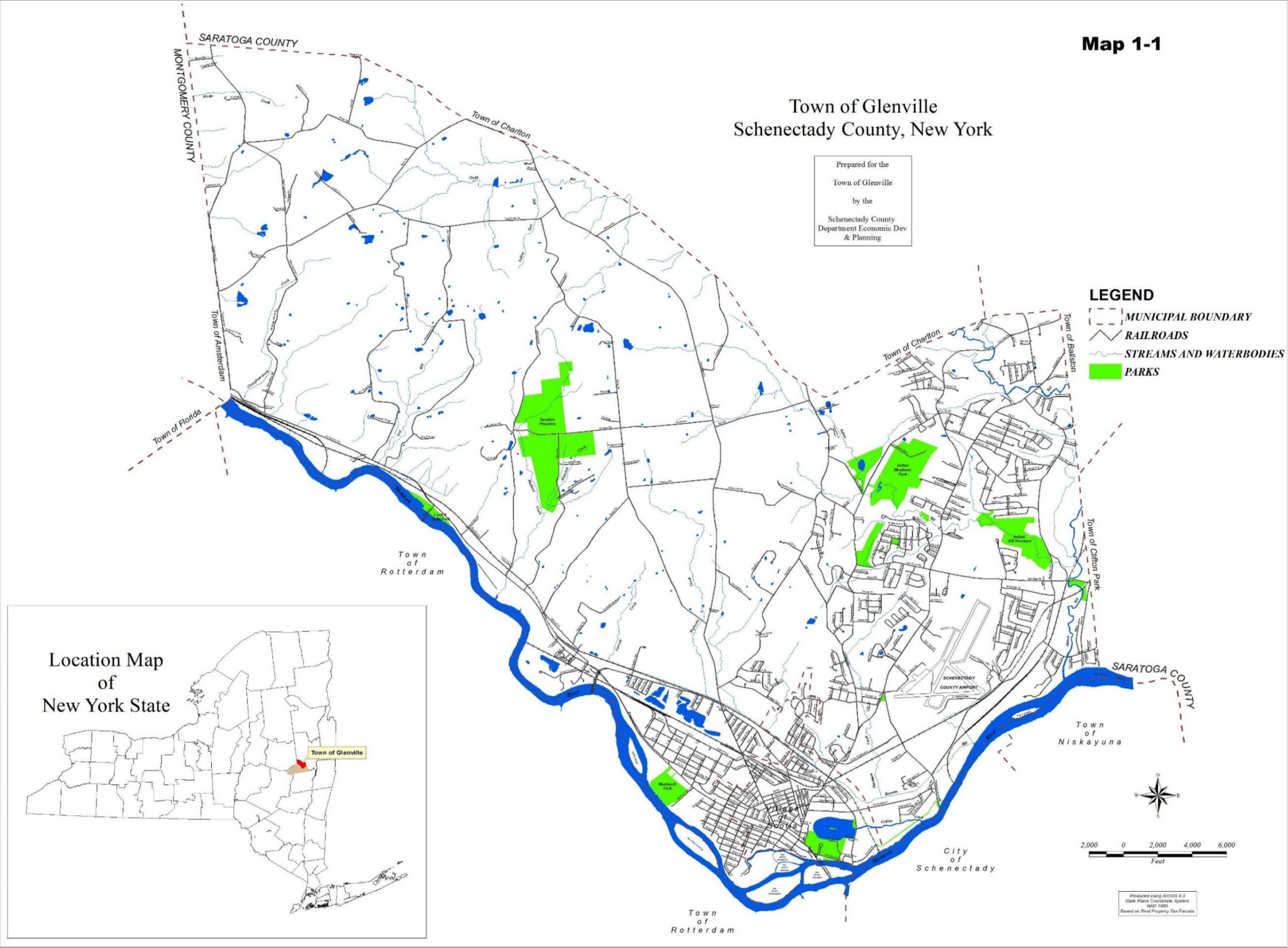
S-G = Scotia Glenville School District

TDE = Town Designated Engineer

Town = Town of Glenville

Village = Village of Scotia

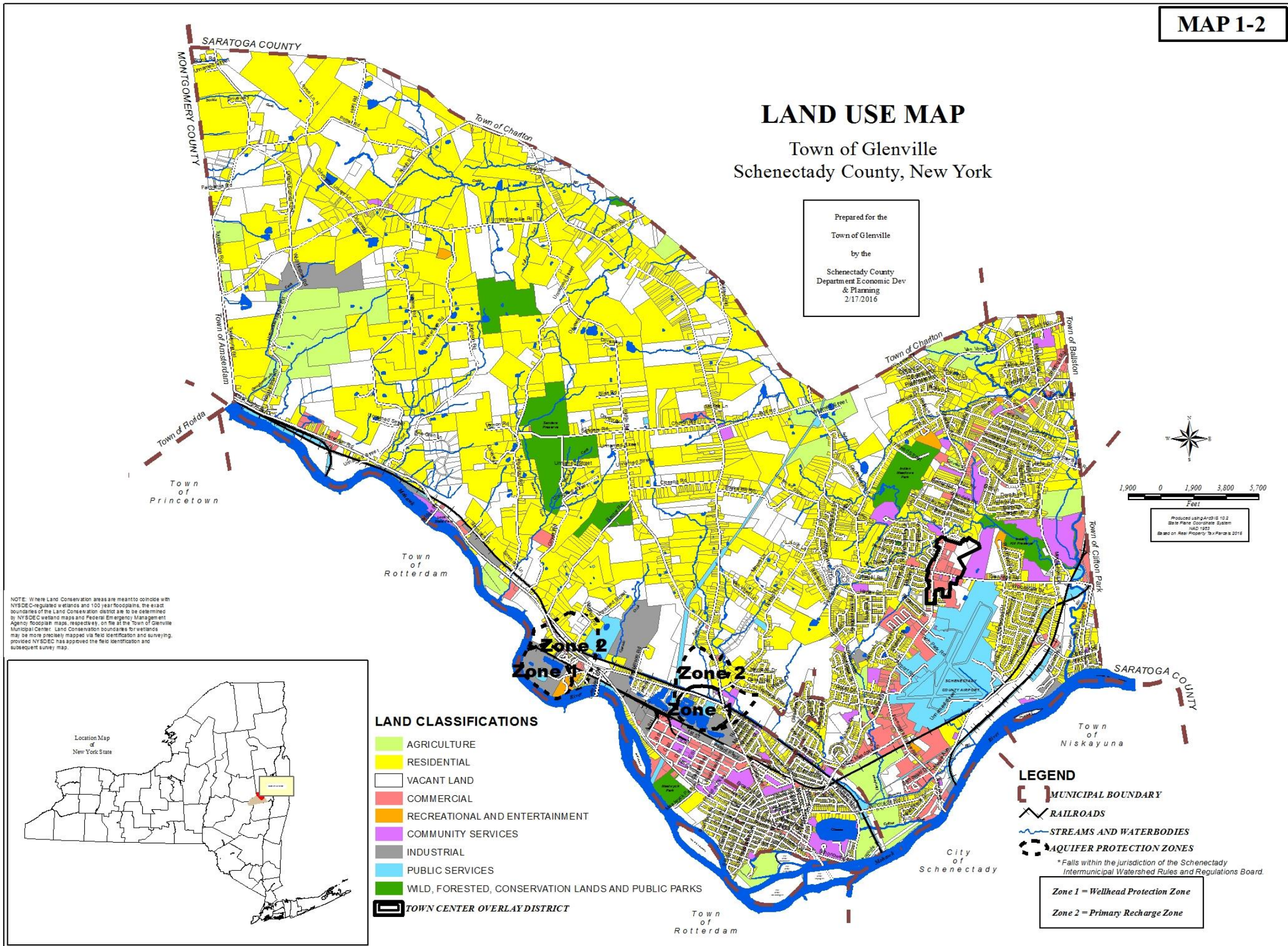
Appendix 1: Maps



LAND USE MAP

Town of Glenville
Schenectady County, New York

Prepared for the
Town of Glenville
by the
Schenectady County
Department Economic Dev
& Planning
2/17/2016

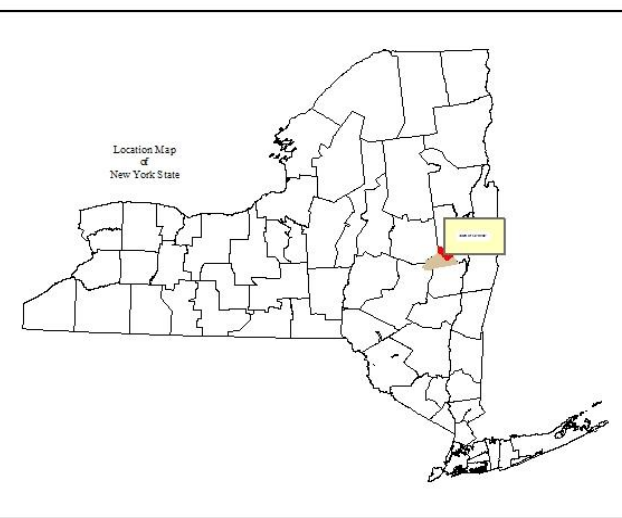
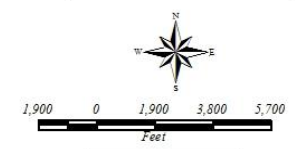


OFFICIAL ZONING MAP

Town of Glenville
Schenectady County, New York

Prepared for the
Town of Glenville
by the
Schenectady County
Department Economic Dev
& Planning

ADOPTED: April 4, 2001
AMENDMENTS:
March 3, 2003
April 16, 2003
ADOPTED: April 4, 2001
Revised: March 17, 2004
Revised: February 16, 2005
Revised: August 17, 2005
Revised: September 29, 2008
Revised: April 15, 2010
Revised: February 28, 2011
Revised: September 6, 2012
Revised: September 4, 2013
Revised: September 5, 2014
Revised: October 16, 2014
Revised: May 28, 2015
Revised: August 19, 2015
Revised: October 21, 2015
Revised: January 20, 2016



- ZONING DISTRICTS**
- AIRPORT ZONING
 - COMMUNITY BUSINESS
 - GENERAL BUSINESS
 - HIGHWAY COMMERCIAL
 - LAND CONSERVATION
 - MULTI-FAMILY RESIDENTIAL
 - PLANNED DEVELOPMENT
 - PROFESSIONAL/RESIDENTIAL
 - PUBLIC PARK LANDS
 - RESEARCH/DEVELOPMENT/TECHNOLOGY
 - RIVERFRONT RECREATION/COMMERCIAL
 - RURAL RESIDENTIAL/AGRICULTURAL
 - SUBURBAN RESIDENTIAL
 - TOWN CENTER OVERLAY DISTRICT

- LEGEND**
- MUNICIPAL BOUNDARY
 - RAILROADS
 - STREAMS AND WATERBODIES
 - AQUIFER PROTECTION ZONES
- * Falls within the jurisdiction of the Schenectady Intermunicipal Watershed Rules and Regulations Board.
- Zone 1 = Wellhead Protection Zone

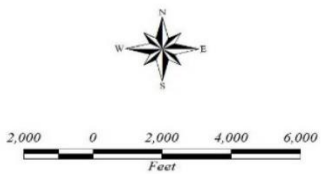
Zone 2 = Primary Recharge Zone

Map 1-4
Publicly-Owned Parks, Preserves and Open Spaces Map

Town of Glenville
Schenectady County, New York

Prepared for the
Town of Glenville
by the
Schenectady County
Department Economic Dev
& Planning

LEGEND
[---] MUNICIPAL BOUNDARY
[---] RAILROADS
[---] STREAMS AND WATERBODIES
[] PARKS

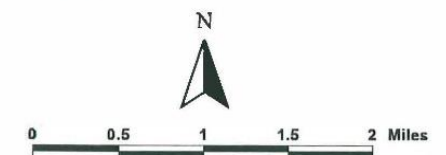


Produced using ArcGIS 9.3
State Plane Coordinate System
NAD 1983
Based on Real Property Tax Parcels

Map 1-5 Natural, Scenic & Historic Features

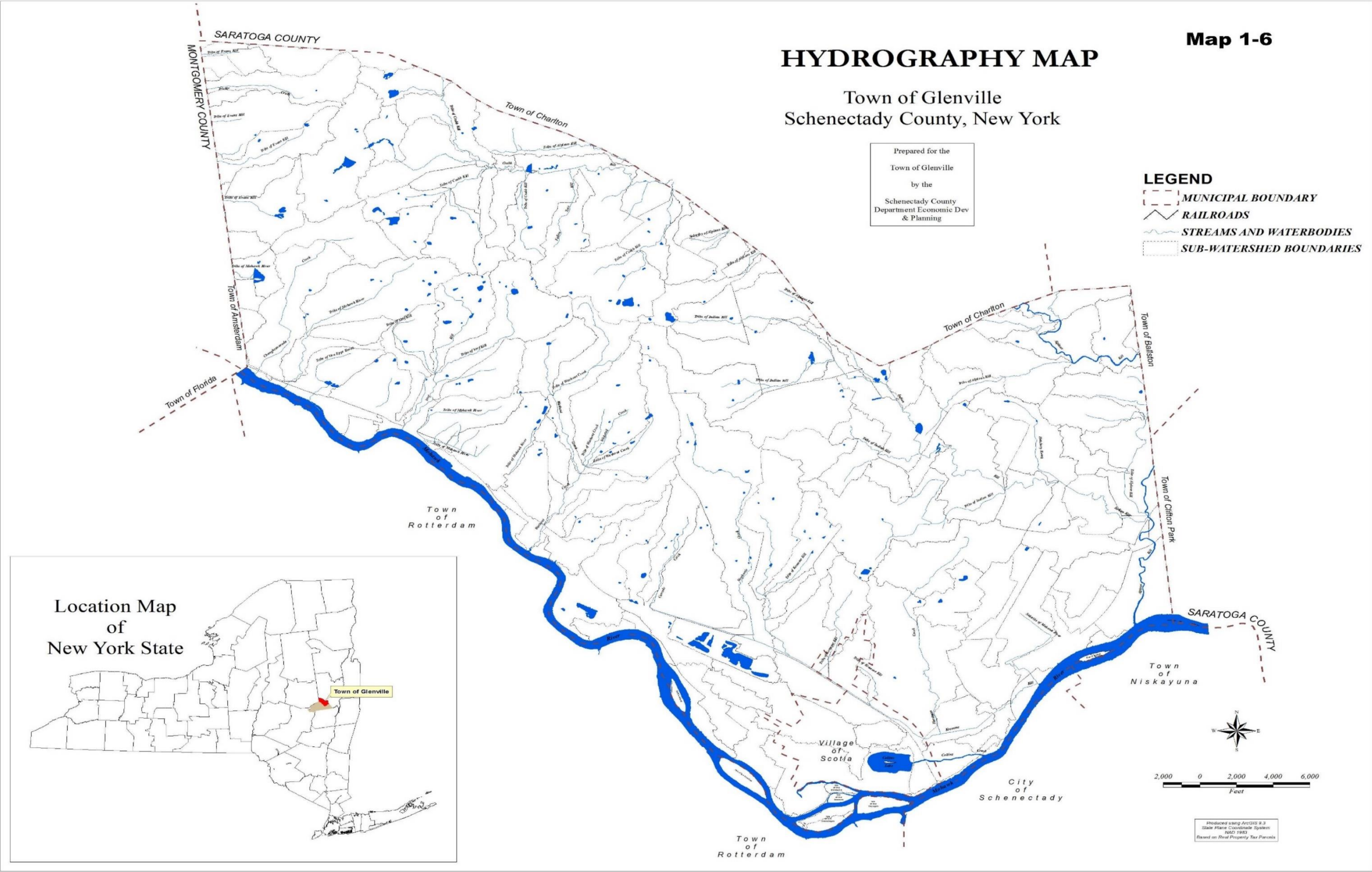


1. VanderVeer Homestead
2. Glacial Straie
3. Greens Corners School
4. Quartz Crystals
5. Karst Structure
6. Prehistoric Indian Site
7. Van Epps Farm
8. Shale Breccia
9. Wolf Hollow (ancient Indian trail)
10. Old "Fort"
11. Wolf Hollow "Coal Mine"
12. Wolf Hollow (geologic uniqueness)
13. View of Mohawk 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 Glenville Planning Department
Revised October 16, 2007

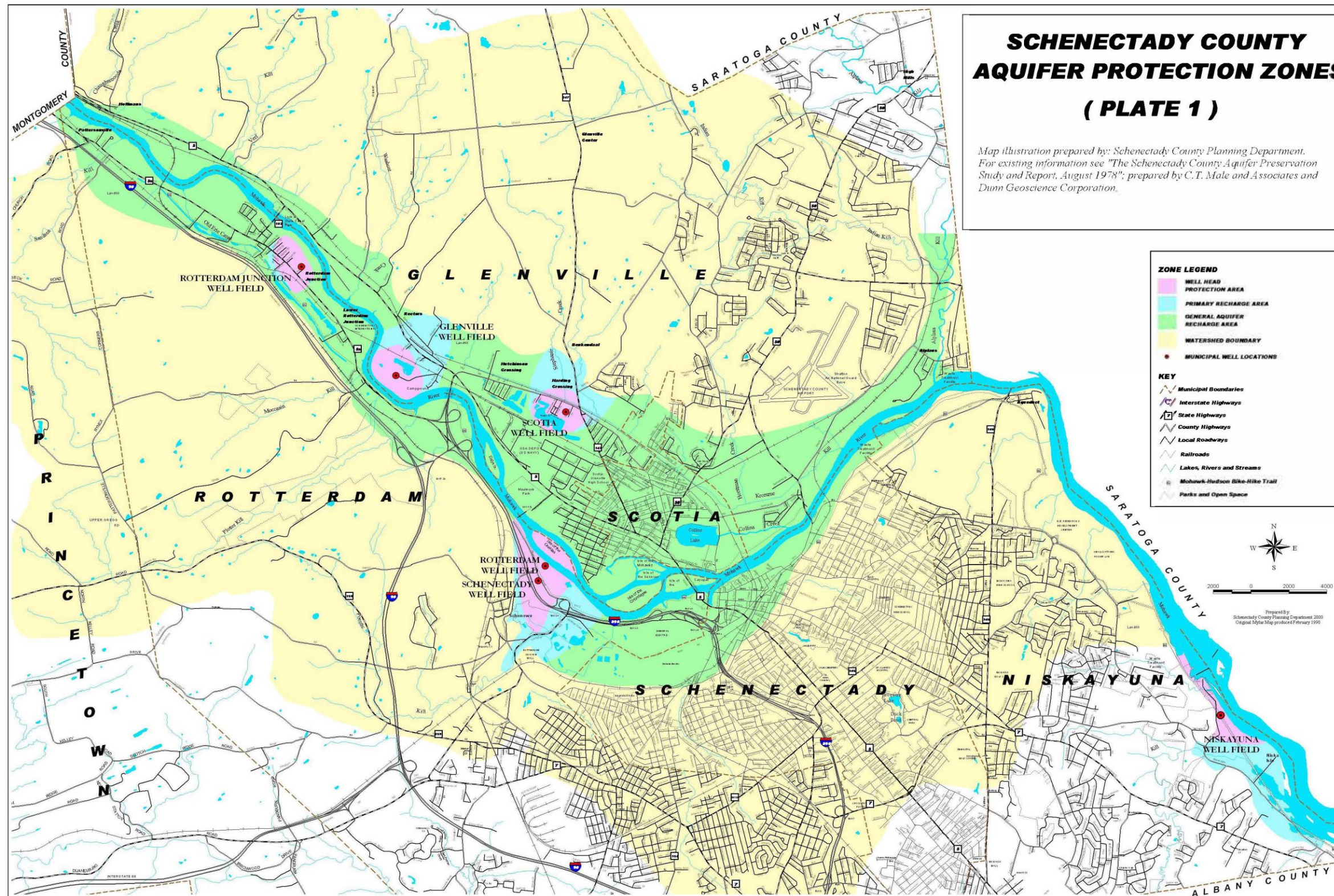
This map was reproduced from a hand-drawn map
prepared by Vincent Schaefer, dated February 27,
1983.



MAP 1-7

SCHENECTADY COUNTY AQUIFER PROTECTION ZONES (PLATE 1)

Map illustration prepared by: Schenectady County Planning Department.
For existing information see "The Schenectady County Aquifer Preservation
Study and Report, August 1978"; prepared by C.T. Male and Associates and
Dunn Geoscience Corporation.



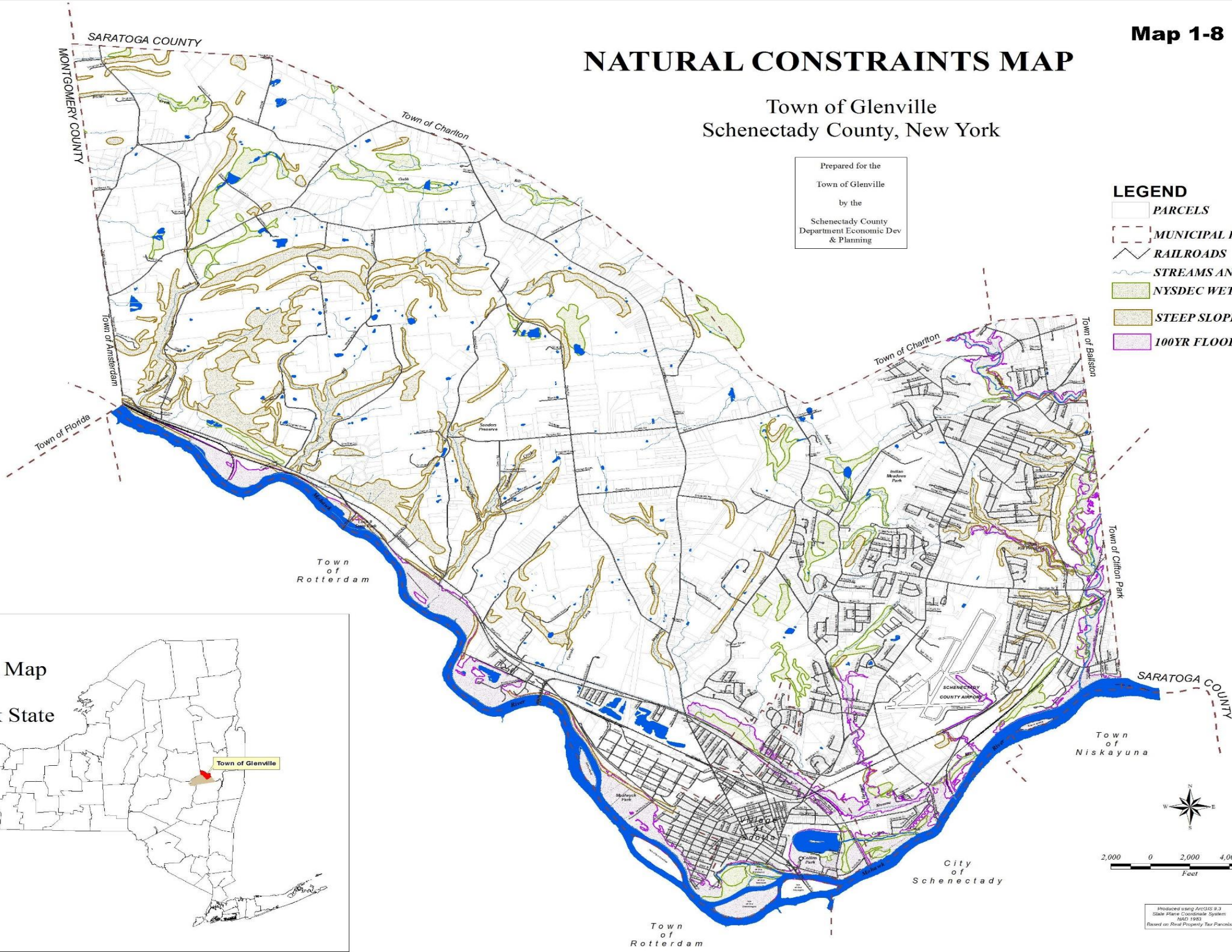
NATURAL CONSTRAINTS MAP

Town of Glenville
Schenectady County, New York

Prepared for the
Town of Glenville
by the
Schenectady County
Department Economic Dev
& Planning

LEGEND

- PARCELS
- MUNICIPAL BOUNDARY
- RAILROADS
- STREAMS AND WATERBODIES
- NYSDEC WETLANDS
- STEEP SLOPES
- 100YR FLOODPLAIN



Produced using ArcGIS 9.3
State Plane Coordinate System
NAD 1983
Based on Real Property Tax Parcels

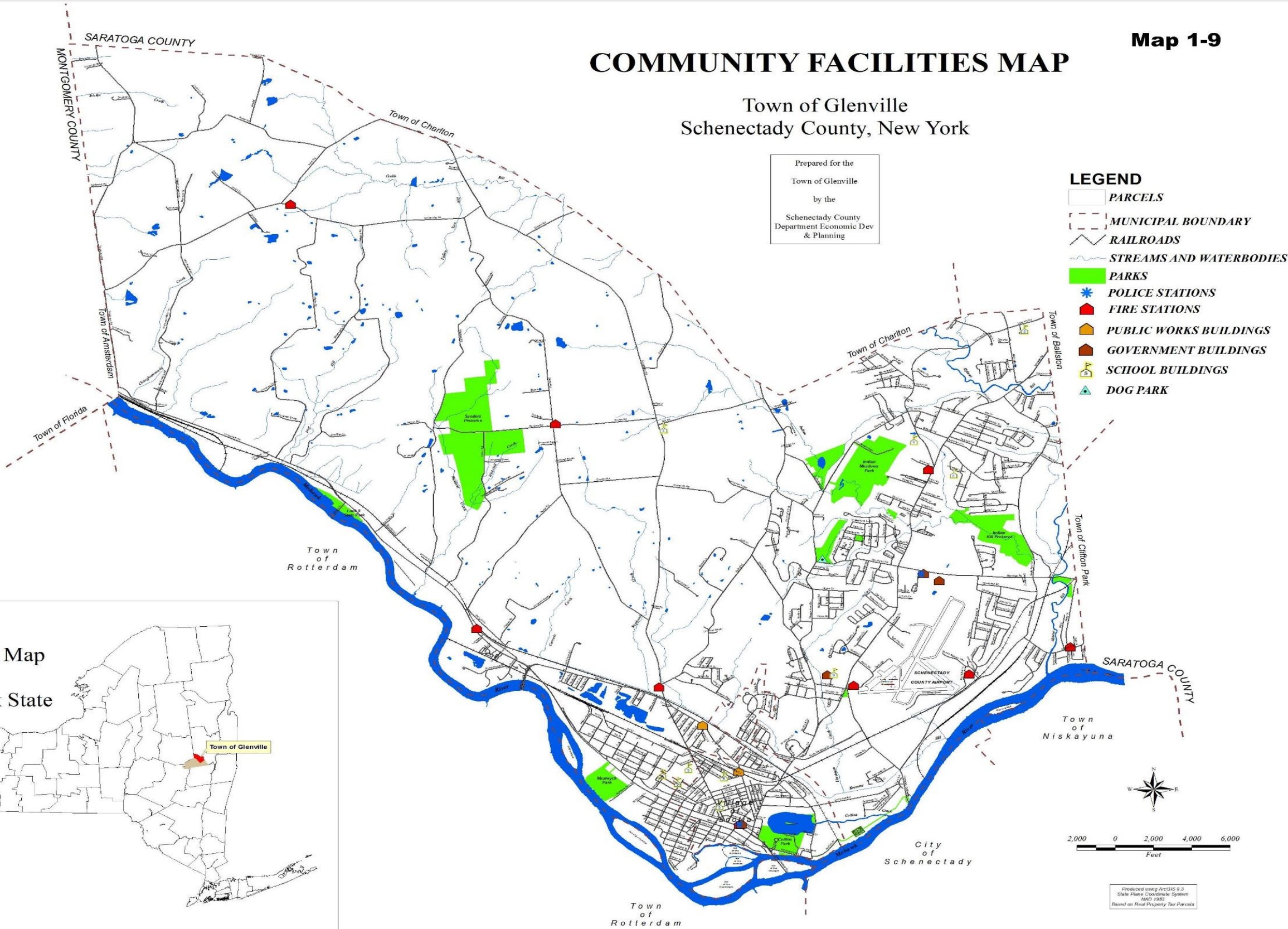
Map 1-9
COMMUNITY FACILITIES MAP

Town of Glenville
Schenectady County, New York

Prepared for the
Town of Glenville
by the
Schenectady County
Department Economic Dev
& Planning

- LEGEND**
- PARCELS
 - MUNICIPAL BOUNDARY
 - RAILROADS
 - STREAMS AND WATERBODIES
 - PARKS
 - POLICE STATIONS
 - FIRE STATIONS
 - PUBLIC WORKS BUILDINGS
 - GOVERNMENT BUILDINGS
 - SCHOOL BUILDINGS
 - DOG PARK

Location Map
of
New York State










Produced using ArcGIS 9.3
State Plane Coordinate System
NAD 1983
Based on Real Property Tax Parcels

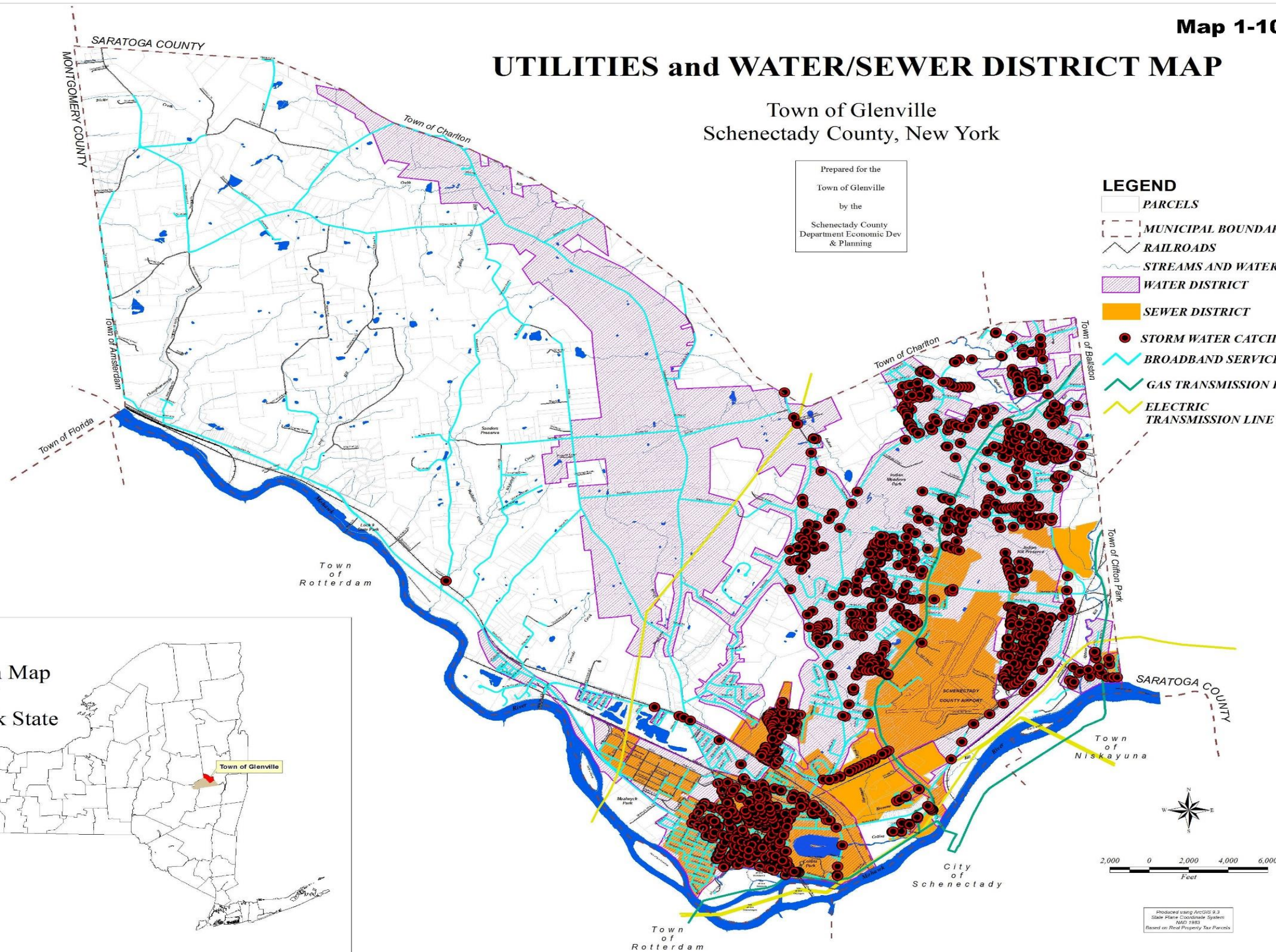
UTILITIES and WATER/SEWER DISTRICT MAP

Town of Glenville
Schenectady County, New York

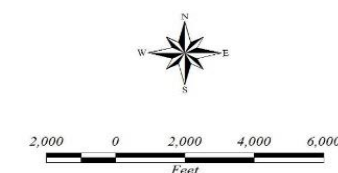
Prepared for the
Town of Glenville
by the
Schenectady County
Department Economic Dev
& Planning

LEGEND

-  PARCELS
-  MUNICIPAL BOUNDARY
-  RAILROADS
-  STREAMS AND WATERBODIES
-  WATER DISTRICT
-  SEWER DISTRICT
-  STORM WATER CATCH BASIN
-  BROADBAND SERVICE
-  GAS TRANSMISSION LINE
-  ELECTRIC TRANSMISSION LINE



Location Map of New York State



Produced using ArcGIS 9.3
State Plane Coordinate System
NAD 1983
Based on Real Property Tax Parcels

AGRICULTURAL DISTRICT MAP

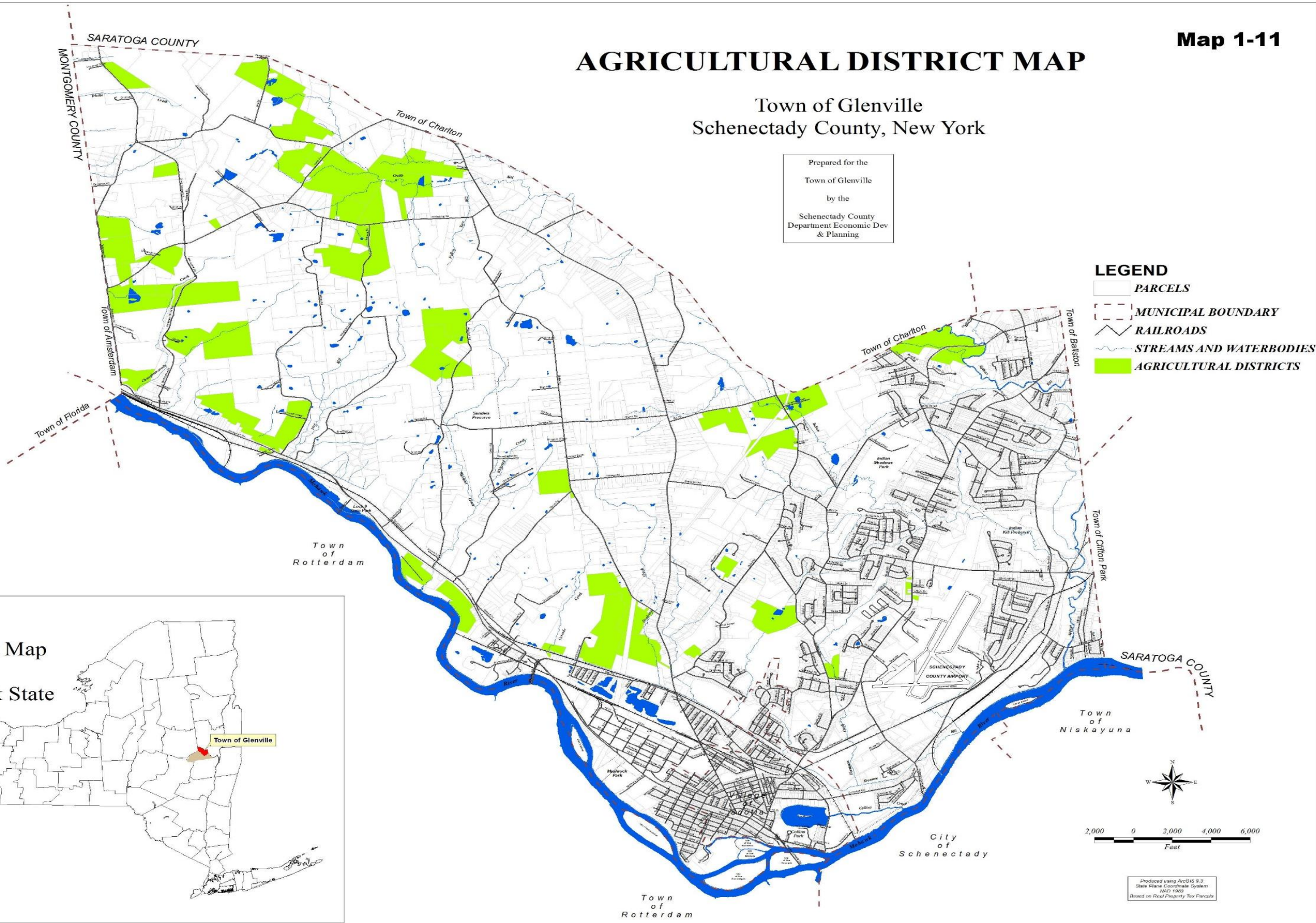
Map 1-11

Town of Glenville
Schenectady County, New York

Prepared for the
Town of Glenville
by the
Schenectady County
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& Planning

LEGEND

- PARCELS
- MUNICIPAL BOUNDARY
- RAILROADS
- STREAMS AND WATERBODIES
- AGRICULTURAL DISTRICTS



Appendix 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, diversified economic base, and a well-educated, productive, and expanding professional, and technical work force. The region enjoys adequate public services, considerable cultural, educational, and recreational opportunities, along with a relatively low-cost of living.

Traditionally, the three core cities of the Capital District: Albany, Schenectady, and Troy, have served separate economic functions. Schenectady identifies as the 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 decline 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.

The Capital District has long depended on a few key natural and man-made 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 Canada and to the west. The top employment sectors have changed and evolved over the last decade. In recent years, 12% of the non-agricultural workforce in the Capital District is employed by the state, marking a high degree of dependence on government sector work. Moving beyond the public sector, the Capital District Regional Planning Commission provides an analysis of 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 employment¹⁰. Despite the decline in employment numbers, the number of manufacturing establishments did show a slight increase, demonstrating a movement towards moderate and smaller-sized operations..

The Capital District enjoys easy access to several natural features. The Adirondacks, Catskills, Berkshires, and Green Mountains are reachable via a short drive, providing residents 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 region: a large university, law school, medical school, small private liberal arts colleges, and community colleges are all located nearby. The College of Nanoscale Science and Engineering captures the nanoscience cluster that has emerged, as the Capital District becomes 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%).

¹⁰ Source: *Comprehensive Economic Development Strategy for the Capital District*. Capital District Regional Planning Commission

Recent trends and future projections 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 on 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 Canal System and the state highway system. Major constraints on future development include environmental restrictions, and contamination plumes in several locations.

Demographic Status and Trends

Population:

The Town of Glenville and the Village of Scotia have maintained stable population levels during the last several decades. The population reached a level in 1970 that is very similar to today. The population for Schenectady County and the Capital District have continued to grow at modest rates in recent decades.

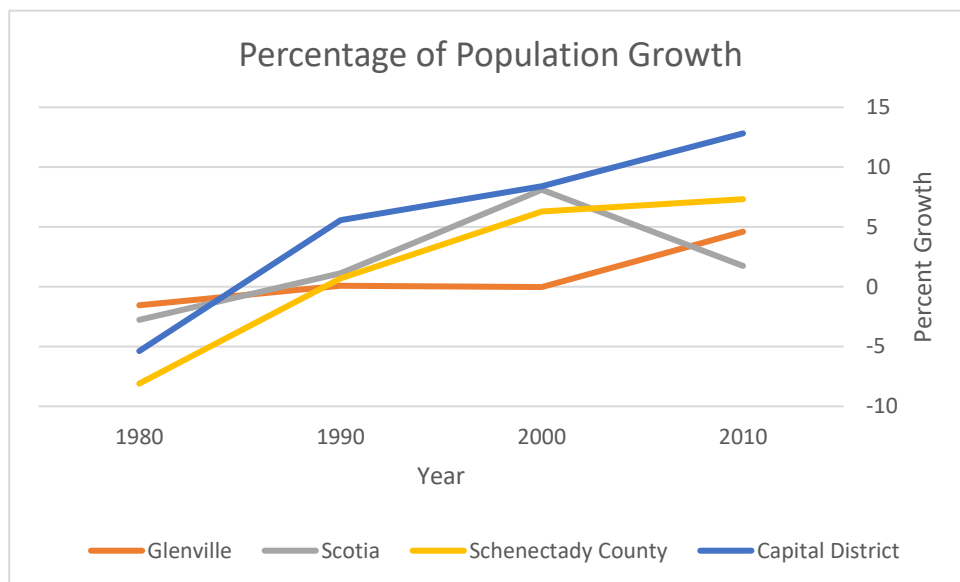
YEAR	TOWN OF GLENVILLE*	VILLAGE OF SCOTIA	SCHENECTADY COUNTY	CAPITAL DISTRICT	NYS
2010	29,480	7,729	154,727	837,967	19,378,102
2000	28,183	7,957	146,555	794,293	18,976,457
1990	28,771	7,359	149,285	777,783	17,990,455
1980	28,519	7,280	149,946	741,580	17,558,165
1970	28,969	7,370	158,383	721,910	18,241,391
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	7,437	125,021	520,069	12,588,066
1920	7,036	4,358	109,363	468,627	10,385,227
1910	5,201	2,957	88,235	446,094	9,113,614
1900	3,010	#	46,852	395,209	7,268,894

***Population includes Village of Scotia**

Village of Scotia was not incorporated until 1904

Population and Rate of Change

The table below and accompanying graph outline the rate of population growth over the last several decades. It is clear that the population has been increasing across the Capital District, Schenectady County, Scotia, and Glenville. While each respective locality has grown, rates have varied. In Glenville growth rates remained at zero or even slightly negative until 2000 when the rate increased to 4.6% growth.



YEAR	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, encompassing 95% of the population. Residents of two or more races, represent 1.22% of the population 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 an aging population. Throughout the past three decades, the largest age cohorts have been 35 to 44. In 2010, the concentration shifted to age 45 to 54 as the largest cohort. The median age for the Town of Glenville is 42.4 years, compared to the state median of 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

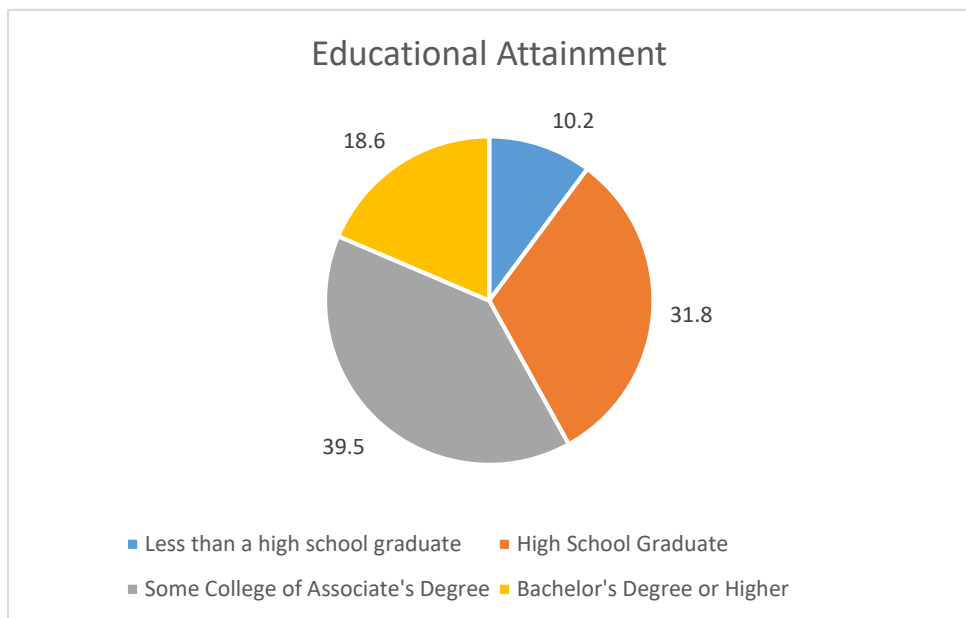
Median Age

	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	33.9	33.4	31.5	31.8

* 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 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	14.2	11.4	18.60

*Using 2008-2012 ACS 5-year estimates

Economic Characteristics:

Economic and household characteristics have varied over the last several decades. The most recent Census estimates predict that the Town of Glenville has a significantly higher median family income, and median household income than Schenectady County, but remains slightly above the respective value for the Capital District.

YEAR	LOCATION	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	\$62,599	\$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	\$38,793	\$31,569	8.33
	Capital District	\$40,325	\$33,464	8.45

*Using 2008-2012 ACS data

Household Characteristics:

The 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 District grew by 27.8%. At a lower rate, is Schenectady County with a 6.26% increase in total households, Scotia with a 10.37% increase, and a 12.97% increase for the Town of Glenville. Despite the nearly 13% increase in total housing units within Glenville, between 1990 and 2010, the population only grew by 2.46%, indicative of a trend towards smaller-sized households.

YEAR	LOCATION	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	62,886	19,231	3.0
	County			
	Capital District	376,066	103,956	2.4
2000	Glenville	11,547	1,059	2.4
	Scotia	3,410	1,134	2.3
	Schenectady	65,032	19,231	2.4
	County			
	Capital District	347,825	93,901	2.4
1990	Glenville	10,740	2,406	2.6
	Scotia	3,046	unavailable	2.4
	Schenectady	59,181	16,611	2.6
	County			
	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	LOCATION	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	8,807	345	1.3	3.8
	Scotia	3,146	2,058			

Housing Tenure (2010)

LOCATION	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

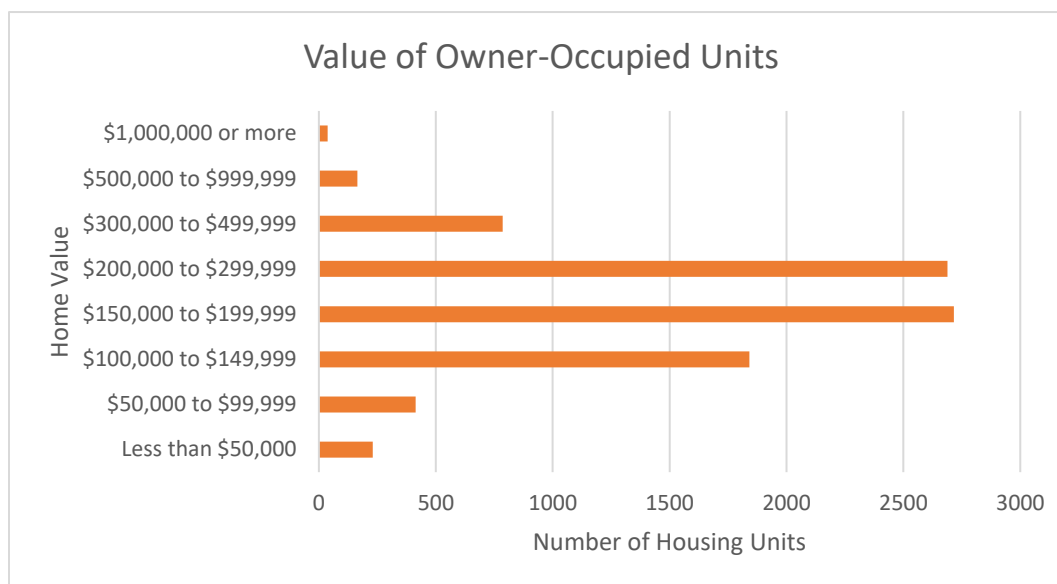
Age of Housing Structure:

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 when compared to Schenectady County. A difference of \$17,700 is noted between median home values for 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
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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
Ukrainian	125	23
Welsh	60	20
West Indian	20	10
Yugoslavian	0	0
Other Groups	2,670	982

Unclassified or not
reported

2,332

624

Appendix 3 – 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 and 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 support 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 to the 1990 and 2017 Town of Glenville Comprehensive Plans. 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 safeguarding with the character of the town.

Scotia-Glenville Industrial Master Park Plan (2007)

This plan includes a Draft Generic Environmental Impact Statement (DGEIS) to address the potential environmental impacts of the Master Plan for the redevelopment of the Scotia-Glenville Industrial Park (now called Glenville Business and Technology 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 improvements 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.

The Master Plan for the Glenville Business and Technology Park is currently being rewritten through grant funding awarded via the Consolidated Funding Application in early 2017.

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 conscious 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 recommendations 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 are the result of nearby industrial uses, 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. Flooding from tropical storms Irene and Lee in 2011 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 underlying 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 railroad 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 responsibly develop certain areas along the Mohawk River.

The plan is divided into sections, with each community selecting their own goals. The Town of Glenville, with about fourteen miles of riverfront 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 the areas zoned "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. One of these hamlets; 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 analyzes transportation conditions as well as a land use patterns. 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 to the Village of Scotia proper, but present spillover effects for the Town of Glenville. Such projects include improvements to 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.

Appendix 4: Summary of Public Comments

Public Meetings and Public Hearings

Between late 2014 and late 2016, a total of nine public meetings were held by the Town of Glenville to solicit input for the Comprehensive Plan. The four initial meetings held from November, 2014 to January, 2015 were conducted in the beginning of the planning process, at the time when Town had just begun writing the draft Plan. The five public meetings in October 2016 were held when the draft Plan was approximately 75% complete, to determine if we were on the right track with various Comprehensive Plan policies, and to get feedback on any issues, new or otherwise, that were not raised during the four meetings in late 2014 and early 2015.

Here are the dates and locations of the nine public meetings held from late 2014 to late 2016:

November 6, 2014	Town of Glenville Senior Center
November 20, 2014	West Glenville Fire Department
December 4, 2014	Scotia-Glenville High School
January 22, 2015	CTDI, within the Glenville Business and Technology Park
October 6, 2016	Mekeel Christian Academy
October 11, 2016	Alplaus Fire Department
October 18, 2016	West Glenville Fire Department
October 26, 2016	Town of Glenville Municipal Center
October 27, 2016	Town of Glenville Senior Center

What follows are summaries of the nine meetings. The first summary is for the three public meetings in November and December, 2014. The second summary is from the January, 2015 meeting at CTDI. The third summary covers the five public meetings held in October, 2016.

November, 2014 to December, 2014 Public Outreach Meetings (3) 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 began 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

Recreational Resources/Facilities and the Arts	<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 - Parks improving - Combined Town and Village Arts venue: complimentary - Improve bike-hike trail - Sledding - Future growth and greenspace*
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Commercial and Industrial Facilities	<ul style="list-style-type: none"> - Shopping opportunities have improved - Can the Town proactively implement/promote the 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 & near 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 tax-wise (E.g. Clifton Park) - Smaller stores, specialty stores* - Defining Town Center - Better definitions of business center in Village - Restrict 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

	<ul style="list-style-type: none"> - Does Town have control over tax abatement? High taxes
Housing	<ul style="list-style-type: none"> - Land Taxes (affordability) - Sub-division, rules and regs - % of unoccupied homes - Income versus property tax - Attract young families* - Protect property values* - Quiet, comfortable, safe - 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 (e.g. 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 500ft+ - Up to 5 acres - Variances: one is fine, but not when lots have several. More scrutiny

	<ul style="list-style-type: none"> - Benefit to keeping a lot of acreage - Inconsistent maintenance/income inequality - Problem keeping up with foreclosed properties - Way too many junky places: cars, 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
Natural/Environmental Resources and Interface	<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* - Good water - 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
Institutional, Government and	<ul style="list-style-type: none"> - Spot zoning - Protect property values*

Educational Resources/Facilities	<ul style="list-style-type: none"> - 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 - 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 shared 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
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	<ul style="list-style-type: none"> - School 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
Infrastructure and Utilities	<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)

	<ul style="list-style-type: none"> - 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 away - 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
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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?		
Glenville Senior Center	West Glenville Fire Department	Scotia-Glenville High School
<ul style="list-style-type: none"> - Land taxes (affordability) - Sub-division <ul style="list-style-type: none"> o Rules and Regs - % of unoccupied homes in Town - Police Dept - PILOT - Income vs. Property Tax - Attract young families - Rapid growth: problem/issues 	<ul style="list-style-type: none"> - Quiet, comfortable, safe - Zoning regulations and large lots <ul style="list-style-type: none"> o Sheds o Septic Tanks: how it's built - Collection of un-registered vehicles <ul style="list-style-type: none"> o Rules o Enforcement o Temporary Signage 	<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 - Shopping opportunities have improved - Difference between Town and Village - Increase in Sports Activities - Better Access to Recreation Facilities

<ul style="list-style-type: none"> - Poorly conceived development <ul style="list-style-type: none"> o More well-thought out o Poor drainage - Spot zoning - Protecting property values \$ - Good business growth (more diversity) <ul style="list-style-type: none"> o 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"> o Was it followed - Can the town proactively implement/promote the Town Center? - Small box department store - Shoe store - Walmart Sucks - Aldis - Attractive building - Traffic Control - Smart/Controlled Growth 	<ul style="list-style-type: none"> - Larger presence of law enforcement <ul style="list-style-type: none"> o Patrol - Lowering Taxes <ul style="list-style-type: none"> o Agriculture is expensive to maintain o Leads to subdivision o No Ag. Exemption - Consolidate Services 	<ul style="list-style-type: none"> - High School walkability <ul style="list-style-type: none"> o Complete Streets - Better locations for crosswalks - Better transportation modes - Impact of airbase and development around it - 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"> o Public water will restrict development - Need greater police presence - Assessment of housing is fair- tax rates are high - Agricultural districts are helpful <ul style="list-style-type: none"> o Tax Break o 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"> o E.g. Clifton Park o Assessment occurring after putting on an addition? (Rumor in Village) <ul style="list-style-type: none"> ▪ Need awareness Campaign: upkeep doesn't drive up assessment - Traffic <ul style="list-style-type: none"> o Congestion o Infrastructure - Too many big box stores <ul style="list-style-type: none"> o Walmart
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		<ul style="list-style-type: none"> - 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"> o Restrict PILOTS - Maintain School quality -
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Question #2: What do you feel will be the most important issues facing the next generation of Glenville residents and landowners?		
Glenville Senior Center	West Glenville Fire Department	Scotia-Glenville High School
<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"> o Where are they going to live? o 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"> o Woodhaven→Target→Back - Arts Venue - Preservation of neighborhoods - Zoning changes that adversely affect <ul style="list-style-type: none"> o 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"> o 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"> o Cars/gas more expensive o 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"> o Water, sanitary sewer, transportation - Housing Policy <ul style="list-style-type: none"> o Cost \$ for ownership and rehab - Maintain neighborhoods - CDTC-Mohawk River Plans - Review recommendations and Implement - Space, roads - Age of houses <ul style="list-style-type: none"> o 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
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Question #3: What are the most notable features and attractive qualities of Glenville?		
Glenville Senior Center	West Glenville Fire Department	Scotia-Glenville High School
<ul style="list-style-type: none"> - Availability of Land (Reasonable) - Availability of Homes (Reasonable) - Proximity of ADKs - Jobs-Tech and High paying positions 	<ul style="list-style-type: none"> - Rural atmosphere - Everyone know neighbors - Good water - Recreational space - Variable terrain - Parks 	<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

<ul style="list-style-type: none"> - Greenspace - River/Waterfront Access - Quality of Schools - A good life - Great access to other places <ul style="list-style-type: none"> o Rural to suburb to city - Aquifer <ul style="list-style-type: none"> o 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"> - Solid school districts - Air show attracted people 	<ul style="list-style-type: none"> - Walking in Village, school, parks, downtown - Improve Connections and Amenities <ul style="list-style-type: none"> o 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"> o I love my Park Day in Thatcher o Host a combined park themed day: clean-up, trail maintenance, cook out - Water-we have a lot <ul style="list-style-type: none"> o Sell to other municipalities <ul style="list-style-type: none"> ▪ 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"> o Security - School districts - Open space - River front - Historic Value <ul style="list-style-type: none"> o Promote more
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Question #4: How are these qualities trending? Improving, declining, or maintaining?		
Glenville Senior Center	West Glenville Fire Department	Scotia-Glenville High School
<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"> o Renters o School issues o 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"> o Not trending in the right direction - Street maintenance (Declining) - Community balance (Maintain, and cautious with balance) 	<ul style="list-style-type: none"> - Open Wolf Hollow <ul style="list-style-type: none"> o Who made decision? o Scenic views o Still used- unauthorized use o Hill unstable - Increase capacity for Hoffman Hill - Traffic situation: declining <ul style="list-style-type: none"> o Rt 50, Target <p>What about in West Glenville?</p> <ul style="list-style-type: none"> - Junk cars, declining quality - Tractor trailer traffic- West Glenville Rd <ul style="list-style-type: none"> o Unsafe o Tonnage signs o Erode rds - Becoming less rural and agricultural <ul style="list-style-type: none"> o Replaced with houses o Less farms compared to 40 years ago <p>What is the group's opinion on lot sizes?</p> <ul style="list-style-type: none"> - Keep lot size bigger <ul style="list-style-type: none"> o Increase road frontage <ul style="list-style-type: none"> ▪ Should be 500ft+ 	<ul style="list-style-type: none"> - Housing: <ul style="list-style-type: none"> o slow decline o Lack of maintenance o Lack of upkeep in yards o Inconsistent Maintenance/Income inequality - Traffic Increase in West Glenville-life styles - Rt 50 and the Avenue more traffic - Schools improving - Facilities good - Problem keeping up with foreclosed properties - Parks: <ul style="list-style-type: none"> o 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"> o More home construction→ traffic - Still manageable. Not as bad as Clifton Park - Way too many "junky places" <ul style="list-style-type: none"> o Cars o Fences covered in vegetative growth o Leads to lower property values and

<ul style="list-style-type: none"> - Quality of life (Same) - River Frontage - 	<ul style="list-style-type: none"> - Increased traffic on VanBuren - Travel between E & W Glenville - Quiet, Comfortable, Safe - Up to 5 acres - Unfunded state mandates - Variances: limit them <ul style="list-style-type: none"> o One is fine, but not when lots have several o More scrutiny - Benefit to keeping a lot of acreage <ul style="list-style-type: none"> o Need to offer people something to not develop land o Tax benefit, offer - Higher taxes b/c of good soil quality - Mohawk Honda getting tax breaks and farmers struggle - Ag districts: do we have them? <ul style="list-style-type: none"> o Doesn't matter who is farming the land 	<p>decreased quality of life</p> <ul style="list-style-type: none"> - Neighbors dumping junk - Declining in Village <ul style="list-style-type: none"> o Friendliness o Knowing neighbors - Changing, not for the better - Road Congestion - School maintaining - Parks improving - River front improving -
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Question #5: How can the Town of Glenville and Village of Scotia work better together?		
Glenville Senior Center	West Glenville Fire Department	Scotia-Glenville High School
<ul style="list-style-type: none"> - Duplication of services (eliminate console) - Code enforcement - Vision 	<ul style="list-style-type: none"> - Education process for Town and Village 	<ul style="list-style-type: none"> - Bike-Hike Trail <ul style="list-style-type: none"> ▪ Improve Bike Trail o Sledding

<ul style="list-style-type: none"> - Consolidate into one community <ul style="list-style-type: none"> o Don't need two police, highway, PZC, ZBA, Parks Dept - But they are two different places- atmosphere - Communicating - Two entities instead of one <ul style="list-style-type: none"> o Consolidate Village and Town? - Town of Colonie? - Arts Venues <ul style="list-style-type: none"> o Complementary - Showcase housing in both - Riverfront 	<ul style="list-style-type: none"> o What are the benefits? Outline them - What are the highest expenses between the two? <ul style="list-style-type: none"> o 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"> - Look into more Scotia-Glenville shared opportunities. Continue discussing common goals - Purchasing - Schools included in purchasing - CVS sidewalk - Shared services - Too many fire departments <ul style="list-style-type: none"> o Created during a time when there were separate neighborhoods, became social center of communities. o Back when snow drifts and mud prevented traffic o No longer necessary o Equipment and training expensive - Consolidation of services - Q from facilitator: Do they love quality of life? <ul style="list-style-type: none"> o Yes, aside from taxes but that is top-down - Economic Development needs a smarter approach <ul style="list-style-type: none"> o Tax Abatement and PILOT: race to bottom o Successful businesses take advantage of local government o Businesses leave when PILOT is done o All county tax payers lose - Businesses have good access to transportation
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		<ul style="list-style-type: none"> ○ <1 mile to Thruway ○ Access to water - Accessibility-good quality - Schools are phenomenal <ul style="list-style-type: none"> ○ 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
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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?

Glenville Senior Center	West Glenville Fire Department	Scotia-Glenville High School
<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 	<ul style="list-style-type: none"> - What's the advantage? <ul style="list-style-type: none"> ○ 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) <ul style="list-style-type: none"> ○ Village needs new Village hall - Near airport. <50 ft - Future growth and greenspace - Solar panels: Make building efficient 	<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 <ul style="list-style-type: none"> ○ Make storefronts inviting ○ Allocate money for façade improvements grants ○ Community banks important

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Other questions or comments?		
Glenville Senior Center	West Glenville Fire Department	Scotia-Glenville High School
<ul style="list-style-type: none"> - We don't have an image <ul style="list-style-type: none"> o Don't have a focus - Protection of the aquifer <ul style="list-style-type: none"> o Companies pulling from it all the time o Should be an asset to us o Water is vulnerable: gas stations, RR tracks - Secondary well site. Where is it? <ul style="list-style-type: none"> o Then zone to protect it 30+ yrs 	<ul style="list-style-type: none"> - Does the Town have control over tax abatement? <ul style="list-style-type: none"> o 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" 	

January 22, 2015 Meeting at CTDI – Glenville Business & Technology Park Summary

Current Conditions:

- Standing water, drainage
 - o Stormwater drain size not adequate at intersection of Burch Parkway and Rt. 147
- Retail side of Town vs Industrial Park: Retail receiving a lot of attention, but the Ind. Park offers a lot of good jobs
- Who owns RR and is responsible for it?
- Sewer, storm systems
- Who pays for upgrades?
- Varying degrees of lighting through the park
 - o Have standards, but only for new construction
- Traffic at east end
- Control traffic
 - o Don't go through the east end unless necessary
- Park security
 - o Break-ins at Adirondack Beverage
- Flexibility in space

- Simpler to get from east to west
 - o GSA, less of a road block now

Are there any employment, workforce concerns? Do business owners see the Casino as competition for employees?

- Quick approval process
- Condition of building stock
 - o Column space challenging
- Can modify buildings
- Disconnect between cost of construction and lease rate for some business owners coming to look at space
- Building 804: Doesn't have ability to back trailers in because of school
- Glenville is a good location

Safety:

- Kids walking from middle school
 - o Tractor trailers
 - o School should move fence, build sidewalks
- Truck traffic destroying roads, off roads
 - o ½ million to repair (Town estimate two years ago)
 - o Property as investment
- RR is a similar point
- Fire tax just doubled (Beukendaal District)
- RR is an asset
 - o 150 cars/year used by Dimension Fabricators
 - o RR doesn't want to invest money
 - o Condition is good (where operational)
- What is the Town versus Property owners' responsibility?
 - o Property line: Using outside space?
- Other industrial parks, roads are privately owned
 - o Hodge podge here
 - o Some owned by Galesi Group-plowing is split between Galesi and Town
- Roads weren't designed for current use
- Way to maximize current design
- GSA land available soon
 - o Build Trailer yard: multiple businesses could use

Entrance ID and Signage:

- Who owns the entryways?
- This park is unique
- Several thousand manufacturing jobs
 - o Pipeline for jobs
- Keep viable with streetscape/signage
 - o CFA? DOT funding?

- Should emphasize existing manufacturing
- SQP not on sign in West End
- GPS directions wrong
- Opportunity to form a BID?
- Challenge is multiple owners, varying stakes
- Signs: matching funds from business owners when originally put up
- Gather owners, identify priorities, combine with Town funds
- BID: everyone pays, give incentive to show up
- Can't opt-out
 - E.g.: Grand Central BID
- Old government building-kids partying
 - Proximity to schools
- Town owns entryways

What goes into the Comp Plan?

- Good infrastructure
- Fiber in entire park
 - In East, but not in West
- Good water and sewer but old system
- Need to assess current situation of pipes
 - Something for BID to do?
- More of an effort to bring people together and to develop an action plan
- Would contribute to CFA applicability

October, 2016 Public Outreach Meetings (5) Summary

October 6, 2016

Mekeel Christian Academy

**Summary of Public Comments and Questions
(Approximately 24 in attendance)**

- Is the Town going to extend sewer service everywhere in town? Septic systems are failing in a lot of different areas of Glenville.
- Where is the Town zoned for multi-family development?
- Traffic on Maple Avenue is often congested.
- Regarding the subject of eminent domain, will the Town commit to not using eminent domain through stated policy within the new Comprehensive Plan?

- Is the casino driving the Town's vision for the Freemans Bridge Road corridor? Can you discuss the welcome center proposal for Glenville?
- Traffic on Freemans Bridge Road is crazy. Sarnowski Drive should have never been built as a dead-end street.
- One way in/one way out neighborhoods are bad news, especially for emergency vehicle access.
- Has the Renewable Energy chapter of the Comprehensive Plan been drafted yet?
- Is the Town looking at other municipalities for "best practices" examples as the Plan gets drafted?
- Regarding the new LED signs that have been going up for businesses, many of these are distracting to drivers.
- Is the Town going to encourage riverfront development; particularly multi-family housing? And is the Town planning on using residential development as a trigger for commercial growth?
- How does the proposed mixed housing project in Alplaus contribute to "balance" when it would more than double the population of the hamlet?
- As for the proposed multi-family project on the south side of Sunnyside Road, are there environmental issues at work as a result of the former Town and Village dump on this property?
- Are there any new retail projects in the works for the Town?
- Do retailers take into account the residents in the Village of Scotia when they do their marketing studies?
- Supervisor Koetzle asked attendees what they thought of a Town Center office campus that would include a new Town Hall, Police Dept. and Court, Library, possibly a new YMCA, etc. There wasn't a lot of response, and the group didn't seem to have strong opinions either way.
- A resident noted that the Town's presentation this evening referenced a possible "agri-business" or "agri-tourism" theme for future growth. What about other agri-business uses such as horse riding clubs? The Town should consider more uses than just microbreweries, maple syrup retailers, etc. The Town should be careful about being too restrictive about future land uses in rural western Glenville. If the Town is too selective, more housing could result, which is not really a "rural-dependent" use.

**October 11, 2016
Alplaus Fire Department
Summary of Public Comments and Questions
(Approximately 27 in attendance)**

- A few people started with questions about multi-family development, and how the Comprehensive Plan would address future multi-family proposals.
- In respect to mixed use projects, what percentage of the commercial component of the project must be built before the residential piece gets completed?
- What is the difference between a Planned Unit Development (PUD) and spot zoning? PUDs seem to be spot zoning. This was followed by a somewhat lengthy discussion, and an explanation of what constitutes both a PUD and spot zoning by Supervisor Koetzle, Councilman Martin, and Kevin Corcoran.
- Does the Town require developers to pay recreation fees when their projects are approved?
- The Town's presentation this evening mentioned that west Glenville should be preserved, but there was no mention of preserving Alplaus. Alplaus should get the same treatment as west Glenville.
- What kind of riverfront development does the Town envision? And can you show us on the land use map where along the River the Town would like to see development?
- Regarding the proposed riverfront development on the Kivort property, what kinds of park and riverfront recreation uses would the Town look for?
- Does the Town have any development plans for the Town's Alplaus Natural Area property on Glenridge Road?
- What is the Town's vision for the Freemans Bridge Road corridor?
- Can the Town set up a Business Improvement District for the Freemans Bridge Road corridor?
- The "complete streets" concept is fine, but roundabouts kill that idea. Roundabouts are horrible for pedestrians.
- When a developer wants to build on a contaminated site, can the developer be required to clean up all the hazardous waste?
- Do we know who is liable for the contamination on the Kivort property?
- Supervisor Koetzle took the opportunity to discuss the Prime Properties proposal for the mixed use housing project on the Kivort property and discussed where they were in the process, noting, too, that the Town has not committed to anything at this point.
- The Comprehensive Plan's discussion of renewable energy is fine, but Schenectady County can trump the Town's position as they did with approval and recent construction of the solar farm on Hetcheltown Road on the County Compost Facility property.
- A general discussion followed on the likelihood and merits of an asphalt plant being built on the Kivort property should the mixed use project not come to fruition.

- A resident indicated that they are not comfortable with the Town wanting to encourage development seemingly everywhere (i.e. “filling the white spaces” on the land use map). Does the Town really need and want extensive new development?
- Residents of Alplaus are in “pre-mourning” as we consider what will be lost if Prime Properties builds their mixed use project on the Kivort property. A more reasonable proposal for that property would be 20/25/30 new single-family homes.
- The Town should consider promoting high-tech parks development, perhaps mixed with single-family homes. This doesn’t just apply to the Kivort property, but along Freemans Bridge Road as well.
- Regarding the Town’s position in support of new senior housing, it should be noted that senior housing projects are a burden to fire departments.
- Any development on the Kivort property should include a River connection. High tech would be a good use of that property.
- The Maritime Center goes up for auction on October 28th. What becomes of that property, and Kivort’s project, if it is sold?
- How much rezoning will the Town have to undertake after adoption of the Comprehensive Plan? And why does the Town have to accept any adult uses at all?
- Since Alplaus doesn’t want any multi-family on the riverfront, can the Town remove multi-family from riverfront areas in the Comprehensive Plan?
- Can Kivort sell part of his property and use that for single-family home development?
- The Town should illustrate its vision for Freemans Bridge Road in the Plan. The Town should look for examples it likes in the Capital District. Perhaps upper Union Street would be a good example.
- Can the Town do something to eliminate or control junkyards in the Plan and with zoning?
- What became of the plan for relocating some of the railroads in the Town?
- Supervisor Koetzle and Councilman Martin then led a discussion on the property tax distribution formula in Schenectady County and how it is punitive towards the towns.
- The Town should consider sidewalks and traffic calming in Alplaus; along Alplaus Avenue, in particular. Don’t just limit sidewalks and traffic calming to the Town Center and Freemans Bridge Road.
- It was noted that the draft Comprehensive Plan erroneously indicates that Time Warner recently merged with Comcast. Time Warner merged with Charter Communications, not Comcast.
- Applebee’s is mentioned in the draft Plan on six occasions. It’s a crappy restaurant chain.

- The Town shouldn't be too hasty in deciding how to react to the new casino in Schenectady. The Town should see if the casino is experiencing success before deciding if we want to try to take advantage of casino-related business opportunities.
- The draft Plan speaks unfavorably about outdoor wood boilers. Some people heat with wood. Does the Town have any intentions of preventing wood burning altogether?
- Has the Maple Avenue/Glenridge Road roundabout been successful?
- The current Comprehensive Plan is 26 years old. The new Plan needs to look 15-20 years into the future.

**October 18, 2016
West Glenville Fire Department
Summary of Public Comments and Questions
(Approximately 47 in attendance)**

- Resident indicated that there is a solar farm company interested in developing a portion of his property. The Town is effectively prohibiting the installation of solar farms at this time.
- A representative from High Peaks Solar offered his consulting expertise to the Town to develop policy on solar installations.
- The Town can and should adopt standards to minimize the visual impacts of solar farms.
- The resident interested in a solar farm said that current zoning would allow him to build 25 homes. Which is worse? A solar farm that can't be seen from the road or any neighbors, or 25 new homes?
- After learning that the Town is aware of four or five potential solar farm projects in Glenville, the High Peaks Solar representative stated that the existing electric grid would not be able to accommodate all of these additions.
- The draft Comprehensive Plan is too protectionist. And the Town shouldn't just look out for the next 10 years, but the next 30. Who is going to sustain all of this vacant land if unreasonable limitations are placed on rural land use? Farming is decreasing. Who will buy the land if the Town is too restrictive? What happens to property values if people can't sell their properties due to significant restrictions? The Town needs to be open to more uses. "Development" and "rural" don't have to be mutually exclusive.
- One individual noted that he is contemplating putting conservation easements on his land. He doesn't want to see houses going up everywhere in west Glenville, thereby ruining the character for future generations.
- It was pointed out that parks and preserves are wonderful, and they also provide recreation and open space.

- A resident noted that there aren't a lot of farms in rural western Glenville and that he and many other people moved there because they don't want to live in suburbia. Large residential properties are part of the character of western Glenville.
- Some families want to leave their land for their children. Overly restrictive planning and zoning means that selling out to a housing developer is the only option for those who can't afford the taxes, or for children who don't necessarily want to hang onto a house in the country. The Town should consider other options for rural land, including recreation, so that rural residents have an alternative to selling to a developer.
- Although dairy farming is on the decline, and there are very few dairy farms in rural Glenville, there are alternative agricultural uses for properties, including those homesteaders who want to raise horses, chickens, etc. and grow their own food.
- How will the Comprehensive Plan protect farmers? Neighbors complaining about dirt in the road, smell, etc. doesn't help preserve agriculture. More protection is needed for farmers.
- In discussing property tax liability, the Supervisor noted that a large commercial solar array could burden a landowner due to a higher assessment. This needs to be analyzed, too, as the Town contemplates the subject of solar farms.
- A member of RAC said that her committee looked at the diversity of Glenville as a whole, with the idea to protect all of the various characteristics and "personalities" of the Town. The Comprehensive Plan shouldn't suppress anything that defines Glenville's character.
- Adequate water supply is another issue for many residents in west Glenville. New home development in the last 5-10 years has only made the problem worse. Many residents would like to see public water extended into west Glenville, particularly in the hamlet. The fire station would benefit from public water, too.
- Route 5 shouldn't be looked at strictly as a commercial corridor. Rather, it is a landscape, and there is a lot of history and heritage up and down the road.
- Why weren't large landholders surveyed or sampled for their opinions on how western Glenville should be addressed in the Comprehensive Plan? The Plan should not be overly restrictive to large rural landowners.
- Suggesting that the Plan look 30-40 years into the future doesn't make much sense. The Plan should be revised every five to 10 years. The Town shouldn't be too concerned with looking ahead several decades.
- The historic aspects of the Town need to be emphasized more in the Plan. A historic properties survey and inventory should be conducted. Every historic building and property in Glenville should be recognized. Historic areas/districts should also receive distinction, through zoning, at least. This includes the hamlet of West Glenville. In that vein, the Town should consider acquisition of the Lewis farm/property adjacent to Maalwyck Park.

- In recognition of the historic nature of Route 5, and the character of the corridor, research/development and manufacturing uses should be removed from the “Highway Commercial” zoning district.
- In response to the comments on the historic nature of the hamlet of West Glenville, Councilman Martin asked attendees if there would be support for a hamlet-like zoning district for West Glenville; a district that would allow a little more than just residential uses; perhaps a limited number of small-scale commercial uses, such as a small general store. Reaction to this idea was rather unfavorable. Several residents said that they are only a 10-15 drive from merchandisers and services.
- Instead of calling for industrial uses along Route 5, why doesn’t the Town look to concentrate these uses in a new industrial park, perhaps off of lower Washout Road just off of Route 5, on property that was previously used as a warehousing/light industrial property?
- The Plan should consider lighting impacts, and promote “non-polluting” light fixtures. More emphasis is needed to control lighting in general.
- Do new businesses that come into Glenville automatically get property tax breaks?
- Another individual supported the idea of extending water into the hamlet and vicinity. Supervisor Koetzle responded by noting that the lack of infrastructure in west Glenville presently serves to limit growth and protect the existing character of the area.
- The Town should consider a larger minimum lot size; perhaps a five-acre minimum instead of three acres.
- Public water already exists along a portion of North Road. The Town should at least connect dead-end water lines on Sacandaga Road and North Road to create a loop, allowing for better distribution of chlorine and more reliable water pressure for domestic and fire-fighting use.
- Proper chlorination is a problem in a dead-end water line situation. Chlorine levels are often too low towards the end of the line. At a minimum, the Town should at least undertake an engineering study to determine the feasibility and cost of looping the water system.
- Is it possible for residents to petition for water while ensuring that the 3-acre minimum lot size stays in place?
- The water supply situation is vastly different, depending on which side of Hoffman’s Fault the home/property is located. Those west of the fault have plenty of water, while those on the east side of the fault, including properties in the hamlet of West Glenville, often struggle to find an adequate supply. This is another argument for simply “closing the loop,” verses extending water west from the hamlet.
- While water supply is problematic in the western portion of town, cell phone coverage is also spotty. The area does not have reliable cell phone service.

**October 26, 2016
Town Municipal Center
Summary of Public Comments and Questions
(Approximately 9 in attendance)**

- A resident inquired about the Senior Center and if the facility is only used for senior activities.
- It was suggested the Town might follow Malta's blueprint in utilizing the Senior Center for evening or weekend events ie: theater, coffee house, etc. and not limiting it to just senior citizens. Incorporating this type of program(s) would be beneficial during the months of October thru March when the weather doesn't allow for outside activities.
- What is the plan for development north of Route 50 and Pashley Road? What type of businesses will be allowed? Will the area become just commercial?
- Concern stated over the inability to have complete access to the Indian Kill due to property owned by the Woodlin Club on both sides of the Indian Kill preventing such access. Since the preserve is a County preserve, it should be addressed by the County. Now that the Woodlin Club is up for sale it might be the appropriate time to address this issue.
- A resident asked if the Town would allow a one family house to be converted to a two family house, and does this fall under the current moratorium. Discussion took place regarding the moratorium on townhomes, duplexes, twin homes and two-family dwellings. Also discussed was the difference between multi-family and multi-generational.
- An inquiry followed about the Town's position with regard to owning chickens, ducks, and quail outside of the agriculture district. Benefits of owning fowl were given, in particular, using them for controlling insect pests. Discussion concerned the ability to keep the animals from getting loose, being in the road, on neighbor's property.
- There is a renewed emphasis/interest on healthier eating and supplying healthier produce/meats which should be considered when the Town is weighing what future restrictions will be imposed upon farming in the agricultural district.
- Resident complemented the construction of the adventure course in West Glenville. It provides appropriate activity for Glenville youth to go experience the outdoors. More opportunities like this should be available in Glenville.
- There needs to be a balance between the benefit of the proposal and the character of the area. Going forward the Town should be careful when considering future proposals for the West Glenville area.
- A question was raised about the sharing of school bus services between Burnt Hills-Ballston Lake, Scotia-Glenville, and Niskayuna. The Town of Glenville had a proposed site that would have

been equally beneficial to all three school districts, but Niskayuna wound up providing a site. The Niskayuna site will add time to the bus driver's routes.

- An observation was made stating the Comprehensive Plan is doing a good job in addressing concerns of the Glenville residents.
- Renewable energy, solar and wind, was discussed. How can it be controlled, what is the appropriate size, and where is the best location? How will it be classified? Additionally, how to regulate systems that are larger than needed thus becoming utility-like in nature.
- An attorney representing a possible condominium development project in Glenville spoke at length about the demographics of Glenville, as well as the Town's socio-economic characteristics, as a means to offer support of future condominium development in Glenville, and support for same in the Comprehensive Plan.
- Resident voiced concern over Section 8 usage in the Comprehensive Plan.
- What is the Town's position on "tiny homes" and a public pool?

October 27, 2016
Town of Glenville Senior Center
Summary of Public Comments and Questions
(7 in attendance)

- A resident asked if the Town has decided where it would like to see the development of solar and wind farms.
- A representative from Solarize Schenectady County indicated support for solar energy production in Glenville, particularly in residential-scale applications. It was noted that the Town of Halfmoon has broken ground on the State's first community solar project, which will consist of over 1,700 panels.
- A meeting attendee asked if residents will get an opportunity to comment on potential solar farm sites before they are selected. Will an environmental impact assessment be conducted for each solar farm location?
- The Town of Glenville could/should get into a contract with Solar City to pursue a solar demonstration project in the Town. It was noted that Solar City, in residential applications, offers not only traditional solar panels, but solar shingles as well.
- Another resident noted that Solar Liberty is another company offering similar products and services in New York State. As with Solar City, they are out of Buffalo. They, too, can offer solar demonstration projects if the Town has an interest.
- The Solarize Schenectady County representative briefly raised another issue on solar installations; namely building and fire code provisions associated with solar panels and shingles.

New York State has amended its Building Code to address firefighting aspects associated with solar structures.

- A resident in attendance asked for an explanation of a Tree Ordinance, which is one of the items advocated in the Town’s draft Comprehensive Plan relative to renewable energy.
- It was asked if the Town has a moratorium on new multi-family developments.
- A comment was offered commending the State for doing a very good job with the recent repaving of Route 50. There were very few traffic disruptions, and doing the work at night went a long ways towards making the repaving project fairly painless.
- A resident asked how the Town will go about amending its zoning and other codes following adoption of the Comprehensive Plan.
- An attendee complimented whoever authored the draft Plan, as well as recognized the review work offered by the Town’s Residential Advisory Committee (RAC). The attendee also asked if there will be responses offered by the Town to both RAC’s comments, and those comments raised by the public during these October public information meetings.
- A resident asked about the reference in the draft Plan to a “Park Master Plan.” She didn’t see a Park Master Plan included within the draft Comprehensive Plan itself and wondered if the Park Master Plan will be included.
- An attendee was complimentary of the new sidewalks within the Town Center, but her observations are that the majority of people using the sidewalks are those who are taking the Route 50 CDTA bus from bus stops within the Town Center.

Public Hearings

Two public hearings were held in 2017 following completion of the draft Plan. One hearing was held by the Comprehensive Plan Committee and the other by the Glenville Town Board. The dates and locations of the two public hearings were:

September 18, 2017	Comprehensive Plan Committee	Town of Glenville, Municipal Center
October 4, 2017	Glenville Town Board	Town of Glenville, Municipal Center

The September 18, 2017 public hearing sponsored by the Comprehensive Plan Committee was very lightly attended, with attendees consisting of members of the comprehensive Plan Committee, Residential Advisory Committee, and Town Planning staff only. There were very few comments made at the hearing, with discussion primarily limited to questions and answers about the adoption process for the Comprehensive Plan.

The October 4, 2017 public hearing was very well-attended. The hearing was held as part of a regular Town Board meeting agenda that saw about 40-50 people in attendance. However, many if not most of the attendees were at the meeting to comment on other agenda items or business of the Town Board. Nevertheless, seven or eight different people spoke about the Comprehensive Plan.

The comments generated at the Town Board's public hearing were almost exclusively from residents of Alplaus. Those that spoke urged the Town Board to modify the boundaries of the Hamlet of Alplaus map in the draft Plan so as to expand the hamlet to include the Mohawk Industrial Park, Mohawk Marina, and the property of the former Maritime Center. Further, it was suggested that the hamlet boundaries be modified to match the Alplaus zip code area (12008). The Town Board consented to this request and modified the Hamlet of Alplaus map accordingly in the Plan.

A few residents of Alplaus also suggested some minor edits of a few sections of the narrative in the Plan to clarify the Town's position on possible future development/redevelopment of the Mohawk Industrial Park and lands to the south and southwest within the hamlet. The Board was also receptive to these comments and amended the draft Plan accordingly.

In total, the two public hearings on the Comprehensive Plan did not generate very many comments, nor were a great deal of substantive recommendations offered. The Town Board credits this to the significant public vetting of the draft Plan that has occurred over the last three years, including the nine public information meetings, as well as five Town Board work sessions in which the Board made changes to the draft Plan. The Board also acknowledged that both the Residential Advisory Committee and Comprehensive Plan Committee were thorough in their work, taking into account public input. The lack of significant feedback and the tenor of the two public hearings would seem to suggest that reasonable consensus has been achieved on most of the critical issue addressed in the Plan.

On-Line Community Survey

In addition to the nine public meetings held from late 2014 to late 2016, the Town created an on-line community survey that was placed on the Town's website for approximately five months during late 2014 and early 2015. A little under 200 people responded to the on-line survey.

Numerical results of the survey have been tabulated and categorized, and written comments from the survey have been summarized and grouped. The survey summary document is 52 pages in length and is, therefore, not included here. Copies of the survey results are available from the Town of Glenville Economic Development and Planning Department.

Appendix 5: Glossary of Terms

Access Management - The proactive management of vehicular access points to properties adjacent to roadways so as to promote safe and efficient use of the transportation network. Some common access management techniques include driveway consolidation, longer-distance spacing of traffic signals, raised medians, dedicated turning lanes and roundabouts.

Agri-business - A business that earns most or all of its revenues from agriculture. An agri-business tends to be a large-scale business operation and may dabble in farming, processing, manufacturing and/or the packaging and distribution of agricultural products.

Agri-tourism – Any agricultural-based operation or activity that brings visitors to a farm or agricultural property. In New York State agri-tourism can include on-farm wine and other farm-related tours, educational facilities, barn dances, corn mazes, outdoor recreation such as cross country skiing and horse riding, hay rides, gift shops, and farm-stay vacations with opportunities for families to spend time living and working on an operating farm.

Agricultural District (Agricultural District Program) – New York State Department of Agriculture and Markets program established to encourage and promote the continued use of farmland for agricultural production. The Program is based on a combination of landowner incentives and protections, all of which are designed to forestall the conversion of farmland to non-agricultural uses.

Algonkian – A relatively broad linguistic term to describe not only the Algonkin (Algonquin) tribe, but dozens of distinct native tribes who speak languages that are related to each other. Most of the Algonkian tribes used to be found in Canada, and along the eastern seaboard, from what is present day Maryland north. Much of eastern New York State, including the area that was to become Glenville, were once visited and/or inhabited by Algonkian peoples. The Algonkians pre-date the arrival of the Mohawk Indians in Glenville and the Mohawk Valley by centuries. Perhaps the most populous Algonkian tribe that once lived in New York State was the Mahican tribe. The Algonkin (Algonquin) and Lenape (Delaware) tribes were two other Algonkian tribes who lived in what is now New York State.

Capital District Regional Planning Commission (CDRPC) - The CDRPC is a regional planning agency and resource center that serves Albany, Rensselaer, Saratoga, and Schenectady counties. CDRPC provides objective analysis of data, trends, opportunities, and challenges relevant to the Region's economic development and planning communities. CDRPC serves the interests of both the public and private sectors through promotion of intergovernmental cooperation and collaboration, sharing information, and offering solutions to regional problems.

Capital District Transportation Authority (CDTA) – The CDTA is a Capital District-based authority that plans, finances, implements and delivers transit services for the region's 760,000+ residents. Offering affordable public transportation, CDTA's most visible component is its public bus service, although it is a multi-modal agency.

Capital District Transportation Committee (CDTC) – The CDTC is the Metropolitan Planning Organization for the Albany, Schenectady, Troy and Saratoga metropolitan area. Largely federally-funded, the CDTC brings together local elected officials and transportation professionals to develop solutions to regional transportation problems and to prioritize funding for transportation-related capital improvements within the region.

Capital Plan – A short to medium range plan, often for a period of four to 10 years, that identifies capital projects and equipment purchases, provides a planning schedule for same, and identifies options for financing.

Carbon Tetrachloride – A chlorinated hydrocarbon compound that was once popularly used as a component of fire extinguishers, in addition to serving as a precursor to refrigerants and as an industrial solvent. It is a highly toxic compound which is now seldom used, but is a fairly common contaminant found in soils and groundwater.

Chicane – A traffic calming technique that employs a series of narrowings or curb extensions that alternate from one side of the street to the other forming S-shaped curves. Also known as deviations, serpentine, reversing curves, twists, and staggerings.

Climate Smart Community – A municipality that has met the eligibility requirements and has enrolled in the New York State Climate Smart Community Program and who is committed to practices that reduce greenhouse gas emissions and improve climate resilience.

Clustering (of housing) - The grouping of residential properties and/or structures on a development site in order to use the extra land as open space, recreation or agriculture. It is a fairly common form of subdivision development that often benefits the developer by allowing the builder to spend less on land while obtaining much the same price per housing unit.

Commercial Creep – A situation where, over time, commercial and other non-residential land uses intrude into areas that have historically been residential in nature and/or residentially-zoned.

Complete Streets – A popular planning and transportation design practice that builds on the premise that streets are for everyone, not just motorists. Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easier to cross the street, walk to shops, and bicycle to work.

Conservation Subdivision Design – An approach to laying out residential subdivisions such that a significant amount of buildable land is permanently protected so as to create interconnected networks of conservation lands. Conservation subdivision design differs from clustering in that the open space to build land ratios are higher with conservation subdivision design, and the open space preserved in the subdivision is meant to be a component of a larger open space network.

Consolidated Funding Application/Program (CFA) – The CFA is New York State’s current economic development model, which is intended to streamline and expedite the grant application process across various State funding programs and agencies. The CFA program brings together heretofore numerous funding streams and grant programs, with the idea of improving efficiency and expediency.

Developer Mitigation Fees - An impact fee that is imposed by a local government on a new or proposed development project to pay for all or a portion of the costs of providing public services to the new development. Developer mitigation fees are considered to be a charge on new development to help fund and pay for the construction or needed expansion of offsite capital improvements, most commonly, transportation improvements.

Gateway – A well-travelled entrance to a community, typically along a busy road, which municipalities often target for distinction via traffic calming, enhanced streetscaping, ornamentation, upgraded architectural treatments and welcoming land uses. In Glenville, gateways can be found at its municipal boundaries along Route 50, Freemans Bridge Road, Maple Avenue, Route 147 and Alplaus Avenue, among others.

Glenville Business and Technology Park – A former WWII-era Navy Depot on the north side of Route 5 in Glenville that now serves as an industrial, warehousing and distribution hub. The Park is home to more than 3.9 million square feet of space on 310 acres, making it one of the largest business parks in the Capital Region. The Glenville site is home to Adirondack Beverages, Dimension Fabricators, Old Dominion, CTDI, DHA Energy, Latham Plastics, Norampac, Codino's, Specialty Quality Packaging, Thyssen Krupp Safeway, Capovani Brothers, W.A. Packaging, Velocity Print Solutions, Chick Packaging/NEFAB and others.

Great Flats Aquifer - A unique groundwater resource that is one of the most productive aquifers in New York State. The Aquifer serves as a reliable source of high quality drinking water for nearly 150,000 residents of primarily Schenectady County, but also Saratoga County. On an average day, approximately 25 million gallons of water are withdrawn from the aquifer by five Schenectady County municipalities, including the Towns of Glenville, Niskayuna and Rotterdam, the Village of Scotia, and the City of Schenectady. Glenville's well field off of Van Buren Lane draws its water from the Aquifer.

Green(s) Corners School – A quaint, brick, one-room school house on Potter Road that was in use from 1823 to 1946. A typical rural school house, it is the oldest unaltered one-room school house in Glenville. As of October, 2017, considerable repairs and restoration was nearing completion on the School.

Green Infrastructure - An approach to storm water management that protects, restores, or mimics the natural water cycle. It is characterized by a large array of practices that emphasize the use of wetlands, vegetative swales, trees, grasses, and other plants and de-emphasizes hard surfaces.

Grinder Pump – A component of some individual septic systems that grinds the waste product within a septic system into a slurry and then pumps the slurry to a central sewer system or septic tank. In Glenville, grinder pumps are commonly used to pump waste from a residence or business into a force main sewer line.

Iroquois – A once powerful Native American confederacy, whose peoples occupied most of what is now upstate New York. The Iroquois confederacy consisted of five nations, including the Mohawks, Oneida, Onondaga, Cayuga and Seneca. Later the Tuscarora joined as a sixth nation of the Iroquois.

Kinaquariones (Battle of the ...) – Refers to an archaic Algonkian village, but more commonly referenced as the 1669 battle site between the Algonkians and Mohawks in and around Wolf Hollow Gorge in the Town of Glenville. It was here where, after an unsuccessful attack on the Mohawk village of Gandawague, which is located about a mile northwest of present day Fonda, the fleeing Algonkians were ambushed in a counter-attack by the Mohawks. The Algonkians suffered considerable losses during this battle, with the end result being a departure of the Algonkian peoples from our area and the beginning of a precipitous decline of their society.

Metroplex – More formally known as the Schenectady Metroplex Development Authority, Metroplex was established in 1998 to enhance the long-term economic vitality and quality of life in Schenectady County, including Glenville. Metroplex derives its funding from a 0.5% Schenectady County sales tax.

Mohawks – The easternmost tribe of the five (later six) Iroquois nations, whose influence spread as far east as what is present day Glenville, albeit whose villages lied further west in the Mohawk Valley.

Mohawk-Hudson Land Conservancy – A Capital District-based land conservancy, formed in 1992, that is dedicated to the preservation of distinct natural, scenic, agricultural and cultural landscapes within the Mohawk and Hudson River valleys for the public's enjoyment. The Mohawk-Hudson Land Conservancy holds title to properties, as well as conservation easements, including easements over several parcels in western Glenville.

Mohawk Industrial Park – A cluster of aging industrial buildings located just south of the hamlet of Alplaus, off the southern terminus of Mohawk Avenue in the hamlet.

Oort Cloud - An extended, roughly spherical shell of icy objects that exists in the outermost reaches of the solar system and is thought to be the origin of long-period comets.

Passive Solar Heating (and Lighting) – Harnessing the sun’s energy, a renewable resource, to generate heat and/or light for use predominantly in homes and businesses.

Pastoral – Of or related to agricultural land use, or more generally, the “countryside.” Similarly, the character of land outside of urban and suburban areas.

REDI (Revitalization and Economic Development Initiative) Fund – A dedicated Town fund, derived primarily from Metroplex revenue, used to boost the Town of Glenville business community.

Renewable Energy – Energy from a source that is not depleted when used, such as wind, solar or wave power.

Riparian – Relating to or living or located on the bank of a natural watercourse (such as a river) or sometimes of a lake or a tidewater.

Rivers Casino and Resort – A gambling, hotel, entertainment and shopping complex which began operation in 2017 located along the Mohawk River and Erie Boulevard in the City of Schenectady.

Runway Protection Zone - A trapezoidal area off the end of an airport runway with land use restrictions in place to protect people and property on the ground in the event an aircraft lands or crashes beyond the runway end. Runway Protection Zones underlie a portion of the approach closest to the airport.

Storm Water Pollution Prevention Plan – A written course of action that identifies the practices that will be used to ensure that the storm water discharged from a development site is as clean and unpolluted as possible. These practices are commonly called "Best Management Practices" or storm water BMPs. There are scores of techniques that constitute best management storm water practices.

Streetscaping – A variation of the term “landscaping,” streetscaping describes the enhancement of the natural and built fabric of a street. The planting of street trees, enhanced landscaping, pedestrian and bicyclist accommodations, and prescribed architectural treatments are some commonly used streetscaping elements, meant to improve form and function of the built environment and encourage human interaction.

Strip Development – A largely undesirable form of commercial development where growth extends outwards, typically along busy roads and highways, from the limits of existing development or a central core. In contrast to good planning, strip development consumes open space, depletes natural resources, and impedes pedestrian and other non-motorized traffic.

Superfund (Program) – Can refer to distinct programs at the federal level and New York State level which provide dedicated funding for the clean-up and management of contaminated lands.

The Long Path – A 357 mile-long hiking trail beginning at the George Washington Bridge in Fort Lee, New Jersey and ending at Altamont, New York. Northern expansion of the trail to Lake Placid in the Adirondacks is envisioned, and it includes a planned segment through rural western Glenville.

The Van Epps Papers – A bound collection of writings and reports on the history of Glenville, mostly written in the late 1920s through the 1930s, compiled, and mostly authored by former Glenville Town Historian Percy Van Epps.

Traffic Calming - The deliberate slowing of traffic, primarily in residential areas, through the installation of speed humps, curb extensions, chicanes, median diverters, narrowing of lanes, or various other techniques or engineering constructs.

Trichloroethylene (TCE) – A halocarbon consisting of a nonflammable, colorless liquid with a somewhat sweet odor and a sweet, burning taste. It is used mainly as a solvent to remove grease from metal parts, but it is or was also used as an ingredient in adhesives, paint removers, typewriter correction fluids, and spot removers. It is a toxic compound that is a fairly common contaminant found in soils and groundwater. Also known as trichloroethene.

Ulu - A short-handled knife with a broad crescent-shaped blade, used primarily by Eskimo women.

Well Field Protection Committee – A former ad-hoc Town Committee that was appointed to assess potential threats to the public drinking water supply of the Town of Glenville. The Committee concluded its work with preparation of a report to the Glenville Town Board entitled “Advisory Report on Protection of the Town of Glenville Well-Field” in February, 2013.

Wolf Hollow – A notable north/south-oriented gorge in western Glenville created by a geological fault containing 100-foot cliffs and small caves, as well as certain plant species found only in this area. Wolf Hollow is also historically significant as the site of an ambush by the Mohawks on their Algonkian invaders in 1669 in the Battle of the Kinaquariones.

Yates Mansion – An historic home on Maple Avenue in Glenville, originally constructed as a summer home in 1734 by Joseph Yates, one of Schenectady’s early residents and the Governor of New York State in 1823 and 1824. The Mansion was purchased by the Town of Glenville in 2017, with fundraising for restoration currently underway as of October, 2017.