

TOWN OF STILLWATER

Comprehensive Plan & Final Generic Environmental Impact Statement 2020 Update

LOOKING TOWARDS THE FUTURE & RESPECTING THE PAST

PREPARED BY:
THE CHAZEN COMPANIES
MARCH 2021



Town of Stillwater

COMPREHENSIVE PLAN AND FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT 2020 UPDATE

Saratoga County, New York

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PREFACE

The Town of Stillwater’s Comprehensive Plan & ~~Draft-Final~~ Generic Environmental Impact Statement (GEIS) 2020 Update represents a multiyear effort that has involved numerous volunteers, input from countless residents, and the dedication of several Town employees. Many hours of meetings, site visits, research, and project coordination has gone into the creation of this document. While it is organized as a technical document, in accordance with New York’s State Environmental Quality Review Act (SEQRA), it is very much a community-oriented action plan that is intended to maintain community character and enhance the quality of life for all residents.

PROJECT BACKGROUND

Saratoga County is the fastest growing county in the state of New York, with the Town of Stillwater among the communities that is growing the most quickly. This is due, in part, to such investments in jobs and manufacturing as GlobalFoundries, which is situated on the municipal boundary between the Towns of Stillwater and Malta. When planning for GlobalFoundries, and the encompassing Luther Forest Technology Campus (LFTC), began several years ago, both host communities prepared accordingly. This included robust environmental reviews, preparing new land use regulations, developing supporting infrastructure, and mitigating potential impacts. Beyond the footprint of the LFTC and its environs, both communities also updated their comprehensive plans and subsequently prepared GEISs to mitigate the potential impacts of future growth. These plans were designed to address ten-year timeframes. During this period, these planning efforts have played a crucial role in guiding decisions and making investments holistically.

Today, the Town of Stillwater continues to experience a rate of growth that was envisioned in its planning documents; however, the ten-year planning window has passed. The Town has embarked on this update to guide future growth, prepare the Town for the future, ensure that growth proceeds in a manner that is desirable, and protect community character. To provide a single source of information, the Town has chosen to prepare a combined comprehensive plan and GEIS document.

HOW TO READ THIS DOCUMENT

While this Comprehensive Plan Update is organized in accordance with SEQRA, it constitutes Comprehensive Plan recommendations to meet the vision and goals identified by the Comprehensive Plan Committee (the “Committee”) through the planning process. More specifically, “mitigation” measures (as typically referenced in SEQR documents) represent the Comprehensive Plan Update recommendations and are intended to articulate the Town of Stillwater’s approach to addressing potential impacts that may result from future growth, to maintain community character, and to enhance the quality of life for all its residents.

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An aerial photograph of a marina and a large forested area. The marina is in the foreground, with several docks and many boats. The forested area is in the background, with a few buildings visible. The sky is blue with some clouds.

1.0

INTRODUCTION

1.0 INTRODUCTION

This document represents a three-year, community-driven planning effort encompassing the Town of Stillwater. The community previously undertook a comprehensive planning effort from 2005 through 2006, which resulted in unanimous Town Board adoption of the Town of Stillwater Comprehensive Plan in July 2006. The 2006 Comprehensive Plan has served as the community's guiding document over the last 14 years in providing strategic direction for growth as the area welcomed GlobalFoundries, a large-scale, manufacturer of semi-conductors located on the western border of the Town in the Luther Forest Technology Campus (LFTC).

Following the adoption of the 2006 Comprehensive Plan, the Town prepared a town-wide Generic Environmental Impact Statement (GEIS), adopted in 2008, that examined the potential impacts of future growth and identified ways to mitigate these potential impacts; the Final GEIS (FGEIS) was accepted in February 2009. The GEIS has been used as a benchmark while evaluating specific projects and served as a tool to address potential growth-related impacts to such resources as recreation, farmland, and open space. In 2015, the Town began revisiting its Comprehensive Plan by preparing a series of area-specific plans that explored in greater detail select areas of the community. These included the *Stillwater - Hudson River Waterfront Revitalization Plan* (WRP, which was adopted as a Comprehensive Plan amendment in 2016), the *Stillwater - Saratoga Lake WRP*, the US Route 4 Form-Based Code (FBC), and the 2010 Stillwater Business Park Feasibility Study and subsequent 2017 update. In 2017, the Town began to update its entire Comprehensive Plan and GEIS by building off these recent planning efforts, with the intent of examining and addressing the potential impacts of future growth and the goal of maintaining the existing community character.

1.1 WHAT IS A COMPREHENSIVE PLAN & GENERIC ENVIRONMENTAL IMPACT STATEMENT (GEIS)?

According to NYS Town Law (272-a), a comprehensive plan “means the materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive materials that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the town...” Furthermore, NYS Town Law states that “among the most important powers and duties granted by the legislature to a town government is the authority and responsibility to undertake town comprehensive planning and to regulate land use for the purpose of protecting the public health, safety and general welfare of its citizens.” So why are comprehensive plans so important? In addition to serving as the statutory basis for zoning, the comprehensive plan is intended to:

- Establish a shared community vision for the future;
- Provide justification for decisions;
- Promote economic development;
- Protect natural resources and public investment;
- Balance competing community and private interests;
- Provide community-based decision making; and,
- Support grant funding opportunities.

The Comprehensive Plan Update outlines a vision for the Town, in addition to specific goals and recommendations. Stillwater aspires to retain and strengthen its rural character and open space resources, while encouraging growth in appropriate locations. It seeks to manage and direct growth and change in a manner that protects the Town's water resources, meets a diverse range of housing needs, improves community quality of life, stimulates economic activity, protects and enhances the community's historic and aesthetic attributes, and supports social and civic institutions for this and future generations of Stillwater residents. Beneath this broad statement of vision, the community has identified more specific goals, which serve as the basis for policies, projects, and programs that are recommended in this plan and for future actions undertaken as a result of this Comprehensive Plan Update. The recommendations form the basis for future actions by the community and were developed to address issues identified during the public participation process, to achieve the vision and goals established for the future of Stillwater, and to address the potential impacts of the projected Town-wide growth by 2025.

Adoption of a Comprehensive Plan requires compliance with New York's State Environmental Quality Review Act (SEQRA). SEQRA mandates all State and local government agencies to consider environmental impacts equally with social and economic factors during discretionary decision-making. A GEIS is defined as "an entire program or plan having wide application or restricting the range of future alternative policies or projects."

The Town of Stillwater Comprehensive Plan Update has been prepared in GEIS format to: (1) comply with SEQRA requirements; and (2) evaluate the cumulative impacts of Town-wide growth, proactively plan for the future, and preserve community character, a high quality of life, and appropriate levels of services in the community. The primary purpose of the GEIS is to evaluate the cumulative impacts of anticipated future as-of-right development on land use and community character; the natural environment; and, to a limited extent, community services in the Town of Stillwater. The major impacts of growth are evaluated and will enable the Town to be proactive in guiding future development and preserving a high quality of life for Town residents. Preparing the Comprehensive Plan Update in GEIS format makes for a more readable document, allowing the reader to simultaneously review plan goals and recommendations and the way those recommendations will either mitigate a potential impact or be mitigated. The alternative would require the reader to navigate between two separate documents, which can be time consuming or confusing.

The GEIS is being prepared to ensure that the need for major improvements to the Town's facilities are identified and properly planned for, and that the financial burden for any necessary improvements is distributed equitably among all parties. The equitable distribution of mitigation costs is a key element in the GEIS. Most mitigation has a high cost and, through SEQR, all those who benefit should pay, including a public share. The GEIS will help create a capital improvement program for the Town and will provide a fee in lieu of mitigation structure to pay for planned improvements required as a result of anticipated growth. These mitigation measures also reflect the specific recommendations of the Comprehensive Plan Update.

1.1.1 SEQRA Compliance

The Town of Stillwater Comprehensive Plan Update has been prepared in GEIS format to comply with SEQRA requirements. The required SEQRA components of this Comprehensive Plan/GEIS document are responded to as follows:

- SEQRA Executive Summary – Appendix G, "Executive Summary"

- SEQRA Project Description – Sections 1.0, “Introduction” and 2.0, “Vision and Goals”
- SEQRA Environmental Setting – Section 3.0, “Environmental Setting, Impacts, and Recommendations”
- SEQRA Environmental Impacts – Section 3.0, “Environmental Setting, Impacts, and Recommendations”
- SEQRA Mitigation – Section 3.0, “Environmental Setting, Impacts, and Recommendations”
- SEQRA Unavoidable Impacts – Section 4.0, “Unavoidable Adverse Environmental Impacts”
- SEQRA Alternatives – Section 5.0, “Alternatives”
- SEQRA Recommendations/Thresholds – Section 3.0, “Environmental Setting, Impacts, and Recommendations”
- SEQRA Growth Inducing Aspects – Section 6.0, “Growth Inducing Impacts”

As noted above, this document analyzes the anticipated as-of-right future development within the Town by 2025. As future development and/or land use actions (e.g., zoning changes, Planned Development District (PDD) approvals) are proposed within the Town, the Lead Agency for each proposed action will be responsible for carrying out the requirements of SEQR, including potentially a supplement to the Final GEIS if the subsequent action was not addressed or was not adequately addressed in the GEIS, and the action may have one or more significant adverse impacts.

A public hearing on the Draft GEIS was held on January 7, 2021, and public comments on the Draft GEIS were accepted through February 4, 2021. All public comments on the DGEIS are included in **Appendix I**. Responses to all DGEIS public comments are included in **Appendix H**. Revisions to the document made subsequent to acceptance of the Draft GEIS/Comprehensive Plan are indicated with double underlined text.

1.2 STUDY AREA

The Town of Stillwater comprises 22,685 acres of residential, commercial, agricultural, vacant, and recreational land. It is bordered by the Hudson River to the east, the Town of Saratoga to the north, the Town of Malta to the west, and the Town of Halfmoon to the south. From a regional perspective, Stillwater lies in the eastern extent of New York State, approximately 25 miles north of the State’s capital city of Albany, and at the eastern boundary of Saratoga County. The Town is well-connected to the Capital Region and the Adirondack Park via the Adirondack Northway (Interstate I-87), and two historically important waterways, the Hudson River and Champlain Canal System. A site location map is provided in **Figure 1**.

1.3 THE PLANNING PROCESS

A Comprehensive Plan Committee (the “Committee”) was appointed by the Stillwater Town Board that was charged with preparing the Stillwater Comprehensive Plan Update. The Committee began meeting in the March 2017. Key first steps of the Committee’s planning process included reviewing previous planning efforts and conducting an inventory of existing land uses, population trends, building history, traffic, and historic and natural resources. The inventory served as the framework to estimate the Town’s overall development potential (the buildout scenario) and 2025 growth projections.

Figure 1: Site Location Map



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Community input was sought through interviews with individuals and agencies involved in a broad spectrum of topics—especially land use planning and development activities in Stillwater. The Committee solicited additional input through the Town’s website and public interactions, including the Committee meetings. In addition, a public workshop was conducted on November 14, 2017, and an online survey was conducted in the spring of 2018. These efforts aided in the issue identification process.

In addition to the issue identification phase, the Committee formulated goals based on the issue identification process, using the inventory as a contextual guide. Potential alternatives to address the goals were developed by the Committee upon consideration of the information gathered during the public meetings, survey, and inventory gathering phase. The preferred alternatives were selected and recommendations for implementation were developed.

Finally, an implementation plan was developed for achieving the desired goals. These elements were published in a draft plan and subjected to public review and comment. The draft Comprehensive Plan Update was published on the Town’s website, and a joint public hearing on the Comprehensive Plan was conducted by the Committee and the Stillwater Town Board on ~~DATE~~ December 3, 2020. A public hearing on the DGEIS was held on January 7, 2021 and comments on the DGEIS were accepted through February 4, 2021. At the conclusion of this process, the Stillwater Comprehensive Plan Update & FGEIS was finalized and presented for adoption on March 4, 2021.

A summary of key findings of the planning process is provided below.

1.3.1 Review of Previous Planning Efforts

2006 Comprehensive Plan & 2009 GEIS

The Town of Stillwater adopted a Comprehensive Plan in 2006, a culmination of a two-year planning process centered around ensuring that the Stillwater community was prepared for the future and that growth proceeded in a way that was desirable, while protecting the rural and historic character of the Town. The 2006 Comprehensive Plan was guided by the following vision statement:

Stillwater aspires to retain and strengthen its rural character, open space resources, and agricultural traditions. It seems to manage growth and change in a manner that protects and enhances the community’s historic and aesthetic attributes, improves community quality of life, stimulates economic activity, and supports social and civic institutions for this and future generations of Stillwater residents.

Beneath this broad vision statement, the community identified more specific goals, which served as the basis for policies, projects, and programs that were recommended in the 2006 Comprehensive Plan, as well as future actions undertaken as a result of the Plan:

- Preserve and enhance the rural, historic character and small hometown feel of Stillwater.
- Sustain a balanced tax base.
- Promote further opportunities for agricultural economic development.
- Expand opportunities for local employment and economic activity.
- Expand both active and passive recreational opportunities to meet the varied and changing demands for these resources.

- Allow for a diversity of housing sizes and types to meet the changing needs of an aging populations and smaller households, and to provide more options for affordable workforce housing.
- Ensure that the transportation system meets the needs of the traveling public in a cost-effective manner.
- Protect sensitive natural features, such as wetlands, stream corridors, steep slopes, and floodplains.
- Improve public access to the Hudson River, and consider opportunities to enhance access to Saratoga Lake.
- Focus well-designed and appropriately scaled mixed-use development in the Village, hamlets, and other compact development nodes identified in the Plan.
- Promote efficient, flexible, and compact development design that protects environmentally sensitive areas, conserves open space, respects historic resources, and uses infrastructure more cost-effectively than conventional development patterns.
- Invest in the expansion and long-term maintenance of public water and sewer infrastructure in areas of the community where growth is desired and limit such investment in areas where development is not desired.
- Work with neighboring communities, the County, and the region to address issues that transcend municipal boundaries and to explore the possibilities for shared community services, where appropriate.

The 2006 Comprehensive Plan lastly included a series of recommendations, which were organized around specific geographic areas and topics, as well as more universal Town-wide recommendations. The impacts of the 2006 Comprehensive Plan's adoption were analyzed in a GEIS; the Final GEIS (FGEIS) was accepted in February 2009. The 2006 Comprehensive Plan and 2009 GEIS have supported numerous grant-funded projects, resulted in revised zoning, guided infrastructure improvements, and established fees in lieu of mitigation for both farmland protection and recreation improvements.

Since adoption of the 2006 Comprehensive Plan and 2009 GEIS, several planning initiatives have been undertaken in the town. Summaries of these planning efforts are provided below.

Hudson River Waterfront Revitalization Plan (2016)

The New York State Department of State (DOS) utilizes funding from the Environmental Protection Fund (EPF) to help communities develop Waterfront Revitalization Plans (WRPs). WRPs help communities inventory existing conditions, identify challenges and opportunities, set goals, and recommend policies and programs to achieve those goals.

To that effect, the *Stillwater – Hudson River WRP* outlines a series of policy, programmatic, and place-making recommendations that are intended to both revitalize the historic Hudson River waterfront and enhance the quality of life for both the Town and Village of Stillwater. The *Stillwater – Hudson River WRP* led to an update to the Village of Stillwater Comprehensive Plan, zoning updates, multi-use trail construction, and other community projects. The full *Stillwater – Hudson River WRP* document is attached at **Appendix A** of this Comprehensive Plan Update.

Stillwater Business Park Feasibility Study Update (2017)

In 2010, the Town of Stillwater first evaluated the development of a Business Park that would support the region's rapidly growing industries, including the technology, light manufacturing, and warehousing sectors. As part of this effort, the Town identified an approximately 980-acre area along NYS Route 67. Since 2010, the Town advanced the development of the Business Park by adopting new zoning for a larger (1,352-acre) area and expanding critical infrastructure. The 2017 *Stillwater Business Park Feasibility Study Update* examined the increased development potential and related economic development opportunities of a larger NYS Route 67 West Business District, in addition to identifying next steps the Town and its economic development partners could take to further advance the growth of the Business Park. The full *Stillwater Business Park Feasibility Study Update* document is attached at **Appendix B** of this Comprehensive Plan Update.¹

Route 4 Form-Based Code (2017)

Form-Based Codes (FBCs) provide a flexible approach to encourage creative development that can work within existing environments where lot sizes and setbacks can vary. The codes focus on form and function, rather than solely on uses within a building, and address building design, building location, streetscape amenities, and civic space. The Town and Village of Stillwater, in partnership with the Capital District Transportation Committee (CDTC), jointly worked together to develop and update new zoning code and design standards for both the Town and the Village, with the goals of: providing regulatory consistency



The transect zoning approach was implemented along the US Route 4 corridor. The transect principle divides areas into zones that reflect the intensity of development from lower intensity to higher intensity uses.

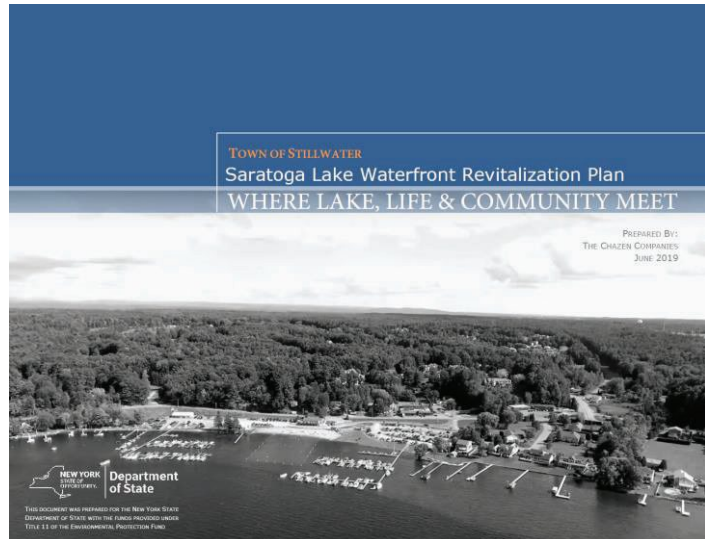
¹ It should be noted that modifications to the recommendations included in the 2017 *Stillwater Business Park Feasibility Study Update* were identified as part of the Comprehensive Plan Update planning process, including allowing for a broader range of uses in the district.

along the US Route 4 corridor; supporting, maintaining, and enhancing the unique and historic mixed-use, walkable land use/development pattern; promoting walkable mixed-use development where there is existing development; supporting economic development and revitalization efforts along the corridor; and protecting and preserving the rural and historical areas, including north of the Village and areas surrounding the Saratoga National Historical Park (SNHP).

Saratoga Lake Waterfront Revitalization Plan (2019)

The *Stillwater - Saratoga Lake WRP* outlines a series of policy, programmatic, and place-making recommendations that are intended to both revitalize the Saratoga Lake waterfront and enhance quality of life. The full *Stillwater – Saratoga Lake WRP* document is included at **Appendix C** of this Comprehensive Plan Update.

This Comprehensive Plan and GEIS serves as an update to the 2006 Comprehensive Plan, referencing the former Plan when data remains consistent with previously reported information, and including new information where necessary. This Comprehensive Plan Update also references the above additional planning efforts, with respect to information related to the applicable area of the Town.



The Route 9P corridor, along Saratoga Lake, near Browns Beach, was the subject of the Stillwater-Saratoga Lake Waterfront Revitalization Plan, completed in 2019.

1.3.2 Inventory & Analysis

Stillwater is primarily a rural, residential community. While agriculture has historically served as an important component of the Town’s economic base, recent trends in population growth and development (both locally and regionally) indicate a more diverse development pattern. Notably, the Town has experienced significant growth over the past 15 years, largely attributable to the opening of the GlobalFoundries research and semiconductor manufacturing facility and the Luther Forest Technology Campus (LFTC) along the Town’s western border, along with increased growth patterns in neighboring municipalities. A summary of the Town’s population, demographic, housing, and economic conditions is provided below; additional existing conditions information is included in **Section 3.0, “Environmental Setting, Impacts, and Recommendations.”**

Population

Stillwater’s population has been on a steady increase over the past few decades. From 1990 to 2000, the Town’s population rose from 7,233 to 7,522, an approximate four percent increase. According to the 2010 Census, the Town’s population increased to 8,287 residents by 2010, a ten percent ten-year increase and more than doubling of the growth rate exhibited between 1990 and 2000. American Community Survey (ACS) estimates suggest, however, that growth began to slow after 2010. According to the ACS, the 2018

population was approximately 8,675 residents, representing a 4.7 percent increase in this eight-year timespan.

The neighboring Towns of Malta and Saratoga experienced similar demographic trends. From 2000 to 2010, the populations of Malta and Saratoga increased by 14 percent and 10.5 percent, respectively, but, akin to Stillwater, slowed down considerably to approximately 5.8 percent and 1.8 percent, respectively, over the 2010-2018 time period, per ACS estimates. The neighboring Town of Halfmoon similarly increased in population substantially between 2000 and 2010 (15.3 percent); while the Town's population growth was slightly less from 2010 to 2018, at 13.7 percent, it grew at a substantially higher rate than the Towns of Stillwater, Malta, and Saratoga.

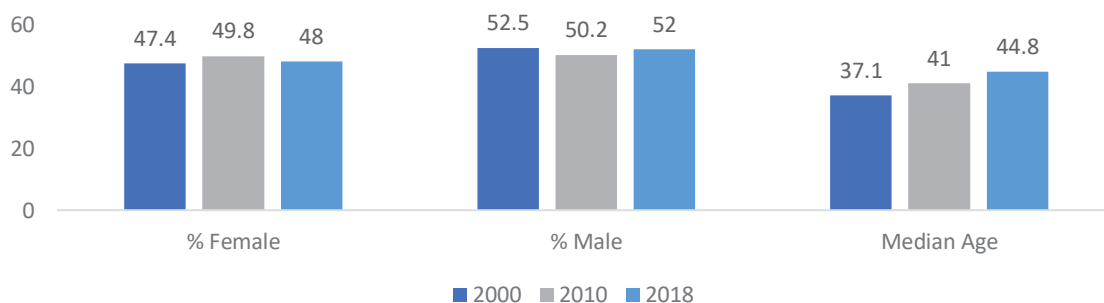
The greater Saratoga County population followed the same trend as the Town of Stillwater and the aforementioned Towns, increasing 9.5 percent from 2000 to 2010 but slowed over the next eight years to an approximate 3.3 percent increase between 2010 and 2018. Most recent Capital Region growth is attributable to Saratoga County, which boasted the second largest population increase in upstate New York from 2010 to 2015. This growth was primarily concentrated along the I-87 corridor, Saratoga Springs, and the southern part of the County.

The Town of Stillwater and Saratoga County are also part of the larger Albany-Schenectady-Troy metropolitan statistical area (the "Albany MSA"), accounting for about one percent and 25 percent of the MSA's 2010 total population, respectively. The Albany MSA has been steadily growing in population throughout the early 2000s. In 2010, the US Census determined that the MSA was home to 870,716 residents. According to ACS estimates, the MSA's population was estimated to be 883,169 in 2018, an increase of about two percent, which is less than the growth rate experienced in Saratoga County, the Town of Stillwater, and neighboring towns during this same eight-year period.

Demographics

As of the 2010 Census, there were slightly fewer females (4,127, or 49.8 percent) than males (4,160, or 50.2 percent) in the Town of Stillwater (refer to **Figure 2**). These figures vary slightly from Saratoga County, where females represent a slight majority at 50.8 percent of the population, compared to males, representing 49.2 percent. According to the 2018 ACS, the gender gap in the Town has widened slightly since 2010, with an estimated 4,168 females, or 48.0 percent, and 4,507 males, or 52.0 percent of the population.

Figure 2: Select Demographic Characteristics

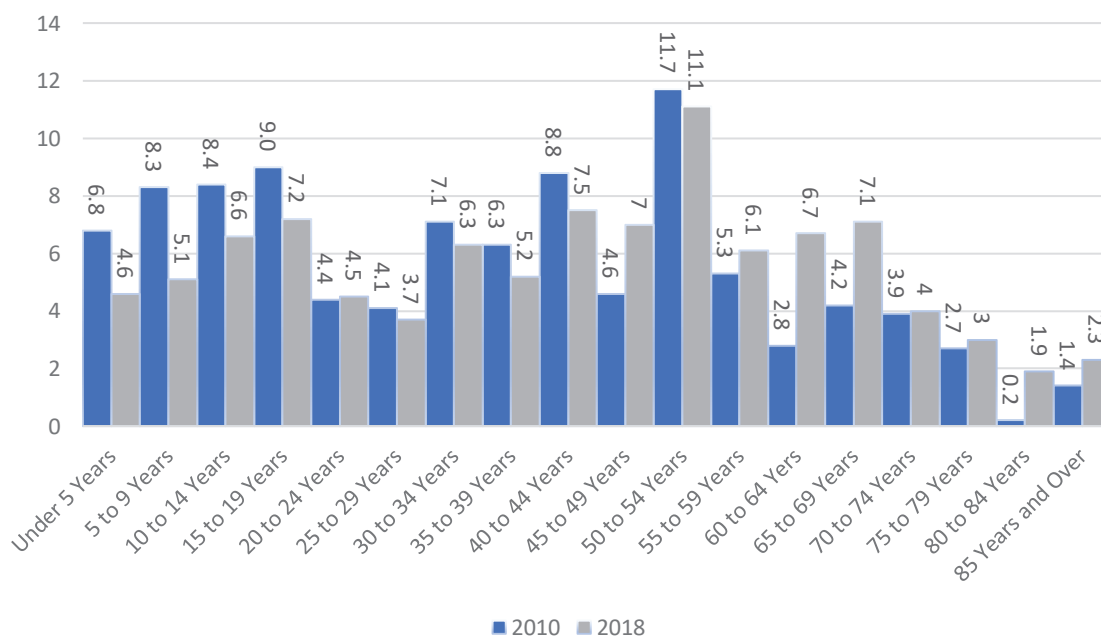


Source: 2000 Census, 2010 Census, 2018 Five-Year ACS

The Town's 2006 Comprehensive Plan reported median age figures of 32.5 years in 1990 and 37.1 in 2000, according to the US Census. As shown in **Figure 2**, by 2010, the community's median age increased to 41.0 years, and 44.8 years as of 2018 ACS estimates, which is older than the 2018 median age in the neighboring Towns of Malta, Halfmoon, and Saratoga, and 2.2 years older than Saratoga County's 42.6 years. Considering the overall regional population growth (rather than decline), this upward trend in median age from 1990 through 2018 may be indicative of a relatively stable, aging population, or it may also reflect the fact that the community is attracting an older demographic of new residents (i.e., seniors/retirees). Related demographic analyses in the *Stillwater - Saratoga Lake WRP* corroborate the assumption that the increase in median age is largely attributable to recent growth and development in the Saratoga Lake/Route 9P study area.

Changes in the Town's age distributions over this timespan also show an increase in the middle-age and elderly cohorts (i.e., those aged 45 to 54, 65 to 74, and 85+). Notably, the 65 and up age cohort increased by 120 percent from 2000 to 2010 in the area around Saratoga Lake (refer to **Appendix C**). Based on 2018 ACS data, approximately 18.4 percent of the Town's population was 65 years or older (see **Figure 3**). Anticipating and addressing the needs of an aging population is key to ensuring that the population's quality of life remains high. The increase in these cohorts is contrasted by a decrease in the young adult cohorts, beginning from the age 20 to 24 bracket, continuing through to the age 35 to 44 bracket; based on 2018 ACS data, 27.2 percent of the Town's population is between the ages of 20 and 44. This is a notable demographic change as these age cohorts generally account for families with young children. A decrease in this part of the young adult population may result in a decreased growth rate in future years as fewer families with children reside in the Town.

Figure 3: Population Age Distribution



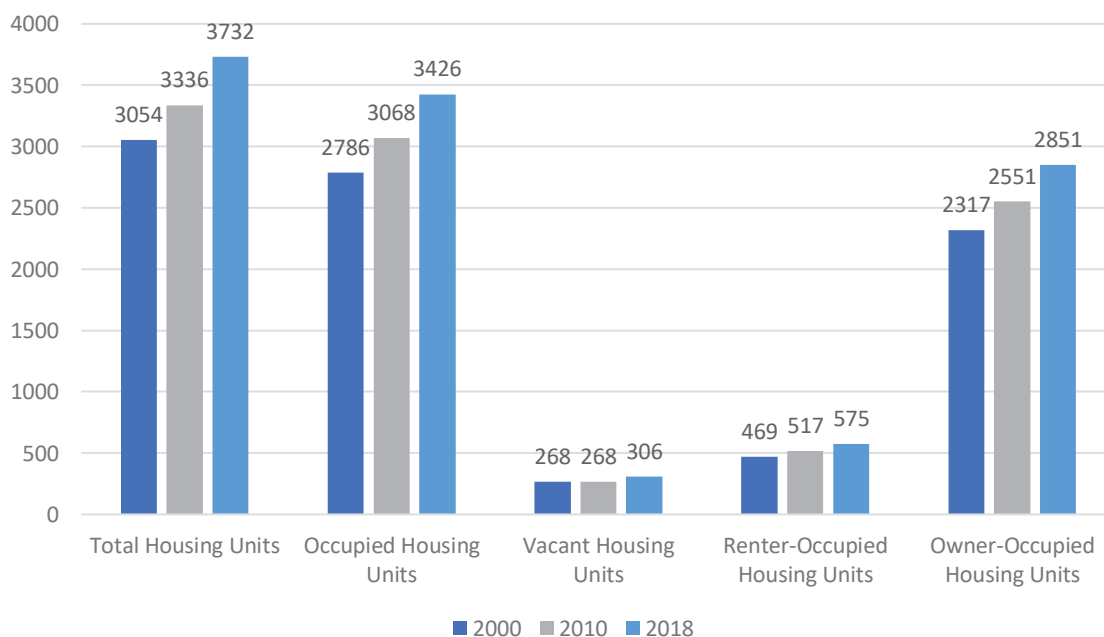
Source: 2010 Census, 2018 Five-Year ACS

Consistent with the decrease in the number of Town residents of typical child-bearing age, there has been a corresponding decline in the number of public/private school-aged children (PSACs) in the Town. According to the 2000 Census, enrollment of PSACs in Kindergarten through 12th grade totaled 1,578 (public and private school enrollees), which then dropped slightly to 1,528 in 2010 (a three percent decrease), and subsequently dropped to 1,498 (an additional two percent decrease). School enrollment statistics are reviewed in further detail in **Section 3.4, “Community Services,”** of this document.

Housing

Figure 4 shows several different housing characteristics for the Town of Stillwater. As shown in **Figure 4**, the Town gained a total of 282 new units from 2000 to 2010 (increasing to 3,336), and another 285 units (increasing to 3,732) through 2018. The increase in housing units was most notable around Saratoga Lake along the NYS Route 9P corridor, which experienced an almost doubling in the number of housing units (from 414 to 708). Residents around Saratoga Lake expressed concern that the rapid growth in housing units would change the essential community character (see **Appendix C**). Despite the increase in the number of housing units since 2000, while the total number of vacant housing units has increased in recent years, vacancy rates (i.e., the percentage of vacant units, out of all housing units) have been slightly declining, from 8.8 percent in 2000, to approximately eight percent in both 2010 and 2018, per ACS estimates. Lastly, as shown in **Figure 4**, the Town of Stillwater remains a predominantly owner-occupied housing community; however, the number of renter-occupied units has been consistently increasing since 2000. It should be noted that the increase in rental units indicated in the ACS data may potentially underrepresent the total number of rental units currently in the Town, as new rental construction has continued to occur in the intervening years. Notably, the King’s Isle PDD added 319 rental units between 2015 and the present.

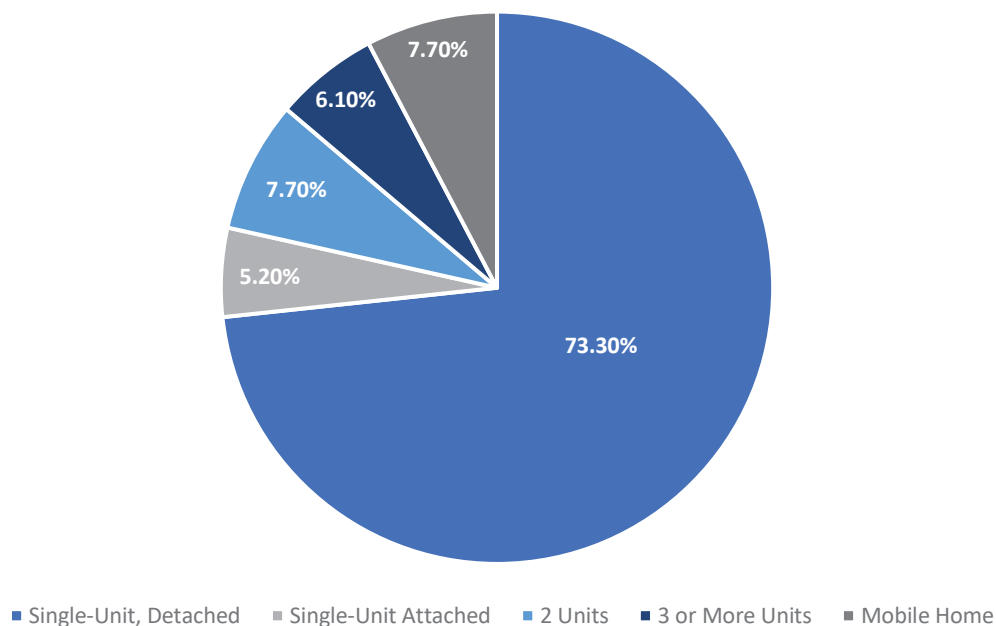
Figure 4: Select Housing Characteristics



Source: 2000 Census, 2010 Five-Year ACS, 2018 Five-Year ACS

Residential development in the Town has moved toward a higher percentage of single-family detached homes in recent years, from 66 percent of all units in 2010 to 73 percent in 2018 (refer to **Figure 5**). The proportion of most other housing types has remained relatively constant over this time period (each representing less than ten percent of all housing units), with one other exception: the total percent of mobile home units has decreased from 13.9 percent of all units in 2010 to an estimated 7.7 percent in 2018. It should be noted, however, that a number of multi-family housing developments are currently before the Town, many within the Business Park (BP) zoning district, which may affect these overall housing type trends (refer to **Section 1.3.3, “Study Area Buildout and Growth Scenario”**).

Figure 5: Housing Units in Structure



Source: 2018 Five-Year ACS

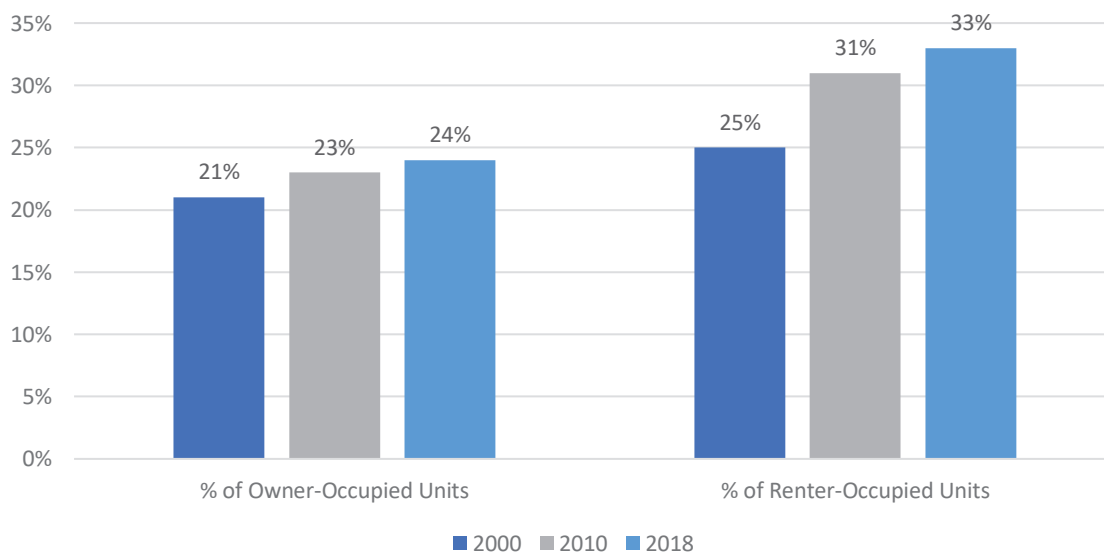
Home values have also been on the rise, with a 2010 median value of \$228,351 (in 2020 dollars) and an estimated 2018 median value of \$259,087 (in 2020 dollars), representing a 13.5 percent increase in value in this eight-year period. This change is in accord with real estate market improvements in recent years following the 2008 financial crisis, in addition to the increased interest in living in Saratoga County in recent years and the recent introduction of high-tech jobs in the area.

While the ACS data provide a consistent analysis with figures that can confidently be utilized and compared to one another, their estimates of the current median housing value are always a few years behind (as they are based on five years of sample data) and are not necessarily consistent with what people in the market for housing will find when they look for a home in a particular community. As such, it is also important to consider where prices stand in the current marketplace. A review of the Greater Capital Association of REALTORS listings of properties in the Town was conducted in February 2019 and shows that asking prices (which are not median housing values or necessarily what a property will be sold for) are well above the ACS estimated median housing values. Specifically, the 61 listed homes ranged from a low of \$99,500 to a high of \$825,000, with median and average asking prices of \$315,000 and

\$349,321, respectively. It should be noted that, while the ACS and real estate property listings cannot be directly compared, as they use different data sets and are queried at different times, among other factors, the real estate asking prices summarize a more current estimate of what the market generally seems to believe prices in the area to be and, thus, it has value and provides the Town with an additional resource for assessing housing.

The above information is valuable in assessing the health of the housing stock, trends in housing, and comparisons across municipal borders, but it is also important to identify the financial health of the families and people living in the community. To do so, the US Department of Housing and Urban Development (HUD) provides guidance on how to assess housing-related cost burdens on residents. HUD defines families who pay more than 30 percent of their income for housing (including utilities) to be “cost-burdened,” as allocating an excess of 30 percent of individual annual income may result in a financial burden to the owner or renter. The ACS and Census data presented in **Figure 6** suggest that, on average, housing is accounting for greater than 30 percent of household income budgets for homeowners and renters alike. Specifically, of homeowners with a mortgage, approximately 21 percent of residents were cost burdened² in 2000, increasing to 23 percent in 2010 and an estimated 24 percent in 2018. Renters in the Town are experiencing a similar affordability challenge: in 2000, 25 percent of renters paid more than 30 percent of annual income on gross rent, increasing to 31 percent in 2010 and 33 percent in 2018. These statistics suggest that Stillwater homeowners and renters are increasingly financially burdened by living costs compared to earned, household income, likely resulting in less spending power to contribute to the local economy. Housing affordability is also a key issue that should be addressed given its growing senior population, as many seniors live on fixed incomes.

Figure 6: Cost-Burdened Households



Source: 2000 Census, 2010 Five-Year ACS, 2018 Five-Year ACS

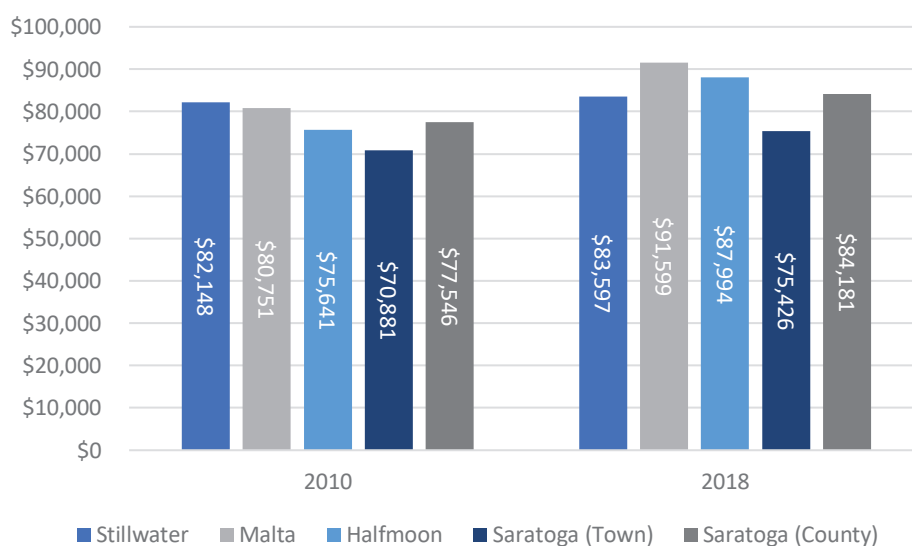
² Reflects owner costs equivalent to 30 percent or more of household income.

Economic Conditions

Income

Median household income is the most commonly used measure of income statistics for a community. Presented in 2020 dollars, the Town's median household income increased from \$72,754 in 2000, to \$82,148 in 2010 (a 12.9 percent increase), and \$83,597 in 2018 (an additional 1.8 percent increase). This slowdown in the rate at which residents' median household incomes are increasing is notably in contrast with the significant increase in home values that occurred over the same period; these two factors, combined, have contributed to the increasing percentage of homeowners and renters in the Town that are cost burdened. It is also worth noting that Stillwater's median household income increased at a substantially lower rate over this most recent eight-year period than the neighboring Towns of Malta (13.4% increase), Halfmoon (16.3% increase), and Saratoga (6.4% increase), as well as the greater County (8.6% increase). The Town's median household income also remains lower than all but that of the Town of Saratoga (see **Figure 7**). These data indicate that Stillwater residents are not benefitting from the same economic growth as the surrounding area.

Figure 7: Median Household Income (in 2020 Dollars)



Source: 2010 & 2018 Five-Year ACS

In keeping with the increase in median household income that has occurred in recent years, the number of individuals living in poverty has decreased. Specifically, persons living in poverty accounted for 6.7 percent of the Town's population in 2000, before decreasing to 5.4 percent in 2010 and remaining at that level in 2018.

Employment

Based on 2018 ACS data, of the 4,377 employed Stillwater residents, the largest percentage (21.4 percent) works in the education, healthcare, and social assistance industry, an additional 13.6 percent work in retail, followed by 13.2 percent in the professional, scientific, and management and waste management

services industry, and 11.6 percent in manufacturing; all other industries represent less than 10 percent of Stillwater resident employment, each. The most significant recent development in employment in the Town is GlobalFoundries, which initially broke ground on its 1.9 million SF semiconductor fab facility in the LFTC, straddling the Towns of Stillwater and Malta, in 2009. As of 2018, GlobalFoundries employed about 3,400 people. However, the Town's more traditional employment has occurred in and around the Village of Stillwater, along US Route 4 and NYS Route 32, as well as clusters of business along County Route (CR) 67. In addition, as noted in the Town of Stillwater's Farmland Protection & Green Infrastructure Plan, the agriculture industry is a sizable sector within the Town. This includes traditional agricultural operations, as well as horse farms that partially define Saratoga County's agricultural economy. In recent years, there has been an increase in home occupations, in turn providing new job opportunities, many of which are small service (pet grooming) or retail (flower shop) oriented, while others solely depend on internet sales or services.

A useful measure of a community's economic base and efficiency is the inflow and outflow of jobs compared to the area's labor force. The most recent data (2017) from the US Census' OnTheMap tool indicate that 4,238 labor force-eligible individuals live in the Town, while a total of 1,102 individuals are employed in the Town. These numbers suggest a net outflow of approximately 3,136 people—and jobs—to workforce opportunities outside of the Town and is indicative of a localized employment inefficiency. Specifically, of the 4,238 labor force individuals living in the Town, only 292 were also employed in the Town's boundaries, while the remaining 3,946 traveled elsewhere for employment. Of the 1,102 individuals employed in Stillwater, an estimated 810 individuals were employed in the Town yet lived elsewhere, which is approximately 73.5 percent of all jobs held in the Town. Only 26.5 percent of local jobs in the Town were held by Stillwater residents.

1.3.3 Study Area Buildout and Growth Scenario

The GEIS analyzes the overall impacts of land development under an anticipated as-of-right growth scenario (the "Proposed Action") within the Town. To quantify this anticipated development, a buildout analysis of the entire Town was completed. A buildout analysis is an estimate of the overall development potential of a land area given a set of assumptions and constraints. Using Stillwater's existing zoning and land use regulations, as well as environmental and regulatory constraints (e.g., wetlands, streams, steep slopes, floodplains, etc.), an estimate of the total potential residential and commercial development was calculated. The purpose of this analysis was to quantify and illustrate the implications of continued growth and utilize this estimate as the first step in quantifying projected growth. It is important to note that a buildout analysis is a theoretical maximum and should not be understood as a future growth projection.

The buildout analysis was performed using ESRI ArcGIS (geographic information software) and data supplied by the Town of Stillwater, Saratoga County, and the New York State GIS Clearinghouse, in addition to other publicly available data sources. It should be noted that the data available for this analysis is not detailed enough to allow parcel-specific estimates but is suitable for preparing this "landscape level" estimate. Additional details on the buildout methodology and results are provided in **Appendix E**.

In developing 2025 growth projections, multiple resources were evaluated, including US Census Bureau data, local building permit trends, development trends, and the Capital District Regional Planning Commission's (CDRPC) regional population and household growth projections. As shown in **Table 1**, the projected growth scenario assumes a total of 934 new residential units and 455,349 SF of retail, office, and light industrial development in the Town by 2025. Based on the Town's average household size of 2.53 (per 2018 ACS data), 2,363 new residents would be added to the Town under the projected growth

scenario. In addition, it is estimated that the projected non-residential development would introduce 964 employees.³

Table 1: Study Area 2025 Projected Growth

| Land Use | Projected Growth Scenario |
|---------------------------------|---------------------------|
| Residential | |
| Single-Family Units | 754 |
| Multi-Family Units | 180 |
| Total Residential Units | 934 |
| Non-Residential | |
| Retail SF | 118,369 SF |
| Office SF | 90,481 SF |
| Industrial SF | 246,499 SF |
| Total Non-Residential SF | 455,349 SF |

It should be noted that a decline in growth due to a recession, for example, would dampen these projections. Alternatively, continued growth, coupled with the development of PDDs, could increase these projections (particularly residential development). Notably, the number of PDD applications currently before the Town is substantially more than in recent years: there are currently approximately 1,200 residential units proposed in PDD applications before the Town. The potential for new/expanded PDDs is unknown, as PDD approvals are administrative actions to allow for development that differs from the development permitted pursuant to the Town's underlying zoning. It is acknowledged that, due to the unpredictable nature of PDDs, it cannot be definitively stated that the recent accelerated rate of development will continue in the future, or whether it is an anomaly.

In addition, several of the Comprehensive Plan Update's recommendations would have implications on the buildout projections. In such instances, the implications of these changes are discussed qualitatively in this document. As discussed below, for any future land use action (e.g., zoning changes) that is proposed within the Town, the Lead Agency will be responsible for carrying out the requirements of SEQRA, including potentially a supplement to the FGEIS, if the action was not addressed or was not adequately addressed herein.

1.3.4 Issues Identification

Building off the findings of the inventory, analysis, and study area growth projections, the Comprehensive Plan Committee conducted a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis. Relevant weaknesses identified during this analysis are presented below:

- Fiscal hardship in the Village, and the lack of clear, simple reporting of fiscal issues to residents;
- Lack of clear information on the costs and benefits of private and public projects;
- Lack of important services and amenities, including food, retail, and public gathering space in select areas;
- Lack of diverse housing options;

³ Employee population assumes three employees per 1,000 SF of retail, one employee per 250 SF of office space, and one employee per 1,000 SF of industrial floor area.

- Traffic-related problems on NYS Route 9P;
- The distance from heavily trafficked highways;
- Competition with other nearby towns, and concern that Stillwater does not stand out;
- Not attracting enough young professionals;
- Over-reliance on the technology sector for jobs and tax base, and concern that the Town and/or technology industry may not be keeping up with broader advances in technology, which can negatively impact development opportunities and residents; and
- Intimate connection with neighboring municipalities through Saratoga Lake and shared boundary lines, combined with the Town's inability to control the neighboring municipalities' land use regulations, leading to impacts spilling into Stillwater.



The Comprehensive Plan Update planning process, along with its supporting plans, included several public workshops, stakeholder interviews, community surveys, and Committee meetings. The goal of this effort was to engage in, and capture, meaningful public input, with the goal of developing a community supported plan.

As noted above, the Comprehensive Plan Committee conducted several outreach efforts at the onset of the planning process to gain input on the topics that should be addressed in the development of this Comprehensive Plan Update, including holding a public workshop and conducting a resident survey. The survey included questions covering a wide range of topics, including quality of life, community priorities, the economy, and the environment, and were asked to get insight from a wide range of residents. 280 respondents from the Town provided input, and detailed responses to the survey were provided to the Comprehensive Plan Committee for their review. The most prevalent issues are presented below:

- What is the Town's best, most defining character?
 - A community offering a quiet rural lifestyle surrounded by nature (30 percent of respondents)
 - Saratoga Lake waterfront community (17 percent of respondents)
 - Comparatively low tax burden (7 percent of respondents)
- What factors are the highest priority/most important to you?
 - A safe community (85 percent of respondents)
 - A clean well-conserved environment (80 percent of respondents)
 - Restricted growth to preserve community character (60 percent of respondents)
- What is the top factor that might prevent others from living in Stillwater long-term or moving to the Town as a new resident?
 - Over-development (56 percent of respondents)
 - Property tax burden (31 percent of respondents)
 - Lacking in quantity and/or quality of local shops, services, and amenities (24 percent of respondents)
- What opportunities should the Town focus on to grow the local economy?
 - Encourage farming and agribusiness (40 percent of respondents)
 - Encourage small local start-ups (29 percent of respondents)
 - Promote lake-based recreational development (22 percent of respondents)
- What are the most important resources to protect?
 - Lake and River water quality (90 percent of respondents)
 - Forest land (78 percent of respondents)
 - Farmland and agriculture (77 percent of respondents)

The Committee utilized the issues list in the development of the vision statement and in establishing the goals and recommendations that follow in **Sections 2.0** and **3.0**. A complete summary of the responses is included in **Appendix D**.

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2.0

VISION & GOALS

2.0 VISION AND GOALS

2.1 VISION STATEMENT

A vision statement identifies the broad characteristics and values that the community seeks to maintain and enhance as it looks toward the future. The vision statement is directional, establishing a target towards which the community will continue to work. Summarizing the views expressed by the community and its leaders, the Town's 2006 vision statement was updated by the Committee to consider new public input and goals:

Stillwater aspires to retain and strengthen its rural character and open space resources, while encouraging growth in appropriate locations. It seeks to manage and direct growth and change in a manner that protects the Town's water resources, meets a diverse range of housing needs, improves community quality of life, stimulates economic activity, protects and enhances the community's historic and aesthetic attributes, and supports social and civic institutions for this and future generations of Stillwater residents.

2.2 GOALS

Beneath this broad vision statement, the community identified more specific goals. These goals will serve as the basis for policies, projects, and programs that are recommended in this plan and for future actions undertaken as a result of this plan. In no particular order of importance, Stillwater's goals are to:

- Preserve and enhance the rural and historic character and small hometown feel of Stillwater.
- Promote further opportunities for agricultural economic development.
- Expand opportunities for local employment and economic activity.
- Allow for a diversity of housing sizes and types to meet the changing needs of an aging population and smaller households and to provide more options for affordable housing.
- Ensure that the transportation system meets the needs of the traveling public in a cost-effective manner.
- Protect sensitive natural features, such as wetlands, stream corridors, steep slopes, and floodplains.
- Improve the shared understanding of Saratoga Lake's hydrological and ecological characteristics and help foster a culture of Saratoga Lake stewardship.
- Focus well-designed and appropriately scaled mixed-use development in areas that can or have existing infrastructure to accommodate increased density.
- Promote efficient, flexible, and compact development design that protects environmentally sensitive areas, conserves open space, respects historic resources, and uses infrastructure more cost-effectively than conventional development patterns.
- Invest in the expansion of public water and sewer infrastructure in areas of the community where growth is desired and limit such investment in areas where development is not desired.

- Provide a sufficient diversity of recreational resources and community services to support a growing and aging population.

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3.0

ENVIRONMENTAL SETTING, IMPACTS, & RECOMMENDATIONS

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND RECOMMENDATIONS

Recommendations form the basis for future actions by the community. While this section is organized in accordance with SEQR, it constitutes the Comprehensive Plan Update’s recommendations. More specifically, the “Recommendations” sections, below, are intended to articulate the Town of Stillwater’s approach to addressing potential impacts that may result from future growth, maintain community character, and enhance the quality of life for all its residents. This section of the document identifies the existing environmental conditions, potential impacts of the anticipated 2025 population growth, and recommendations (i.e., mitigation measures), as appropriate, for major issues that have been identified. The potential significant impacts to both natural and human resources are evaluated in both a quantitative and qualitative manner, including cumulative impacts and secondary effects, if applicable. Potential impacts resulting from the projected growth are presented both graphically and in text format. Impacts that cannot be mitigated are specifically identified and the magnitude of those impacts evaluated.

The recommendations in the Comprehensive Plan Update are organized around community resource topics and are summarized in **Table 2**, below.

Table 2: Summary of Comprehensive Plan Recommendations

| Community Resources | Potential Growth-Related Issues & Impacts | Comprehensive Plan Recommendation (Mitigation) |
|---------------------|---|--|
| Land Use & Zoning | <p>Projected 2025 growth could significantly impact Stillwater’s historical development patterns, community character, and overall development scheme.</p> <p>The existing RRD zoning is expected to continue to result in a significant commitment of time and resources for zoning administration and variance applications, in addition to an undue burden on property owners.</p> <p>Options for seniors to age in place and low-income residents to find housing are expected to continue to remain limited.</p> <p>Non-residential development is not expected to occur at as fast a pace as residential development.</p> | <p>Encourage development in appropriate locations, while limiting development in prime agricultural and open space areas through changes to the existing zoning map and the adoption of a Transfer of Development Rights (TDR) ordinance.</p> <p>Explore adopting viewshed overlays or scenic buffers to discourage more dense development along some of the Town’s rural roadways.</p> <p>Map a T3N district between the Town’s existing US Route 4 transect zoning and the mixed-use NYS Route 67 and modified R67W district to reflect existing residential uses.</p> <p>Rezone the area around Saratoga Lake to better reflect existing and desired land use patterns by dividing the area into three zoning districts with decreasing density heading east from the Lake/Route 9P corridor.</p> <p>Promote affordable and senior housing, including senior housing within mixed-use areas by evaluating existing zoning’s potential impediments to senior housing development and creating appropriate land use strategies that can incentivize such developments.</p> <p>Apply transect zoning along CR 76, centering on a larger commercial hub at the intersection of CR 76 and CR 75, and potentially radiating in density and uses as one moves to the east and west of this intersection.</p> <p>Revisit the existing zoning along NYS Route 67 and <u>Cold Springs Road</u> to encourage a greater mix of uses and allow for</p> |

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| | <p>A significant amount of farmland and open space could be eliminated by new development, eroding an important component of the Town's character.</p> <p>Development along Saratoga Lake will continue to occur in a manner that is not reflective of the historic land use pattern and community character, in addition to causing potential environmental impacts on Saratoga Lake.</p> <p>The development community will continue to pursue development opportunities using the PDD process, and the existing public concerns about the PDD process are expected to remain unresolved.</p> <p>Property owners, developers, and the Town will continue to be inhibited by existing split zoning lot conditions throughout the Town.</p> | <p>higher density and a new zoning district to allow for a consistent pattern of development.</p> <p>Adopt a TDR ordinance that would allow for unused development rights within existing and future T2 districts to be transferred to areas where higher density development is being encouraged.</p> <p>Require cluster and conservations subdivisions for all new subdivisions in T2 districts and consider revising the Town Code to allow for density bonuses to encourage cluster subdivisions in other districts.</p> <p>Rezone large swaths of the existing R-R and LDR districts mapped to the north and south of CR 76 to T2, in addition to modifying the existing T2 zoning regulations.</p> <p>Adopt design standards that identify the architectural character of the Saratoga Lake waterfront and NYS Route 9P corridor, and modify the types of allowed uses to allow for select small-scale commercial uses along the Saratoga Lake waterfront and the NYS Route 9P corridor.</p> <p>Adopt a Saratoga Lake Watershed Overlay District to better protect the water quality of Saratoga Lake and better prevent natural erosion occurring in stream corridors. Riparian buffers may be considered.</p> <p>Explore modifications to the existing PDD regulations, such as limiting them to specific zoning districts, allowing only specific uses, requiring TDR as a condition of approval, and/or adopting specific definitions of a few "types" of PDDs.</p> <p>Eliminate existing split zoning condition for all zoning districts throughout the Town and that exist for many lots along the Town's primary corridors.</p> |
| Transportation | <p>The intersection of NYS Route 9P at CR 76 (Lake Road) would experience impacts: during the AM and PM peak periods the Level of Service (LOS) for the CR 76 westbound approach is expected to degrade to LOS F, with extreme delays.</p> <p>The intersection of US Route 4 within the Village at CR 76 (Lake Street) and at Stillwater Bridge Road are projected to operate at LOS F for the PM peak period.</p> <p>The projected 2025 growth and the Town's aging population are expected to increase the existing need for public transportation and bike and pedestrian facilities in the Town.</p> | <p>Collect traffic mitigation fees to install a traffic signal and additional traffic calming measures at the intersection of NYS Route 9P and CR 76. This improvement could either be advanced through the NYS Department of Transportation (NYSDOT) or taken on as a local project in coordination with NYSDOT.</p> <p>The intersection of US Route 4 and CR 76 is located within the Village of Stillwater. Any improvement at this location would need to be led by the Village. However, for consistency purposes, the potential impacts to this intersection are provided within this Comprehensive Plan/GEIS.</p> <p>Coordinate an in-depth analysis of NYS Route 9P to identify long-term trends and feasible Complete Street improvements, in consideration of the continued increase in traffic along this corridor.</p> <p>Develop pedestrian connectivity plans for portions of the Town where higher density development is encouraged.</p> |

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| | <p>The portion of the Hudson River that borders the Town is not expected to be a designated Hudson River Blueway Trail, preventing the full utilization potential of this significant waterway.</p> <p>Parking demand will continue to increase.</p> | <p>Plan for the continued mobility of its aging population, including promoting and improving public transportation service and carpool options and informing senior residents of the transportation resources already available to them.</p> <p>Continue to expand and improve multi-modal trail infrastructure.</p> <p>Adopt a Complete Streets policy and revise local highway design standards.</p> <p>Help to facilitate Hudson River boat tours. Develop a Hudson River blueway trail.</p> <p>Develop short- and long-term parking management strategies. This will become increasingly necessary along US Route 4, as the area experiences increasing development based on the recommended TDR ordinance and sewer service enhancements.</p> |
| Utilities | <p>As growth occurs around and along Saratoga Lake and NYS Route 9P, the housing densities and underlying environmental conditions will prevent the provision of additional on-lot, private wells and septic systems.</p> <p>The likelihood of antiquated and failing on-lot systems along Saratoga Lake and its tributaries is high and would worsen by 2025, exacerbating the potential impact of hazardous algal bloom on Saratoga Lake.</p> <p>The availability of public water and sewer are expected to continue to be primary drivers for development. For those areas of the Town that are connected to public water and/or wastewater system, it is anticipated that there would continue to be sufficient capacity to serve future development. However, the absence of public water and sewer in certain areas (e.g., the US Route 4 corridor) are expected to inhibit development.</p> <p>Demand for other utilities (e.g., natural gas, internet) is expected to increase as a result of the projected future growth. However, there are inconsistencies in the</p> | <p>Maintain water services in those areas most proximate to the Lake and the NYS Route 9P corridor, and carefully consider limited water service expansion beyond these areas (to prevent higher density development within the Agricultural District and proposed T2 zoning area).</p> <p>Encourage expansion of sewer throughout the immediate NYS Route 9P area and those areas to the east to better improve water quality in the watershed.</p> <p>Facilitate existing on-site septic system replacements or retrofitting around and along Saratoga Lake and NYS Route 9P.</p> <p>Identify and advance select green infrastructure and stormwater management controls at key locations around and along Saratoga Lake and NYS Route 9P, such as considering reducing the minimum one-acre requirement in the Stormwater Permit for Construction Activities for post-construction practices.</p> <p>Ensure the proper function of existing stormwater controls and advance existing private stormwater improvements around and along Saratoga Lake and NYS Route 9P.</p> <p>Prioritize water and sewer system improvements and expansions in those areas where higher density development is being encouraged through the recommended TDR program (e.g., along the US Route 4 and NYS Route 67 corridors).</p> <p>Consider limiting water service expansion along the transmission line that is located within the Agricultural District and proposed T2 zoning area.</p> <p>Explore the expansion of natural gas to areas that can be feasibly and economically justified.</p> |

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| | <p>availability of these utility services throughout the Town (particularly internet services), which may remain unaddressed if left to the private market.</p> <p>The Town and Planning Board will continue to have to weigh, on a site-by-site and project-by-project basis, the benefits of additional renewable energy sources against the potential impacts on the availability and preservation of agricultural land and viewsheds.</p> | <p>Improve internet access where deficiencies are found, particularly in the northern sections of Town.</p> <p>Improve waste management practices around and along Saratoga Lake and NYS Route 9P.</p> <p>Promote renewable energy goals that would address resiliency issues, serve as a signal of the Town's overall long-term vision, and would not compromise other productive land uses or overburden a property owner.</p> |
| Community Services | <p>The population growth projected by 2025, in combination with the Town's aging population, will necessitate additional services, including the construction of a new EMS station in the Town.</p> <p>Demand for health care services is expected to increase by 2025; notably, seniors' health care services demands are expected to significantly increase, due to the Town's continued demographic shifts.</p> | <p>Construct a new EMS station in the geographic center of Town to better serve the needs of residents.</p> <p>Pursue new programs and participate in existing programs that support seniors' emergency and health care service needs.</p> |
| Parks & Recreation | <p>Additional demand is expected to require continued and additional maintenance, upgrades, and expansions to the Town's variety of open space resources.</p> <p>The increased population anticipated near Saratoga Lake/NYS Route 9P will cause an associated increase in the demand for recreation spaces in the west side of the Town.</p> <p>The Town's shifting demographics will require an increased need to ensure the adequacy of the Town's passively programmed parks and amenities to serve the aging population.</p> | <p>Update the Town's existing recreation fee to reflect the anticipated upgrades and expansion needs.</p> <p>Continue maintenance protocols for existing passive and active park facilities throughout the Town.</p> <p>Explore establishing park districts as an alternate (or additional) funding mechanism.</p> <p>Expand and improve trail facilities.</p> <p>Continue to track and obtain recreation fees associated with already approved subdivisions.</p> <p>Enhance the Stillwater Area Community Center (SACC).</p> <p>Improve Hudson River waterfront access, including tourism-based river access.</p> <p>Continue to foster existing, and create new, recreation-focused partnerships.</p> <p>Continue to enhance recreational amenities in the Saratoga Lake/NYS Route 9P area, and ensure that residents have safe and appropriate access.</p> <p>Explore the possibility of providing youth programming at Brown's Beach.</p> <p>Leverage Brown's Beach as an economic asset by providing amenities for existing residents and serving as a destination for visitors, while contributing to the local economy.</p> <p>Explore the use of Brown's Beach for senior programming.</p> |

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| | <p>New PDDs may not provide their required open space, and/or the open space that is provided in these PDDs may be non-functional (e.g., road buffers, strips of land between lots).</p> | <p>Prepare an updated open space plan that includes a strategy of where passive recreation should be coordinated or developed.</p> <p>Update subdivision and site plan review regulations to better define what an open space is and better articulate open space and conservation values.</p> <p>Improve PDD <u>and subdivision</u> oversight to ensure that approved developments provide any on-site parks and recreation facility that is included in the approved plans.</p> |
| Farmland & Open Space | <p>Projected growth has the potential to further encroach on and fragment the Town's farmland and open space resources. Residential development within the Town's agricultural core impinges on the ability to actively cultivate lands and conduct farming practices. The loss of this land would have a significant impact on Stillwater's local character, in addition to having economic implications, potentially impairing Stillwater's ecological health, and resulting in the collective loss of Stillwater's natural and agricultural heritage.</p> | <p>Adopt a TDR ordinance with the goal of preserving 1,000 acres of farmland and open space.</p> <p>Update Section 210.52 of the Town Code, "Clearing and grading" for clarity.</p> |
| Soil & Geology | <p>Erosion of soils and resultant siltation of water bodies is a potential impact.</p> <p>Loss of productive agricultural soils is also a potential impact.</p> | <p>In addition to the water resources recommendations, implement engineering practices and State and local regulations and use best practices relating to stormwater and erosion and sediment control, such as those found in the NYS Department of Environmental Conservation (NYSDEC) Stormwater Management Manual.</p> <p>The Town's Local Law relating to Stormwater Management has been adopted per requirements outlined in the NYSDEC's General Permit for Municipal Separate Storm Sewer Systems. The local review process is a means to ensure implementation of existing State and local regulations through the local review process.</p> <p>Improve regulatory and policy improvements, including the establishment of a TDR ordinance and encouraging cluster subdivisions.</p> |
| Water Resources | <p>Construction activities associated with the potential buildout through 2025 could expose soils to erosion, which could in turn lead to sedimentation in downstream water bodies, including streams, wetlands, ponds, and lakes.</p> <p>Uncontrolled development has the potential to further degrade/encroach on regulated (or unregulated) wetlands, resulting in impacts on their value for habitat, floodwater storage, and stormwater recharge.</p> <p>Continued development in the Saratoga Lake watershed is expected to result in water quality issues, particularly resulting from stormwater due to sedimentation and the conveyance of discarded items into the lake after storm events.</p> | <p>Require compliance with NYSDEC best practices, in addition to State and local regulatory programs.</p> <p>Consider riparian buffers near waterbodies and water corridors to further set building envelopes back and add to the protection of water resources.</p> <p>Review existing protections around the Mechanicville Reservoir to ensure that this water resource is well-protected for future generations.</p> <p>Adopt a Saratoga Lake Watershed Overlay District, steep slope protections, and reduced thresholds for enhanced stormwater management practices during construction.</p> |

| | | |
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| | Without a holistic, comprehensive approach to managing Saratoga Lake water quality, efforts to improve the water quality will be in vain. | <p>Improve the shared understanding of Saratoga Lake's hydrological and ecological characteristics by leading a partnership to advance watershed-wide research.</p> <p>Explore the viability of establishing a boat washing station at Brown's Beach.</p> <p>Help foster a culture of Saratoga Lake stewardship.</p> <p>Develop a page on the Town website for Saratoga Lake <u>and Hudson River</u> preservation efforts.</p> |
| Locally Significant Habitats & Species | Growth within the Town through 2025 will result in a reduction in the amount of undisturbed land and potentially a reduction of sensitive ecosystems and wildlife habitat. | Ensure that consultation with the NYSDEC and the USFWS occurs during the review of local projects. |
| Cultural Resources | The development of certain parcels and/or archaeological sensitive areas of the Town without further research could result in the destruction of cultural resources and/or visual impacts on cultural resources, such as the SNHP. | Continue to require all potential development within the Town to be conducted in accordance with State and Federal laws in place (e.g., SEQRA) that, when implements, are designed to avoid, minimize, and mitigate impacts to historic and archaeological resources. |
| Community Character | <p>The projected future growth anticipated by 2025 could result in impacts on community character through the loss of farmland and open space and a potential threat to the Town's hometown-feel with sprawling, residential development.</p> <p>The projected growth could degrade the quality of life of the Saratoga Lake/NYS Route 9P area as a residential neighborhood.</p> <p>The Town will continue to lack a comprehensive wayfinding and gateway system to showcase the community and its many assets.</p> <p>The eastern side of Town, including the US Route 4 corridor and Hudson River waterfront, will continue to not be utilized to their full potential, with minimal commercial development in this historic hamlet area.</p> | <p>Improve regulatory and policy improvements, including the establishment of a TDR ordinance, zoning changes, enhanced stormwater management controls, and encouraging cluster subdivisions.</p> <p>Strive to maintain and enhance the Saratoga Lake/NYS Route 9P area's high quality of life by seeking a healthy, functioning economy that provides basic services without excessive negative consequences.</p> <p>Coordinate with groups like the Saratoga Lake Association (SLA), Saratoga PLAN, and the Saratoga Lake Protection and Improvement District (SLPID) to host events that engage and educate residents about lake-oriented issues.</p> <p>Develop a comprehensive wayfinding signage program.</p> <p>Improve gateways to better define the Town, and work to capitalize on existing assets, opportunities, and public support.</p> <p>Explore ways to support local business startups.</p> <p>Leverage existing regional marketing and promotional initiatives.</p> <p>Develop a localized waterfront events and promotional strategy for each of the two waterfront regions in the Town. The needs of the riverfront region, versus those of the lakefront district are different and have been studied in detail through each of the WRPs.</p> <p>Further develop select local amenities and community resources.</p> |

| | | |
|--|--|---|
| | | Engage in broader economic development initiatives, such as regional and State economic development forums, to identify potential funding opportunities and advocate for the funding of local projects. |
|--|--|---|

More detailed information on the existing conditions, potential growth-related issues and impacts, and recommendations (i.e., mitigation) for each of the community resources is provided in the following sections. It should be noted that, as a Town-wide GEIS was prepared in 2009 for the previous Comprehensive Plan, in instances where existing conditions and projected growth-related impacts remain unchanged (e.g., soils and geology, water resources, locally significant habitats and species, and cultural resources), a summary referencing the previous reports is provided. In all other instances, more detailed information on existing environmental conditions, potential growth-related issues and impacts, and recommendations to address identified impacts is provided.

3.1 LAND USE AND ZONING

3.1.1 Existing Conditions

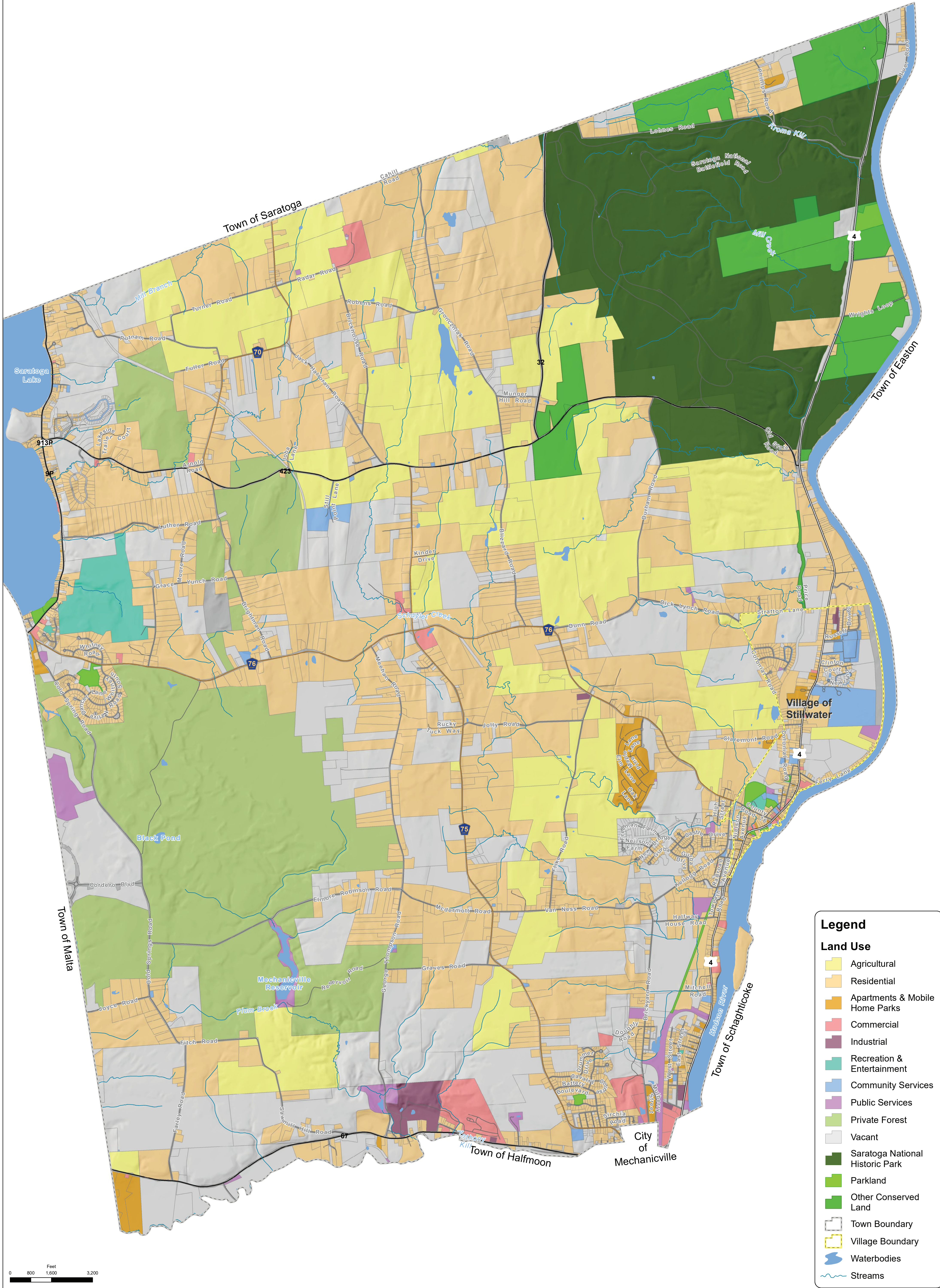
Land Use

Land uses in Stillwater include a mixture of rural residential, agricultural, undeveloped, suburban residential, commercial, industrial, and institutional uses. Development occurs at suburban type densities along Saratoga Lake and around the Village of Stillwater, with the balance of development in the Town predominantly low-density. Manufacturing uses are found at GlobalFoundries in the LFTC in the western part of Town (completed since the 2009 GEIS).

Figure 8 presents existing land uses in the Town, and **Table 3** identifies the total acreage of each land use type. It should be noted that this table is based on assessment information, which is not always 100 percent complete or accurate for the purposes of describing land use. For example, the LFTC is identified as a “public service” based on ORPS classification, but, based on its activities, is considered a manufacturing use and described as such in the qualitative discussion that follows.

Table 3: Land Use

| Land Use Category | 2017 Land Use | |
|------------------------------|---------------|------------------|
| | Acres | Percent of Total |
| Agricultural | 4,594 | 18.1% |
| Apartments | 70 | 0.3% |
| Commercial | 254 | 1.0% |
| Community Services | 56 | 0.2% |
| Industrial | 84 | 0.3% |
| Mobile Home Parks | 117 | 0.5% |
| Parks and Conserved Land | 2,346 | 9.2% |
| Private Forests | 3,301 | 13.0% |
| Public Services | 201 | 0.8% |
| Recreation and Entertainment | 272 | 1.1% |
| Residential | 8,113 | 32.0% |
| Vacant | 5,952 | 23.5% |
| Total | 25,364 | 100% |



Legend

Land Use

- Agricultural
- Residential
- Apartments & Mobile Home Parks
- Commercial
- Industrial
- Recreation & Entertainment
- Community Services
- Public Services
- Private Forest
- Vacant
- Saratoga National Historic Park
- Parkland
- Other Conserved Land
- Town Boundary
- Village Boundary
- Waterbodies
- Streams

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North Country Office:
375 Bay Road
Queensbury, NY. 12804
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Stillwater Comprehensive Plan and GEIS

Land Use Map

Town and Village of Stillwater - Saratoga County, New York

| | |
|----------|---------------------|
| Drawn: | RL-B/NRG |
| Date: | 05/22/2020 |
| Scale: | 1 inch = 1,600 feet |
| Project: | 31600.19 |
| Figure: | 8 |

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As shown in the table, the most prominent land use types in the Town of Stillwater are residential. Residential uses include single- and multi-family homes (accounting for 8,111 acres, or approximately 32 percent of the Town's total acreage), mobile home parks (accounting for 117 acres, or approximately 0.5 percent of the Town's total acreage), and apartments (accounting for 70 acres, or approximately 0.3 percent of the Town's total acreage). Areas of clustered residential use exist predominantly around the Village and in Saratoga Lake, with more isolated residential uses throughout the Town.

The next most prevalent land uses types are vacant land⁴ (accounting for approximately 23.5 percent of the Town's total acreage), agricultural land (18.1 percent), private forests⁵ (13 percent), and parks and conserved land (9.2 percent). It should be noted that these land use categories are sometimes misleading, as land uses for agricultural purposes like hayfields or grazing may be categorized as vacant. In addition, while parks and conserved lands represent the second most prevalent land use category in the Town, this includes over 2,790 acres in the northeast quadrant of Town associated with the federally owned Saratoga National Historical Park (SNHP).

Agriculture has played, and continues to play, an important role in Stillwater's economy. Farming has historically been concentrated in the rural areas of Stillwater, where agriculturally compatible soils are dominant. The abundance of agriculturally compatible soils within Stillwater continues to support a significant amount of agricultural activities and uses within the community. In addition to being an important component of Stillwater's economic base, agriculture is also a foundation for the community's identity and comprises a significant portion of its scenic open space. Continuing to enhance the agricultural sector will help sustain these investments, expand the economic potential of farming, and maintain the quality of life in Stillwater.

As noted above, SNHP represents the majority of the "Parks and Conserved Land" category. SNHP preserves sites associated with the American Revolution's Battle of Saratoga. The battlefield was made part of the national park system in 1938 when SNHP was authorized by the US Congress. Today, over 100,000 people visit the park annually. In addition to the park's historically significant attributes, it serves as an agricultural, recreational, and ecological resource, as well.

The remaining land use types represent a negligible amount of Town acreage. Land dedicated to commercial and/or industrial uses (1.0 percent and 0.3 percent of the Town's total acreage, respectively) is primarily located along the US Route 4 and NYS Route 67 corridors. Home-occupation uses are also present along CR 76. Despite the recent increase in housing units and population in the Town, and specifically around Saratoga Lake and the NYS Route 9P corridor, there are minimal commercial uses in the area. In addition, many areas that are zoned to encourage commercial and industrial development (including the R67W and B-1 districts discussed in the following section) have not experienced the intended commercial and industrial development. The largest tract of industrial/manufacturing land in the Town is the LFTC along the border with the Town of Malta. The LFTC is a 1,414-acre site straddling the Towns of Stillwater and Malta that is specifically designed for semiconductor and nanotechnology manufacturing and other innovative technologies. GlobalFoundries broke ground on its 1.9 million-SF

⁴ Based on GIS parcel data land use code 300s, which include (1) residential, commercial, public utility, or industrial vacant land or land including a small improvement; (2) underwater land; (3) abandoned agricultural land; (4) waste lands, sand dunes, salt marshes, swamps, rocky areas, and woods and brush of noncommercial tree species not associated with forest lands; and (5) shell buildings.

⁵ Based on GIS parcel data land use codes 900-920, which include (1) all private lands that are associated with forest land areas that do not conform to any other property type classification, plus plantations and timber tracts having merchantable timber; (2) forest land under Section 480 or 480-a of the Reap Property Tax Law; and (3) private hunting and fishing clubs.

semiconductor fab facility in the LFTC in 2009, with additional buildings/expansion constructed in subsequent years.

Zoning

The Town's current Zoning Code was adopted in 2001, with amendments in 2009, 2011, 2012, 2014, 2017, and 2018. As of the 2006 Comprehensive Plan, the Town's Zoning Code included eight zoning districts. These have since been expanded and revised, and the Code now encompasses a total of thirteen zoning districts with five special districts: viewshed, watershed, agricultural/farmland protection, solar, and commercial overlays. These various districts dictate the allowable uses, densities, bulk, area, height, and other development regulations in the Town. Today, approximately 29 percent of the Town is zoned Rural Conservation Transect Zone, or T2 (resulting from the 2017 Form-Based Code (FBC) adoption, discussed in greater detail below), approximately 27 percent is zoned Low Density Residential (LDR), approximately 26 percent is zoned Rural Residential (RR), and the balance of the land (18 percent) is distributed among the other zoning classifications. Zoning within the Village is split between three districts: V3 (Neighborhood Village Transect Zone), V4 (Mixed-Use Village Transect Zone), and V5 (Mixed-Use Center Village Transect Zone) that were adopted in 2017 as a result of the joint *Stillwater – Hudson River WRP* and coincide to the uses and area regulations in the Town's T3N, T4, and T5 zones, respectively.

Existing Town zoning districts are shown in **Figure 9**, dimensional requirements are summarized in **Table 4**, and a summary of each district is provided below.

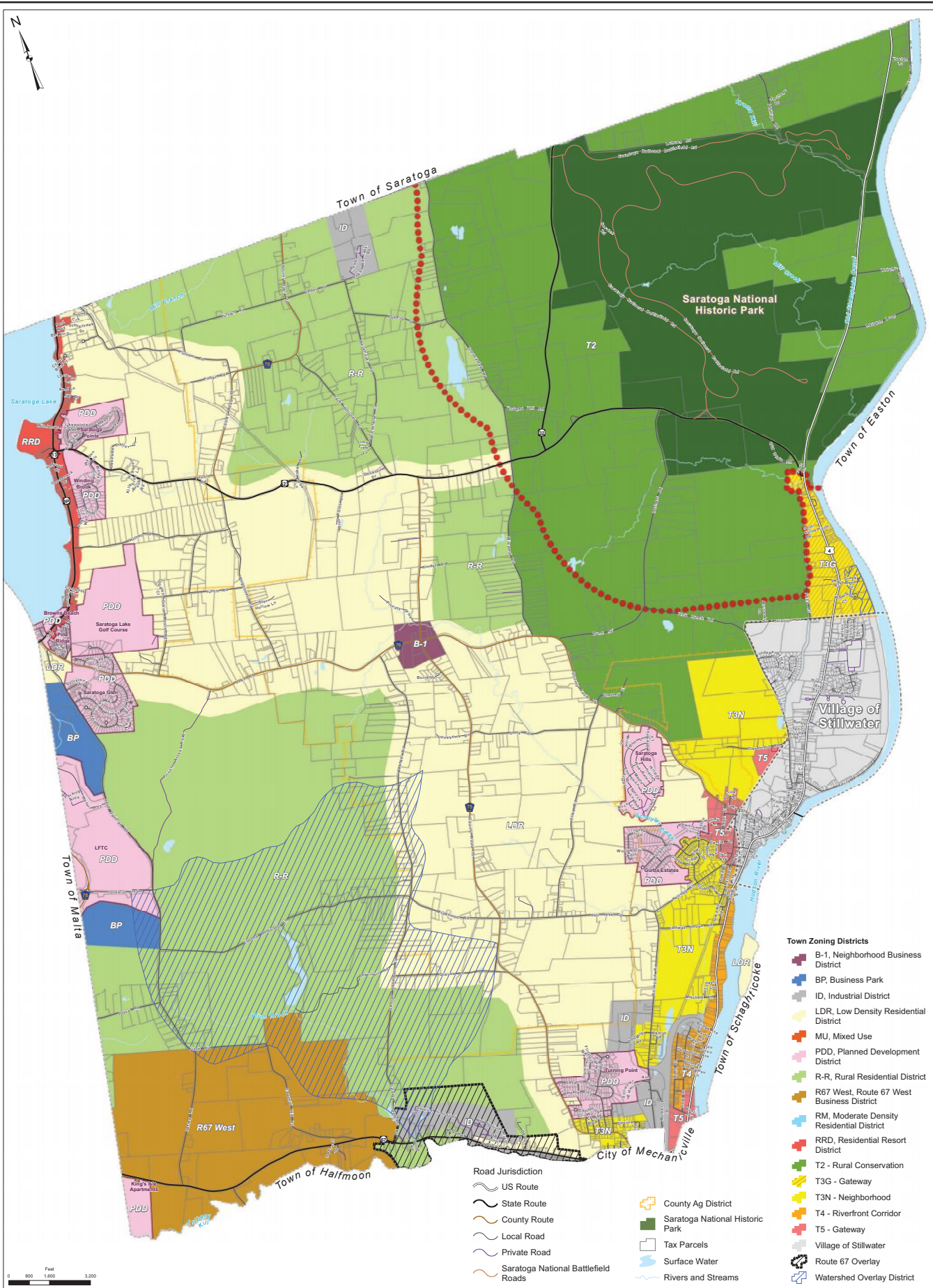
Rural Conservation Transect Zone (T2): In 2017, sections of US Route 4 in the Village and Town underwent a zoning update and adopted an FBC to reflect the desired growth patterns and design standards sought in the area. As shown in **Figure 9**, this area of the Town is now zoned T2 through T5, with higher numbers reflecting higher allowed densities and variation in bulk and area regulations. The T2 district encompasses approximately 29 percent of the Town around SNHP. The T2 district is intended to preserve, protect, and promote the rural agricultural heritage of the area, while allowing compatible low-density residential development and agricultural-supportive uses and protecting important viewsheds in relation to the SNHP. T2 districts permit single- and two-family dwellings, as well as agricultural/agricultural tourism uses, commercial greenhouses/nurseries, and commercial riding stables; additional uses are permitted with Site Plan or Special Use Permit approval. The minimum lot size is two acres. During the Comprehensive Plan Update process, several Committee members noted that the minimum lot width and frontage requirements in T2 districts (200 feet) does not function well, particularly with smaller subdivisions and single-family home development.

Low Density Residential (LDR): LDR districts are the next most prevalent zoning, comprising approximately 27 percent of the Town and spanning from the northwest corner of the Town to the southeast corner of the Town. The purposes of LDR districts is to protect low-density single- and two-family residential uses, while allowing compatible agricultural uses. LDR districts permit single- and two-family dwellings, as well as agricultural and agricultural tourism uses, non-commercial livestock uses, produce stands and farmers markets, timber harvesting, and home occupations; additional uses are permitted with Site Plan or Special Use Permit approval. The minimum lot size is two acres without public water and sewer, 1.5 acres with either public water or sewer, and one acre for those lots with both public utilities. It should be noted that the existing LDR district boundary generally provides a standard buffer along Town roadways, resulting in multiple split zoning lots (refer to **Figure 9**).

Table 4: Zoning Districts - Town

| District Code | District Name | Setbacks | | | Maximum Building Height | Minimum Lot Size | Maximum Lot Coverage | Minimum Lot Width |
|---------------|----------------------------------|--|---------------------|------|-------------------------|---|----------------------|--|
| | | Front | Side | Rear | | | | |
| B-1 | Neighborhood Business District | 30' | 10' | 10' | 35' | 10,000 SF | 60% | 60' |
| BP | Business Park | 50' | 35' | 35' | 50' | 3 acres | 60% | 200' |
| ID | Industrial District | 50' | 30' | 30' | 60' | 1 acre | 60% | 200' |
| LDR | Low Density Residential District | 40' | 20' | 30' | 35' | 2 acres/DU without public water & sewer; 1.5 acres/DU with either public water or sewer; 1 acre/DU with both public water & sewer | 40% | 300' without public water & sewer; 250' with either public water or sewer; 200' with both public water & sewer |
| PDD | Planned Development District | N/A | | | | | | |
| R67W | Route 67 West Business District | 50' | 35' | 35' | 50' | 3 acres/DU without public water & sewer; 2 acres/DU with either public water or sewer; 1 acre/DU with both public water & sewer | 40% | 200' |
| RR | Rural Residential District | 50' | 25' | 25' | 35' | 2 acres/DU | 40% | 300' |
| RRD | Residential Resort District | 10' from Saratoga Lake mean high water mark & 20' from the road the property abuts | 10' | 20' | 30' | 21,750 SF/DU | 40% | 75' |
| T2 | Rural Conservation Transect Zone | 50' | 25' | 30' | 2 stories or 35' | 2 acres/DU | 40% | 300' |
| T3G | Gateway Transect Zone | 35' | 10' non-waterfront; | 10' | 2 stories or 35' | 6,000 SF/DU | 60% | 50' |

| District Code | District Name | Setbacks | | | Maximum Building Height | Minimum Lot Size | Maximum Lot Coverage | Minimum Lot Width |
|---------------|-----------------------------------|--|------------------------------------|------|-------------------------|---|----------------------|--|
| | | Front | Side | Rear | | | | |
| | | | 15' waterfront | | | | | |
| T3N | Neighborhood Transect Zone | 35' | 20' | 30' | 2 stories or 35' | 1 acre/DU without public water & sewer; 20,000 SF/DU with either public water or sewer; 10,000 SF/DU with both public water & sewer | 40% | 150' without public water & sewer; 125' with either public water or sewer; 100' with both public water & sewer |
| T4 | Riverfront Corridor Transect Zone | 15' | 10' non-waterfront; 15' waterfront | 10' | 3 stories or 40' | 6,000 SF/DU | 60% | 50' |
| T5 | Gateway Transect Zone | 0 to 10' or 15' with outdoor dining/ plaza | 0 to 5' | 5' | 3 stories or 40' | 5,000 SF | 75% | 30' |



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Rural Residential District (RR):

The purpose of the RR district is to protect and promote agricultural and related uses, while allowing compatible low-density residential development. RR districts are mapped in approximately 26 percent of the Town and permit single- and two-family dwellings, agricultural and agricultural tourism uses, commercial greenhouses and nurseries, non-commercial livestock uses, produce stands and farmers markets, timber harvesting, and home occupations; additional uses are permitted with Site Plan or Special Use Permit approval. The minimum lot size is two acres.



Much of the land in the Town's LDR district is undeveloped or open land. Shown here is a view from Flike Road, just west of the Village of Stillwater.

Route 67 West Business District (R67W): In 2010, the Town of Stillwater first evaluated the development of a Business Park that would support the region's rapidly growing industries, including the technology, light manufacturing, and warehousing sectors. The Town identified an area along NYS Route 67 because of its proximity to I-87, LFTC, and the multi-modal railyard located on the eastern end of NYS Route 67. Subsequently, the Town rezoned approximately 1,352 acres along the corridor, with the purpose of providing opportunities for commercial, light industrial, and mixed-use development along western portions of NYS Route 67, where land use and infrastructure exist, and development is complementary to the Town's economic development interests; despite the rezoning, this area remains predominantly vacant (refer to **Figure 8**). All development in the R67W district requires either Site Plan approval or a Special Use Permit. The minimum lot size in the R67W district ranges from one to three acres, depending on the availability of water and sewer services. It should be noted that, during the planning process, many residents expressed concern that the R67W was not appropriate for parts of this area, due in part to physical constraints of wetlands and steep slopes, as well as existing residential uses north of NYS Route 67.

Planned Development District (PDD): Over the past several years, most new residential development has been focused in recently established Planned Development Districts (PDDs), which are now mapped in approximately five percent of the Town. PDDs allow for the rezoning of land with flexible land use and design regulations to enable the development of small- and large-scale neighborhood subdivisions. Six of the established PDDs are located on or nearby Saratoga Lake; three PDDs (the Gurba Estates PDD, the Turning Point PDD, and the Saratoga Hills PDD) are located just west of the recently rezoned US Route 4 corridor; and the remaining two PDDs comprise the LFTC PDD (along the Malta border) and the King's Isle Apartments PDD (in the southwestern corner of the Town). The PDDs allow a 20 percent higher density residential development and have, notably, increased residential development pressure near the Lake. As presented in greater detail in the *Stillwater – Saratoga Lake/Route 9P WRP*, residents of the area have expressed their concern with the PDD process. While the Town has objectively reviewed and scrutinized PDD projects in accordance with its zoning and subdivision provisions, many residents' response to this

type of development is increasingly negative. In part, this is due to the perceived impacts on community character. As such, residents are interested in revisiting land use regulations around the Lake to address recent development pressure and the potential community and environmental impacts that comes with it.

Neighborhood Transect Zone (T3N): Approximately 801 acres (3.1 percent) of the Town was rezoned T3N with adoption of the 2017 FBC. The T3N district is intended to promote a range of housing types and opportunities in keeping with the surrounding neighborhood and encourage connectivity to surrounding neighborhoods, the Town's mixed-use areas, and the Champlain Canalway Trail. T3N districts permit single- and two-family dwellings, as well as agricultural/agricultural tourism uses; additional uses are permitted with Site Plan or Special Use Permit approval. The minimum lot size is one acre with public water and sewer, 20,000 SF with either public water or sewer, and 10,000 SF with both public water and sewer.

Industrial District (ID): Approximately 401 acres (1.6 percent) near the southern and northern borders of the Town is zoned ID. The purpose of the ID is to provide an area in which industrial uses may be located in an environment designed for them; by locating in such an area, these uses are protected from conflicts with neighboring uses. Permitted uses include most available uses permitted in the Town through Site Plan or Special Use Permit approval. Uses that exceed environmental contamination thresholds established in the performance standards are prohibited. The minimum lot size is one acre.

Business Park (BP): Approximately 233 acres (0.9 percent) to the north and south of the LFTC PDD is zoned BP. The purpose of this district is to provide an area for professional office, light industrial, and warehouse development. Permitted uses include professional office, industrial, and civic uses, non-commercial livestock uses, and timber harvesting; additional commercial uses, as well as residential uses, are permitted with Site Plan or Special Use Permit approval. The minimum lot size is one acre.

Gateway Transect Zone (T3G): Approximately 193 acres (0.8 percent) along the Hudson River and US Route 4, north of the Village, was rezoned T3G with adoption of the 2017 FBC. The T3G district is intended to promote commercial opportunities and residential development in keeping with the rural character of the area and encourage connectivity to and from commercial establishments, the surrounding neighborhoods, and the Champlain Canalway Trail. T3G districts permit single- and two-family dwellings, as well as agricultural/agricultural tourism uses; additional uses are permitted with Site Plan or Special Use Permit approval. The minimum lot size is 6,000 SF.

Residential Resort District (RRD): In keeping with its purpose to encourage the development of seasonal and year-round waterfront development in a manner that protects water quality and minimizes congestion and adverse impacts on water bodies, approximately 166 acres (0.6 percent) along the Saratoga Lake waterfront and NYS Route 9P is zoned RRD. Permitted uses include single- and two-family dwellings, bed and breakfast, restaurant, timber harvesting, and home occupation uses; additional uses are permitted with Site Plan or Special Use Permit approval. The minimum lot size is 21,750 SF. However, as noted in the *Stillwater – Saratoga Lake/Route 9P WRP*, approximately 70 percent of the lots within the RRD are non-conforming because they do not meet the minimum lot size requirements and, due to the continually increasing demand for housing in the area, the existing RRD zoning has resulted in a significant commitment of time and resources for zoning administration and variance applications. Moreover, it has placed an undue burden on property owners and has not resulted in the desired outcome of encouraging lower densities along Saratoga Lake. In addition, with little guidance regarding the design

of new development in the RRD, residents of the area have expressed concern that the existing zoning does not sufficiently protect the area's character.

Riverfront Transect Zone (T4): Approximately 138 acres (0.5 percent) of the US Route 4 corridor, south of the Village, was rezoned T4 with adoption of the 2017 FBC. The T4 district is intended to promote and enhance the Town's identity by encouraging mixed-use development, street level activity, walkability to surrounding neighborhoods, and additional public access to the Hudson River. T4 districts permit single- and two-family dwellings; additional uses are permitted with Site Plan or Special Use Permit approval. The minimum lot size is 6,000 SF.

Gateway Transect Zone (T5): Approximately 112 acres (0.4 percent) of the US Route 4 corridor along the Town's southern border and areas just west of the Village were rezoned T5 with adoption of the 2017 FBC. The T5 district is intended to maximize economic development potential by encouraging infill, reuse, and expansion of businesses, while promoting and enhancing the Town's identity by encouraging mixed-use development, street level activity, and walkability to connect to surrounding neighborhoods. T5 districts permit single- and two-family dwellings; additional commercial uses are permitted with Site Plan or Special Use Permit approval. The minimum lot size is 5,000 SF.

Neighborhood Business (B-1): Approximately 61 acres (0.2 percent) near the intersection of CR 75 and CR 76 is zoned B-1. The purpose of the district is to provide for commercial and business development at a scale compatible with serving the needs of neighborhoods and rural residential areas of the Town; however, as shown in **Figure 8**, minimal commercial development is currently located in this district, with commercial activity along CR 76 limited to home occupations and agricultural enterprises. Permitted uses include non-commercial livestock uses and marinas/other waterfront-related uses, despite not being located on the waterfront; additional commercial uses are permitted with Site Plan or Special Use Permit approval. The minimum lot size is 10,000 SF for business uses and one acre for residential uses.

In addition to the above zoning districts, there are five overlay districts mapped in the Town, which are discussed below.

Plum Brook Watershed Protection Overlay District and Village of Stillwater Water Protection Overlay District: The intent of these districts is to protect the water resources associated with the Mechanicville Reservoir by prohibiting a number of activities that are primarily related to waste disposal and hazardous material storage and transmission (e.g., pipelines, storage tanks, etc.).

Route 67 Overlay District: A Route 67 Overlay District is mapped along NYS Route 67 to the east of the R67W district. The purpose of this district is to provide opportunities for commercial, light industrial, and mixed-use development along a portion of NYS Route 67 where adequate infrastructure exists and development is complementary to establishing a gateway to the Town.

Saratoga National Historic Park Viewshed Overlay District: With the adoption of the 2017 FBC, a SNHP Viewshed Overlay District was established in a large swath of northeast Stillwater around the SNHP. The purpose of this district is to protect and enhance the scenic integrity and historic landscape quality of the SNHP and T2 district. These standards are intended to direct development in a manner that maintains the identity, image, and environmental quality of the SNHP and its agricultural and rural environs. Projects within the T2 district and SNHP Overlay District are subject to additional visual impact analysis, with Planning Board review taking into consideration Saratoga PLAN's 2007 *Battles of Saratoga Preservation and Viewshed Protection Plan*.

Saratoga County Agricultural District: The State Legislature enacted the New York Agricultural Districts law in 1971 to protect and promote the availability of land for farming purposes. The law provides for a locally initiated mechanism at the County level in the creation, modification, and approval of Agricultural Districts. As shown in **Figure 9**, much of Stillwater is located within Saratoga County Consolidated Agricultural District #1.

Alternative Energy Overlay District: In 2018, the Town of Stillwater adopted Chapter 170 of the Town Code, “Solar Energy Equipment and Systems.” Among other things, the chapter established the Alternative Energy Overlay District, which encompasses all areas south of CR 76 and west of CR 75. Within the Alternative Energy Overlay District, solar farms and solar power plants are permitted as an electric-generating use subject to a Special Use Permit and Site Plan approval by the Planning Board; solar farms and solar power plants are also permitted subject to these approvals in the BP, ID, and Route 67 Overlay districts. The location of the Alternative Energy Overlay District was developed in consideration of the location of existing transmission lines and to minimize visual impacts on the SNHP and Saratoga Lake.

Lastly, it should be noted that, while the Town’s population is aging (refer to **Section 1.3.2**, above), existing zoning regulations may be impeding the development of certain types or forms of senior housing, which is typically medium to higher density developments. Aging in place can also be inhibited by prohibitively high housing costs. As noted in **Section 1.3.2**, above, Stillwater homeowners and renters are increasingly financially burdened by living costs compared to earned, household income. One means of addressing housing affordability and the desire for seniors to age in place that Committee members noted as being frequently requested by Stillwater residents is through building accessory homes/accessory living spaces for residents on their existing single-family housing lots. However, the Committee members noted that this is not permitted in any of the Town’s zoning districts under existing zoning regulations.

3.1.2 Potential Growth-Related Issues and Impacts

It is estimated that 934 new residential units and 455,349 SF of new retail, office, and light industrial development could be constructed in the Town of Stillwater by 2025. Growth at this rate could significantly impact Stillwater’s historical development patterns, community character, and overall development scheme.

As noted in the *Stillwater – Saratoga Lake/Route 9P WRP*, much of the new and proposed development has been approved and developed through the Town’s PDD process (refer to **Appendix C**); this is also true within the greater Town. Based on input from the development community, the reason for this is the potential 20 percent increase in density the PDD process offers. This effectively reduces the allowed density in the most restrictive zoning districts from one unit per two acres to one dwelling unit per 1.6 acres. The PDD process also allows flexibility for bulk area requirements, including minimum lot size and setbacks that allows for more compact development. Given the market demand for the area, it is likely the development community will continue to pursue development opportunities using the PDD process.

It is also anticipated that a substantial amount of residential development will occur within the BP zoning district. Multi-family residential uses are permitted in the BP district with Site Plan approval and, under the buildout projection, it is anticipated that over 70 multi-family residential units will be constructed in the BP district by 2025.⁶

⁶ It should be further noted that there are substantially more multi-family residential units proposed as part of applications that are currently before the Town; however, the exact timing for these new multi-family developments to be constructed

Along Saratoga Lake and NYS Route 9P, the existing RRD zoning is expected to continue to result in a significant commitment of time and resources for zoning administration and variance applications, in addition to an undue burden on property owners, as approximately 70 percent of the lots along this corridor do not meet the 0.5-acre minimum lot size requirement.

While a significant amount of new residential development is anticipated throughout the Town by 2025 (934 units), and there are several applications before the Town for non-assisted senior housing, the existing issues of housing affordability and aging in place are not expected to be resolved through new housing construction, in-and-of-itself. With an aging population with ever increasing needs and a poverty rate that is not subsiding, options for seniors to age in place (and to meet other basic needs, beyond housing) and options for low-income residents to find housing are expected to continue to remain limited.

Non-residential development is not expected to occur at as fast a pace as residential development, due to a combination of factors, including incompatible zoning and environmental constraints. Notably, along CR 76, development is inhibited by existing split zoning lot conditions and frontage requirements, and commercial uses are only permitted in the 61-acre B-1 area mapped at the intersection of CR 75 and CR 76. The R67W district, which was intended to spur new commercial and industrial development, is not expected to fully realize its development potential, largely due to site constraints in the area, including the presence of wetlands and steep slopes along NYS Route 67 that make development and vehicle access difficult.

Lastly, as discussed in greater detail in **Section 3.6, “Farmland and Open Space,”** under existing zoning, a significant amount of farmland and open space could be eliminated by new development, eroding an important component of the Town’s character. Conversely, areas that have capacity for additional development density are not expected to experience the level of development that they could accommodate, including areas along US Route 4 (south of the Village), NYS Route 67, and CR 76, as noted above.

3.1.3 Recommendations

To address the potential impacts of future growth on land use and zoning, a series of zoning changes are recommended, which are presented in **Figure 10, “Future Land Use Map,”** and discussed below.

The primary goal of the land use and zoning recommendations is to encourage development in appropriate locations, while limiting development in prime agricultural and open space areas. This goal could be met, notably, through changes to the existing zoning map and the adoption of a TDR ordinance.

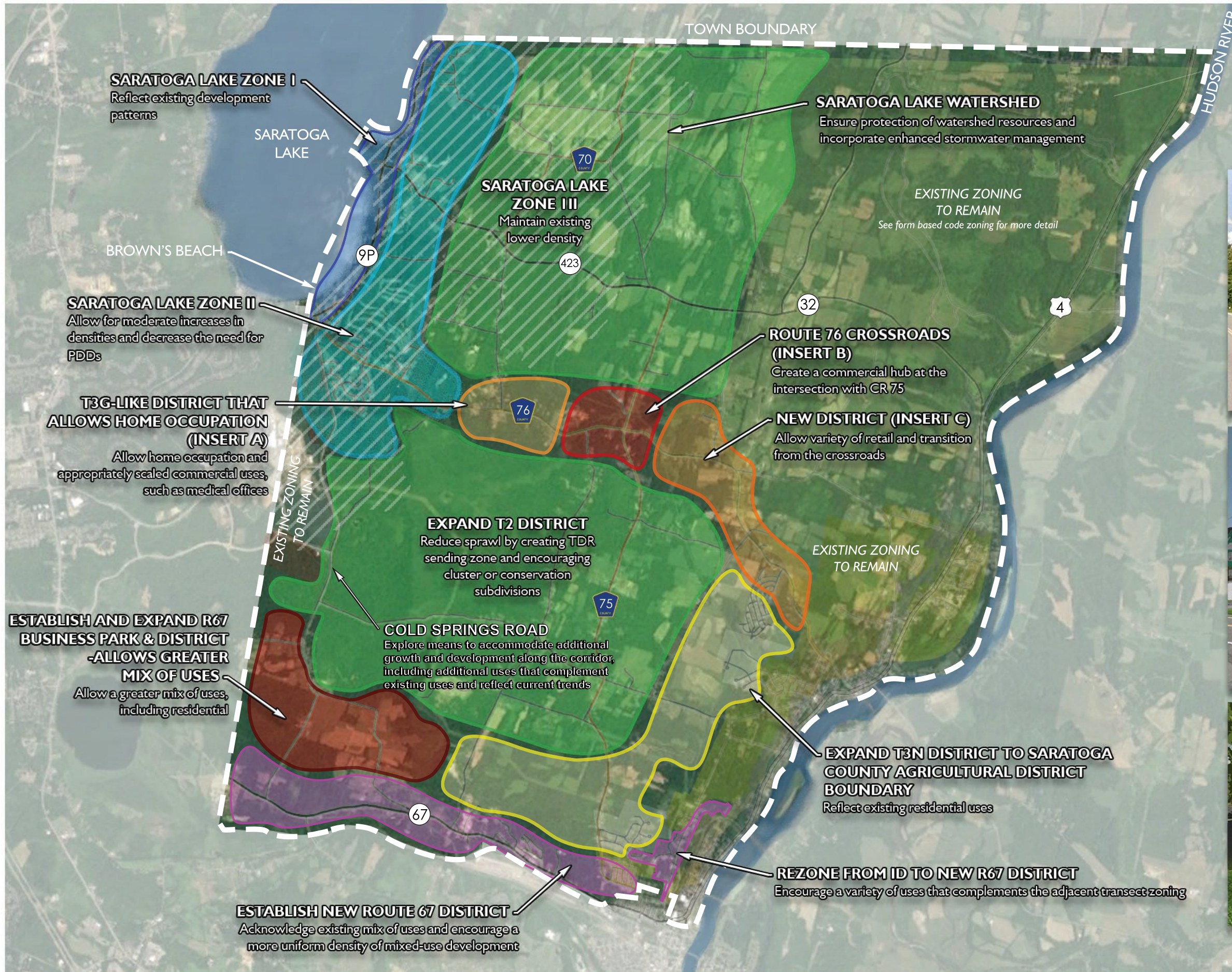
Recommended Zoning Changes

- **Rezone large swaths of the existing R-R and LDR districts mapped to the north and south of CR 76 to T2.** This change would be in keeping with the T2 zoning approach around the Saratoga Battlefield, the TDR recommendation, and associated land preservation and conservation goals outlined in the Town’s Green Infrastructure Plan and described below.
- **Consider adopting viewshed overlay districts or scenic buffers along targeted roadways.** ~~To discourage more dense development along some of the Town’s rural roadways, the Town should~~

and occupied is not known at this time. Therefore, at the time of writing and to justify nexus for SEQOR, approximately 70 multi-family residential units are projected based on recent trends in building construction.

~~consider adopting viewshed overlays or scenic buffers. Potential roadways where such an overlay would be appropriate including~~ Elmore Robinson Road, which is recommended to be rezoned to T2, but is also expected to experience heightened development pressure as it is served by a water transmission line (refer to **Figure 22**).

- **Modify the existing T2 zoning regulations.** Revisit the existing T2 front yard and lot width provisions to ensure the rural aesthetic remains, including revisiting the minimum lot width requirements for flag lots, while ensuring that any change is consistent with the original intent of the provisions (to maintain the rural character, while also allowing access for landlocked portions of properties). Require or include density bonuses for cluster and conservations subdivisions in T2 districts, rather than the current regulations which are intended to simply *promote* the wise use of land. The cluster and conservation subdivision provision is intended to allow for flexible lot configurations and densities that preserve key natural and cultural resources on any given site. This recommendation is intended to reduce and mitigate the impacts of sprawl and maintain community character. Such a change would also eliminate the need for PDDs in the T2 district.
- **Revisit the existing zoning along NYS Route 67** to encourage a greater mix of uses and more density, which the corridor can support. Specifically, it is recommended that a new, consistent zoning district be mapped along the corridor, replacing the mix of R67W, R-R, ID, LDR, and Route 67 Overlay districts that exist along the corridor today. The new zoning district must acknowledge the mix of uses that are currently located along the corridor, in addition to encouraging a more uniform density of mixed-use development. To the north of the new NYS Route 67 zoning district, and along Cold Springs Road, it is recommended that the existing R67W district's boundaries be revised and that its regulations be updated to allow for a greater variety of uses.
- **Map a T3N district north of the modified R67W district** to reflect the existing residential uses that are currently mapped in this area and provide a connection between the Town's existing US Route 4 transect zoning and the recommended mixed-use US Route 67 and modified R67W district. Potentially explore establishing an overlay or required buffers along Flike Road in the new T3N district to reflect the existing, varied, built condition to the east and west of the roadway.
- **Rezone the CR 76 corridor**, which is not expected to experience the level of commercial development that its existing B-1 zoning intended. It is recommended that a transect approach be applied along much of the corridor, centering on a larger commercial hub at the intersection of CR 76 and CR 75, with a lower density mix of uses permitted to the east and west of this intersection. To the west, it is recommended that the zoning be updated to acknowledge the existing home occupation uses that currently exist in this area, while also allowing for their expansion and providing a cohesive transition to the zoning districts recommended along Saratoga Lake and NYS Route 9P. To the east, leading to the more mixed-use higher density core of the Village, a slightly greater variety of commercial uses would be suitable. However, it is recommended that design standards be developed along the length of the corridor to ensure that new commercial development complements the existing agricultural character of the area.
- **Adopt a TDR ordinance** to encourage development in appropriate locations, while reducing sprawl. As discussed in greater detail in **Section 3.6, "Farmland and Open Space,"** it is recommended that the Town adopt a TDR ordinance that would allow for unused development rights within existing and future T2 districts to be transferred to areas where higher density development is being encouraged, including US Route 4 and NYS Route 67. The adoption of a TDR ordinance would also be in keeping with the recommendations of the *Stillwater – Hudson River*



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The *Stillwater – Saratoga Lake/Route 9P WRP* includes additional recommendations related to land use and zoning within the WRP's study area (refer to **Appendix C**). Specifically, the plan recommends the following:

- **Rezoning the area around Saratoga Lake and NYS Route 9P to better reflect existing and desired land use patterns by dividing the study area into three zoning districts:** one that recognizes the existing development pattern along Saratoga Lake and NYS Route 9P; a second that permits moderate (20 percent) increases in densities to reflect newer development patterns east of the corridor and south of the Lake (thereby decreasing the need for ,or perhaps not allowing, PDDs in the Saratoga Lake watershed); and a third that maintains existing lower densities in the eastern portion of the study area (the expanded T2 districted, noted above). These three zones would also be subject to supplemental stormwater management and design requirements (see “Adopt a Saratoga Lake Watershed Overlay District” recommendation, below).
- **Adopt design standards and ~~modify the types of allowed uses~~** along the Saratoga Lake waterfront and the NYS Route 9P corridor to maintain community character. Design standards should identify the architectural character of the Saratoga Lake waterfront and NYS Route 9P corridor and detail how new construction should preserve the character. Such provision should articulate how buildings, access, and parking areas relate to one another and the existing landscape. Special consideration should be given to building placement so that it is more conducive to improved water quality and mirrors existing land use patterns, in addition to controlling and managing access to limit curb cuts and associated traffic impacts, and avoiding large parking areas and open curb cuts. Select small-scale commercial uses should also be allowed in this area.
- **Adopt a Saratoga Lake Watershed Overlay District** that ensures the protection of shorelines, stream corridors, and steep slopes and incorporates enhanced stormwater management standards. The overlay district could include standards that limit impacts, such as buffers and design standards, minimum setback requirements that prohibit or limit the amount of disturbance, development restrictions or limitation in steep slope areas, limits on tree clearing to protect viewsheds and prevent erosion, and enhanced stormwater design standards to help mitigate the impacts of future development on water quality. The overlay district could also be the mechanism that requires cluster or conservation subdivisions, or potentially limit the use of PDDs.

Several additional measures are recommended to reduce development burdens on property owners and minimize Planning Board time and resources. Specifically:

- **Eliminate the existing split zoning condition that exists for many lots along the Town's primary corridors** as part of any future zoning map change(s).
- **Explore modifications to the existing PDD regulations**, such as limiting the areas of Town in which they are permitted, only permitting PDDs for certain uses or if they meet specific criteria (which could vary by zoning district), and/or adopting specific definitions of a few “types” of PDDs. The intent of this recommendation is to address public concerns about the PDD process, in addition to minimizing the need to create separate PDD languages for each PDD and to track PDDs, as they are developed.

Lastly, to address the housing access needs of all future residents, it is recommended that the Town promote affordable and senior housing and include senior housing within mixed-use areas. To that effect, the Town should:

- **Evaluate existing zoning's potential impediments to senior housing development** and create appropriate land use strategies that can incentivize such developments.

Because many seniors live on fixed incomes, housing affordability is an important component of any aging in place program. There is also a need for varying levels of assistance needs within the senior community, requiring different types of housing options. The Town should identify ways to help make existing housing more affordable for its seniors.

Implications of Mitigation on the Growth Projections

As noted in **Section 1.3.3**, this GEIS analyzes the overall impacts of land development under an anticipated as-of-right growth scenario (the "Proposed Action") within the Town, using Stillwater's existing zoning and land use regulations, as well as environmental and regulatory constraints (e.g., wetlands, streams, steep slopes, floodplains, etc.). As the recommended zoning changes presented above could change the underlying assumptions that form the basis of the buildout scenario and associated growth projections, the potential implications of each recommendation are discussed qualitatively below.

Most of the recommended zoning changes are intended to redistribute growth by discouraging development within the Town's prime agricultural land and open space and encouraging development in less environmentally sensitive portions of the Town that have the infrastructure capacity to handle such growth. This includes the establishment of the TDR ordinance, the recommended rezoning of large swaths of the Town to T2, and the associated additional development that would be facilitated and encouraged along the US Route 4 and NYS Route 67 corridors. Similarly, the recommended zoning changes around and along Saratoga Lake and NYS Route 9P are intended to allow for increased density in certain areas (Zones 1 and 2), while commensurately reducing the development potential in other areas (Zone 3). These changes are not expected to result in substantial changes to the overall development potential within the Town but, rather, would redistribute the projected growth. Such zoning changes could have implications on the transportation impacts presented in **Section 3.2.2**, below and, therefore, will require further SEQR analysis, should they be adopted.

The recommended rezoning of the CR 67 corridor is specifically intended to spur commercial development in an area that is not expected to experience the level of development that its existing zoning intended. If such a zoning change were to be adopted, it would increase the development potential along this corridor, which could have implications on the impact analyses presented in this document, thereby warranting further SEQR analysis.

The remaining zoning change recommendations, including modifying existing T2 regulations, adopting design standards and modifying allowed uses around and along Saratoga Lake and NYS Route 9P, eliminating existing split zoning, modifying existing PDD regulations, adopting overlay districts, and incentivizing affordable and senior house, are not expected to notably alter the buildout scenario and, therefore, are not expected to alter the conclusions of the impact analyses presented in this document. However, as these potential future land use actions are proposed within the Town, the Lead Agency for each proposed action will be responsible for carrying out the requirements of SEQR.

3.2 TRANSPORTATION

Most of the Town's transportation needs are currently met by the use of motor vehicles on the existing roadway network. However, many community residents identified the need to provide alternate means of access to regional employment centers and enhance nearby walkability. Existing public transportation opportunities and pedestrian and bicycle infrastructure are described later in this section.

3.2.1 Existing Conditions

Roadways and Intersections

As shown in **Figure 11**, the Town of Stillwater is served by a network of highways, including arterials US Route 4 and NYS Route 67; collector roads NYS Route 32, NYS Route 9P, NYS Route 423, CR 75, and CR 76; and many local streets. Interstate I-87 and NYS Route 9 are two major arterial roads in the region located just west of Stillwater in the Town of Malta. Several roadways in the western part of Town, including Cold Springs Road, Fitch Road, and Elmore Robinson Road, have been reconstructed since the 2006 Comprehensive Plan and 2009 GEIS, as part of the LFTC and GlobalFoundries development; these improvements included full depth reconstruction, road widening, culvert and bridge replacements, signage and guardrails, and stormwater controls. A brief description of the intersections and roadways analyzed in the 2009 GEIS is provided below, as these locations are also the subject of the analysis provided herein.

NYS Route 67 at Farley Road: Farley Road approaches NYS Route 67 from the north at this three-way intersection. Farley Road is under stop sign control.

Cold Springs Road/Fitch Road at Joyce Road: This is a three-way intersection, with Fitch Road approaching from the south, Joyce Road from the west, and Cold Springs Road from the north. Joyce Road is under stop sign control. Fitch Road and Cold Springs Road are in direct north-south alignment and form the main roadway at this intersection.

Cold Springs Road at Elmore Robinson Road: Elmore Robinson Road approaches Cold Springs Road from the east and is under stop sign control.

Cold Springs Road at Lake Road (CR 76): Cold Springs Road intersects Lake Road (CR 76) from the south at this three-way intersection. The Cold Springs Road approach is under stop sign control. This intersection is proximate to the NYS Route 9P and Lake Road (CR 76) intersection just to the west.

NYS Route 9P at Lake Road (CR 76): Lake Road (CR 76) intersects NYS Route 9P from the east at the southern portion of Saratoga Lake. The Lake Street approach of this three-way intersection is under stop sign control.

US Route 4 is a rural principle arterial running north-south along the eastern edge of the Town of Stillwater, generally parallel to the Hudson River, from the City of Mechanicville to the Town of Saratoga. It is a two-lane roadway with paved shoulders varying in width from two to eight feet. The posted speed limit is 40 miles per hour (mph) south of the Village line and 30 mph within the Village to Stratton Lane; from there to the northern Village line, the speed limit returns to 40 mph for 0.7 miles, before becoming 55 mph. US Route 4 serves a dual role: as a regional transportation route providing access from Rensselaer

and Albany Counties (to the south) to points north in Saratoga County; and a “Main Street,” running directly through the Village of Stillwater on the eastern edge of Town.

NYS Route 32 is generally a north-south rural minor/principal arterial with one ten- to 11-foot-wide travel lane in each direction with three- to four-foot paved shoulders. NYS Route 32 overlaps US Route 4 from the southerly Town line north to the split in the Bemis Heights area of the Town, where it overlaps with NYS Route 423 heading west, before splitting again heading north into the Town of Saratoga. There is no posted speed limit after the US Route 4/NYS Route 32 split in Bemis Heights and, accordingly, NYS Route 32 is governed by the statewide speed limit of 55 mph.

County Road 76 (Lake Road) traverses east-west with one 11-foot travel lane and variable two- to four-foot paved shoulders in each direction. CR 76 connects US Route 4 and NYS Route 9P and is under the jurisdiction of Saratoga County. The posted speed limit is 30 mph in the Village of Stillwater and the eastern portion of the Town of Stillwater, changing to 40 mph west of High Street, until the intersection with CR 75. After CR 75, the speed limit is not posted and is governed by the statewide speed limit of 55 mph. CR 75 once again changes back to 45 mph traveling westward as it nears the NYS Route 9P intersection on the west.

Waterways

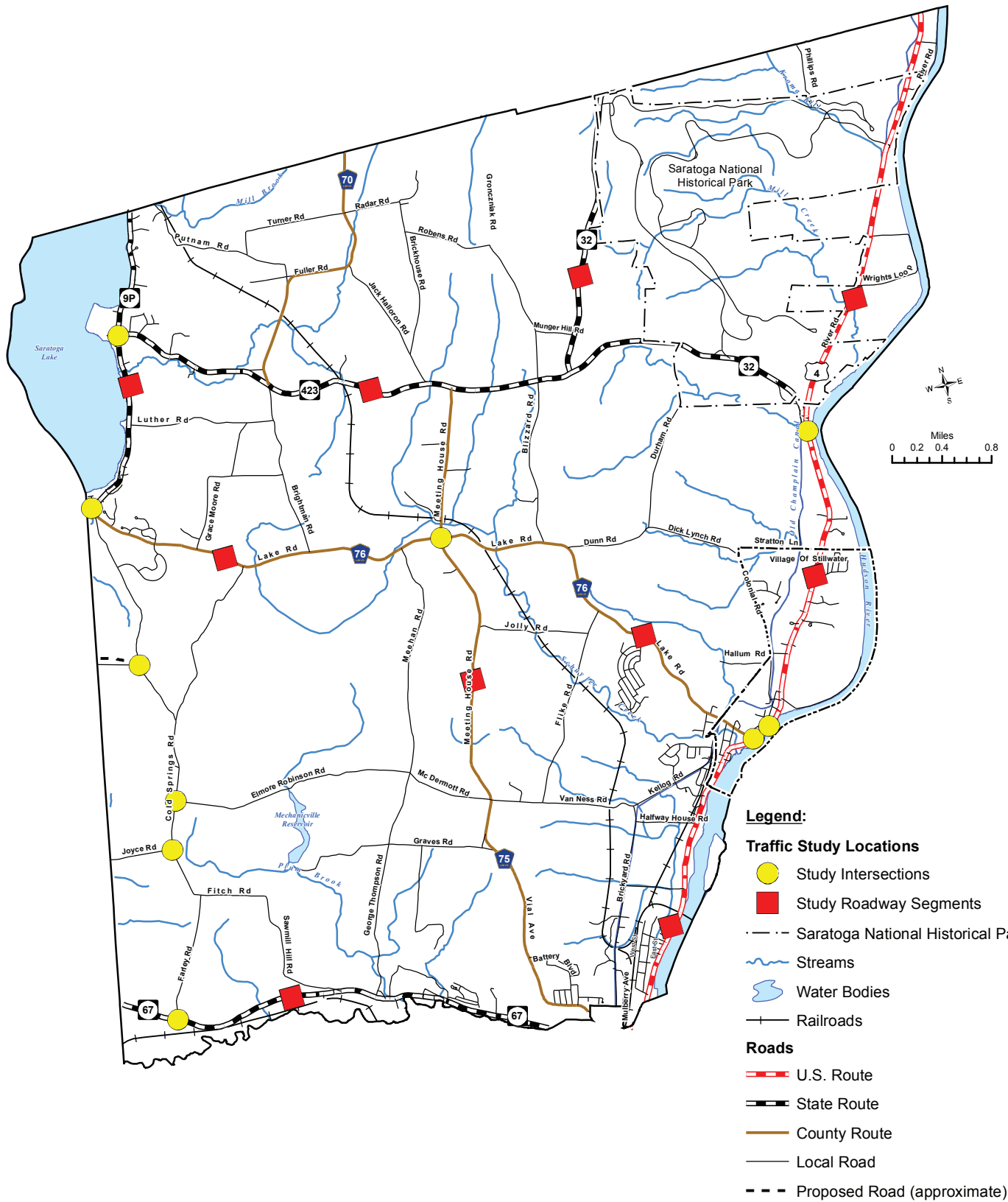
The location of the Town of Stillwater on the western boundary of the Hudson River and the Champlain Canal System provides regional waterway connections. The Hudson River has served as a transportation corridor for hundreds of years and continues to provide this function today. While a large length of the River also allows for recreational boating, the portion of the Hudson that borders the Town is not a designated Hudson River Blueway Trail (i.e., is not a “designated recreational water route” for watercraft).

Public Transportation

While residents have discussed the need and desire for public transit options, the availability of public transportation is limited for the residents of Stillwater, consisting only of access to bus and train services at locations outside of the Town. The lack of existing public transportations within the Town is notable considering the Town’s aging populations, as the elderly often do not have personal vehicles to use or cannot safely or easily drive themselves to accomplish basic tasks, such as attending doctors’ appointments, buying groceries, etc.

The Capital District Transportation Authority (CDTA) does provide bus service to/from the Albany-Schenectady areas from other locations in Saratoga County; although CDTA is currently assessing the need for potential additional bus routes to the Town and Village, the CDTA does not provide bus service in the Town, nor are there any Park and Ride facilities for CDTA in the Town. Within greater Saratoga County, CDTA Route 50 provides daily bus service to Schenectady from Ballston Spa; and the CDTA Northern Express provides limited weekday service between specific pick up points in Saratoga Springs, Round Lake, and Mechanicville to a variety of locations in Albany, as well as Park and Ride facilities at I-87 Exits 9, 11, 12, and 15. Based on the CDTA’s Transit Development Plan’s “Transportation Propensity Index,” the Town and Village of Stillwater do not meet the population, employment, and ridership generator characteristics needed to provide CDTA services.

Amtrak provides intercity train service from Saratoga Springs to locations north and south via Fort Edward, Schenectady, and Rensselaer on the *Adirondack* and *Ethan Allen Express* routes.



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Town of Stillwater Comprehensive Plan & GEIS

Road Network

Town of Stillwater
Saratoga County, New York

| | |
|----------|------------|
| Drawn: | CLC |
| Date: | 12/17/2007 |
| Scale: | 1:72,000 |
| Project: | 30601.17 |
| Figure: | 11 |

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It should also be noted that the City of Mechanicville, which borders the Town of Stillwater to the south, provides local bus service to city residents. Seniors ride at no cost, and there is a \$0.65 fare for non-seniors. The system consists of two routes (the “West” loop and “South” loop) that run during limited hours Monday-Saturday.

Bikes and Pedestrian Facilities

Pedestrian facilities are mainly limited to the Village of Stillwater, which is not in the Town’s jurisdiction. There are sidewalks throughout much of the Village, beginning at the southerly line and extending on both sides of the road to the Stillwater School Complex. Several side streets within the Village also have sidewalks, generally on one side of the street only.

The entire length of US Route 4 in the Town of Stillwater is part of designated New York State Bike Route 9. This designation indicates that the route is appropriate for experienced cyclists who are comfortable sharing the roadway with motorized vehicles and with traveling at higher speeds; this designation is not an indication for recreational use.

The Town of Stillwater has been making efforts to connect trails throughout neighborhoods adjacent to the Village. Notably, the Champlain Canalway Trail, a 62-mile trail between Waterford and Whitehall, is routed through the eastern side of the Town and Village in areas just west of US Route 4. Regional efforts to complete the trail have increased and the Town of Stillwater has been diligently pursuing grant opportunities to connect sections of the trail, a goal that is also highlighted in the *Stillwater – Hudson River WRP* (see **Appendix A**).



The Northern Towpath Trail runs along the banks of the Old Champlain Canal and features a multi-use path and places to sit and picnic.

The current trail length is 1.19 miles, with its northern terminus at Campbell Road in the Village of Stillwater. The Town of Stillwater is developing two additional trail segments (the Northern Towpath Trail and the Riverside Trail) that, once completed, will add an additional 1.7 miles and extend the trail to the SNHP to the north and to Mechanicville to the south:

- The Northern Towpath Trail segment is a 0.5-mile multi-use trail along the banks of the Old Champlain Canal running from the SNHP to the northern edge of the Town Stillwater at the border of the Town of Saratoga. This will serve as a portion of the Champlain Canalway Trail and as an important connection to the various existing trails in the SNHP. SNHP will construct an additional 0.6 miles of trail within its boundaries.

- The Riverside Trail segment is a planned 1.2-mile multi-use trail that will connect the Town of Stillwater (via the existing multi-use trail between Campbell and Mitchell Roads) to Mechanicville. Upon completion, this trail will connect Stillwater to the planned eastern terminus of the Zim Smith Trail, the primary multi-use trail in Saratoga County that connects Ballston Spa to Mechanicville. The trail has been designed, and funding for construction has been secured through the NYS Office of Parks, Recreation, and Historic Preservation (OPRHP) and the New York State Department of Transportation (NYSDOT). Construction will begin once the involved State agencies have approved the proposed design.

Less attention, however, has been paid to the western side of Town, which is more rural in nature. Notably, there are no bike lanes or sidewalks along NYS Route 9P. While lacking pedestrian and bike facilities, residents have indicated that there is a demand, specifically around Saratoga Lake and NYS Route 9P.

Existing Traffic Volumes

To study and analyze the existing conditions on the Town's roadway network, information was primarily collected from the following sources:

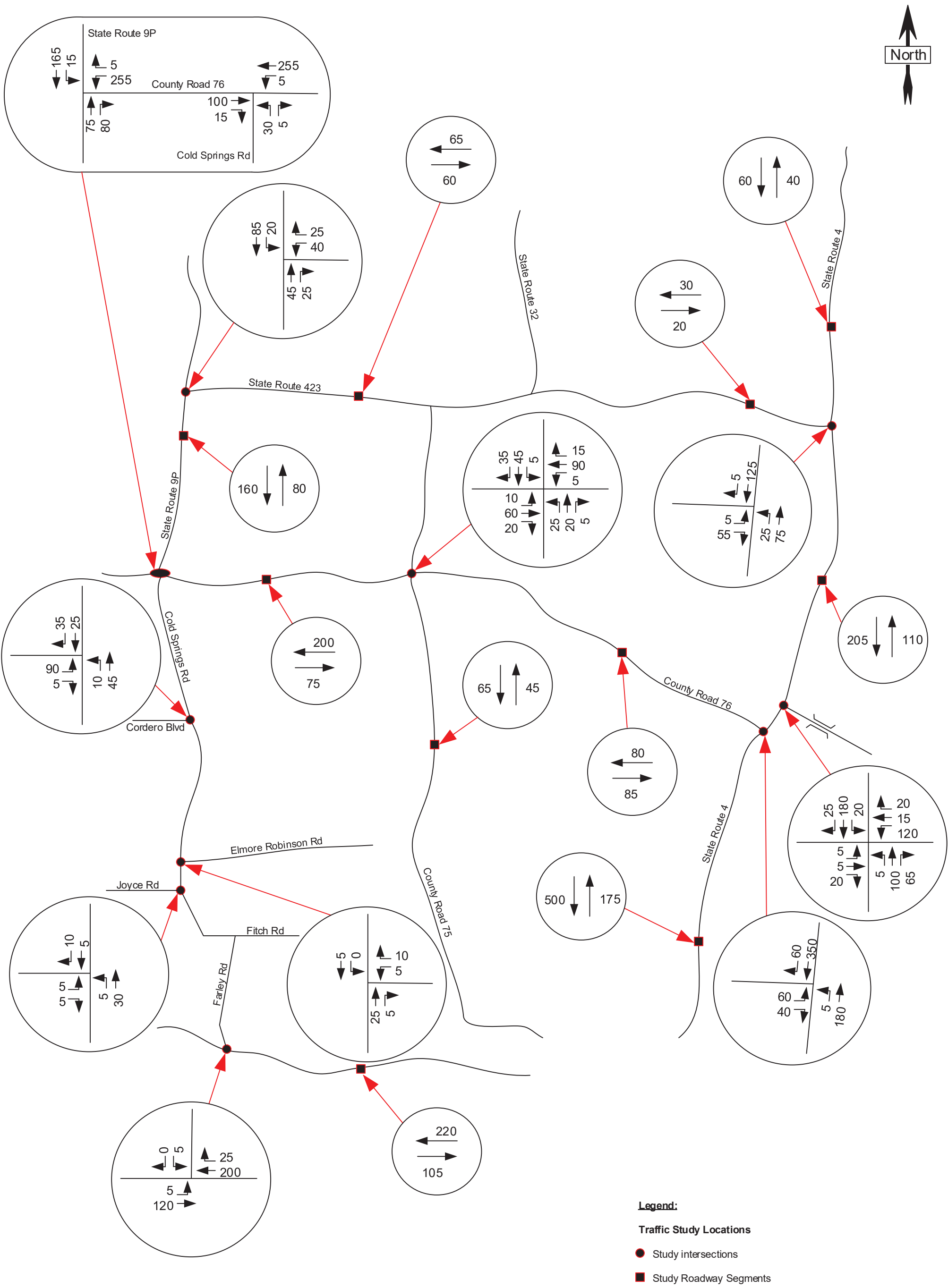
- NYSDOT
- *Saratoga County Regional Traffic Study*, dated January 2016
- CDTC
- US Census Bureau

Traffic volumes obtained from the sources above were collected in 2014, 2015, and 2016 and are considered valid for this study. The volumes were adjusted using an appropriate growth factor to bring these volumes up to 2018 conditions. **Figures 12** and **13** present the AM and PM peak period traffic volumes for the studied intersections and roadways. It should be noted that two of the analyzed intersections are located within the Village of Stillwater. These intersections were included in the 2008 GEIS and, for consistency purposes, the potential impacts to these intersections were analyzed.

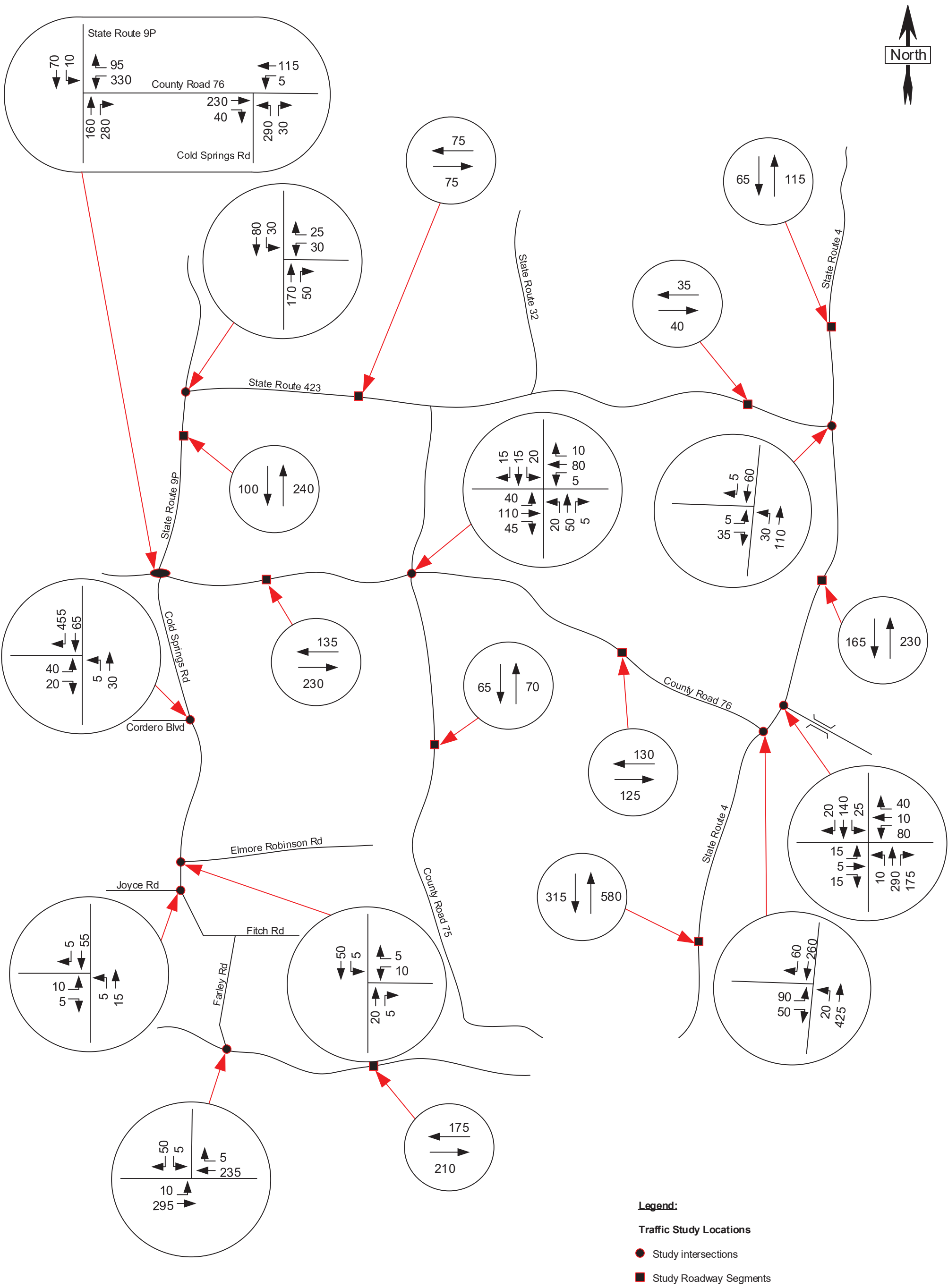
Existing Intersection and Roadway Operation Analysis

Traffic impacts are measured by intersection capacity analyses, computed in accordance with procedures outlined in the *Highway Capacity Manual (HCM)*, 6th Edition, published by the Transportation Research Board. In general, the analysis results are a measure of the ability of an intersection to process vehicles. This is evaluated for each approach to the intersection, as well as for the entire intersection. The analysis results are identified as Levels of Service (LOS), which range from "A" through "F," with LOS "A" representing the least delays and LOS "F" representing longer delays or capacity deficient operations.

According to generally accepted practice, LOS "A," "B," and "C" reflect clearly acceptable conditions, LOS "D" reflects the existence of delays within a generally tolerable range, LOS "E" is generally only tolerated on minor movements, and LOS "F" indicates typically undesirable delays often associated with breakdown conditions.



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For unsignalized intersections, LOS and delay are reported for the individual lane groups to provide a more meaningful representation of operating conditions than the overall intersection LOS and delay. The ranges of delay within each unsignalized LOS category are as follows:

| LEVEL OF SERVICE | STOPPED DELAY PER VEHICLE (Seconds) |
|------------------|-------------------------------------|
| A | Less than or equal to 10.0 |
| B | Between 10.1 and 15.0 |
| C | Between 15.1 and 25.0 |
| D | Between 25.1 and 35.0 |
| E | Between 35.1 and 50.0 |
| F | Greater than 50.0 |

Table 5 summarizes the existing LOS at the analyzed intersections. As shown in the table, for all intersections, the LOS for existing traffic conditions do not indicate the need for mitigation.

In addition to intersection LOS, the two-way traffic volumes on several roadway segments were compared to roadway segment capacities to evaluate roadway operating conditions. CDTC publishes approximate mid-block capacity thresholds for urban arterial, collector, expressway, and local roads as shown in **Table 6**.

Table 7 lists the peak directional volume for the analyzed roadway segments. Each segment is a single lane arterial or collector road. The table shows that all segments are below the LOS D threshold of 1,000 vehicles per hour (vph) in each direction.

It should be noted, however, that residents have expressed concern about increased traffic volumes and resulting deteriorating roadway conditions, particularly along the NYS Route 9P corridor, which has experienced a notable increase in residential development in recent years, combined with new development in surrounding communities and the growth of the LFTC. Specifically, while, as indicated in **Table 5**, all analyzed intersections along the corridor operate at acceptable LOS, 35 percent of survey respondents from the *Stillwater – Saratoga Lake/Route 9P WRP* study area said that their neighborhood “already has enough traffic” (see **Appendix C**). In general, the steady increase in traffic along NYS Route 9P as the area continues to be developed has resulted in negative public perceptions of nominal increases in traffic volumes; concerns of being overwhelmed by traffic dovetail with residents’ desire for a more walkable and connected community.

Crash History

The most recent three-year crash history for the State highways and County roads was provided by CDTC for the period from July 1, 2014 through June 30, 2017. During this period, there were 305 crashes: zero fatalities, 49 personal injury (PI) crashes, 171 property damage only (PDO) crashes, and 85 non-reportable (NR) crashes (property damage less than \$1,500). Five crashes involved pedestrians or bicyclists. The crash history is summarized below.

US Route 4 had the highest number of crashes with 105 total crashes: 11 PI, 71 PDO, and 23 NR crashes. Three crashes were with pedestrians, 55 with another vehicle, ten with fixed objects, 31 with animals, and six “other” crashes. Of the total crashes, 47 occurred in the Village of Stillwater. Forty crashes occurred at intersections.

Table 5: Existing Intersection LOS

| No. | Intersection | | 2018 Existing | |
|---------------------------|---|-----|---------------|----------|
| | | | AM | PM |
| Within Town Boundaries | | | | |
| 1 | Route 67/Farley Road | | | |
| | Route 67 - EB | L | A (7.7) | A (7.8) |
| | Farley Road - SB | LR | B (10.8) | B (10.3) |
| 2 | Cold Springs Road/Fitch Road/Joyce Road | | | |
| | Joyce Road - EB | LR | A (6.9) | A (7.1) |
| | Fitch Road - NB | LT | A (7.2) | A (7.2) |
| | Cold Springs Road - SB | TR | A (6.7) | A (7.2) |
| 3 | Cold Springs Road/Elmore Robinson Road | | | |
| | Elmore Robinson Road - WB | LR | A (8.6) | A (8.8) |
| | Cold Springs Road - SB | L | A (0.0) | A (7.3) |
| 4 | Cold Springs Road/Cordero Blvd | | | |
| | Cold Springs Road - NB | L | A (7.4) | A (8.6) |
| | Cordero Blvd - EB | LR | A (9.6) | B (11.0) |
| 5 | Cold Springs Road/County Road 76 | | | |
| | Cold Springs Road - NB | LR | B (11.1) | C (18.4) |
| | County Road 76 - WB | L | A (7.5) | A (7.8) |
| 6 | Route 9P/County Road 76 | | | |
| | Route 9P - SB | L | A (7.6) | A (8.4) |
| | County Road 76 - WB | LR | C (15.7) | D (33.4) |
| 7 | Route 9P/Route 423 | | | |
| | Route 9P - SB | L | A (7.3) | A (7.7) |
| | Route 423 - WB | R | A (8.6) | A (9.3) |
| | Route 423 - WB | L | A (9.5) | B (10.5) |
| 8 | County Road 76/County Road 75 | | | |
| | County Road 75 - NB | LTR | A (7.9) | A (8.3) |
| | County Road 76 - EB | LTR | A (7.9) | A (8.7) |
| | County Road 76 - WB | LTR | A (8.0) | A (8.1) |
| | County Road 75 - SB | LTR | A (7.8) | A (8.0) |
| 9 | Route 4/Route 32 | | | |
| | Route 4 - NB | L | A (7.5) | A (7.4) |
| | Route 32 - EB | LR | A (9.4) | A (9.0) |
| Within Village Boundaries | | | | |
| 10 | Route 4/Stillwater Bridge Road | | | |
| | Route 4 - NB | L | A (7.7) | A (7.6) |
| | Stewart's - EB | LTR | B (10.6) | B (13.8) |
| | Stillwater Bridge Road - WB | LTR | B (14.5) | C (18.2) |
| | Route 4 - SB | L | A (7.6) | A (8.5) |
| 11 | Route 4/County Road 76 | | | |
| | Route 4 - NB | L | A (8.2) | A (8.0) |
| | County Road 76 - EB | LR | B (14.0) | C (18.5) |

Notes: NB, SB, WB, EB = Northbound, Southbound, Westbound, Eastbound intersection approaches.

L = Left-turn: T = through movement: R = right turn

X (Y.Y) = level of service (Vehicle delay, seconds per vehicle)

Table 6: Existing Roadway Segment LOS

| Functional Classification | LOS D | LOS E |
|---|-----------------------------|-----------------------------|
| Local road | 625 vph in each direction | 800 vph in each direction |
| Single lane surface arterial or collector roadway | 1,000 vph in each direction | 1,300 vph in each direction |
| Single lane surface arterial or collector roadway with a flush median | 1,250 vph in each direction | 1,625 vph in each direction |
| Two-lane divided highway with a flush median | 2,800 vph in each direction | 3,500 vph in each direction |

Table 7: Existing Roadway Segment Volumes

| No. | Roadway Segment | Peak Directional Volume (vph) | |
|-----|------------------------------|-------------------------------|---------|
| | | AM Peak | PM Peak |
| 1 | Route 4 north of Route 32 | 60 | 115 |
| 2 | Route 4 south of Route 32 | 205 | 230 |
| 3 | Route 4 south of CR 76 | 500 | 580 |
| 4 | Route 67 east of Farley Road | 220 | 210 |
| 5 | Route 32 west of Route 4 | 60 | 40 |
| 6 | CR 76 west of Brightman Road | 200 | 230 |
| 7 | CR 76 east of Flike Road | 85 | 130 |
| 8 | CR 75 south of Jolly Road | 65 | 70 |
| 9 | Route 9P north of CR 76 | 160 | 240 |
| 10 | Route 423 east of Route 9P | 65 | 75 |

NYS Route 9P had 26 total crashes: four PI, ten PDO, and 12 NR crashes. Eighteen crashes were with another vehicle, four with fixed objects, two with animals, and two “other” crashes. Nine crashes occurred at intersections.

NYS Route 32 had 22 total crashes: one PI, 14 PDO, and seven NR crashes. Eighteen crashes were with another vehicle, four with fixed objects, two with animals, and two “other” crashes. One crash occurred at an intersection.

NYS Route 67 had 44 total crashes: 11 PI, 20 PDO, and 13 NR crashes. Two crashes were with bicyclists, 16 with another vehicle, 17 with fixed objects, seven with animals, and two “other” crashes. Twelve crashes occurred at intersections. Two PI crashes (both right-angle type crashes) occurred at the intersection with George Thompson Road where there is limited sight distance entering NYS Route 67 from George Thompson Road.

NYS Route 423 had 18 total crashes: seven PI, eight PDO, and three NR crashes. Two crashes were with another vehicle, nine with fixed objects, five with animals, and two “other” crashes. Five crashes occurred at intersections.

CR 75 had 27 total crashes: six PI, 14 PDO, and seven NR crashes. Six were with another vehicle, 15 with fixed objects, four with animals, and two “other” crashes. Five crashes occurred at intersections.

CR 76 had 63 total crashes: nine PI, 33 PDO, and 21 NR crashes. Twelve were with another vehicle, 34 with fixed objects, 13 with animals, and four “other” crashes. Twenty-four occurred at intersections.

Intersection crashes accounted for 96 of the crashes, 19 of which occurred at the 11 intersections evaluated in this study.

When compared to the three-year crash history of the 2009 GEIS, there were large increases in the number of crashes on US Route 4 (increase of 44, with 25 in the Village) and CR 76 (increase of 50). The increases were primarily related to increases in fixed object crashes and collisions with animals.

3.2.2 Potential Growth-Related Issues and Impacts

Future Traffic Projections

Traffic projections were formulated for the year 2025, analyzed, and then compared to existing conditions to facilitate an understanding of the impact of growth in the Town. Future traffic volumes will increase due to growth within and outside of the Town, resulting in traffic traveling into or through the Town.

2025 Base Conditions

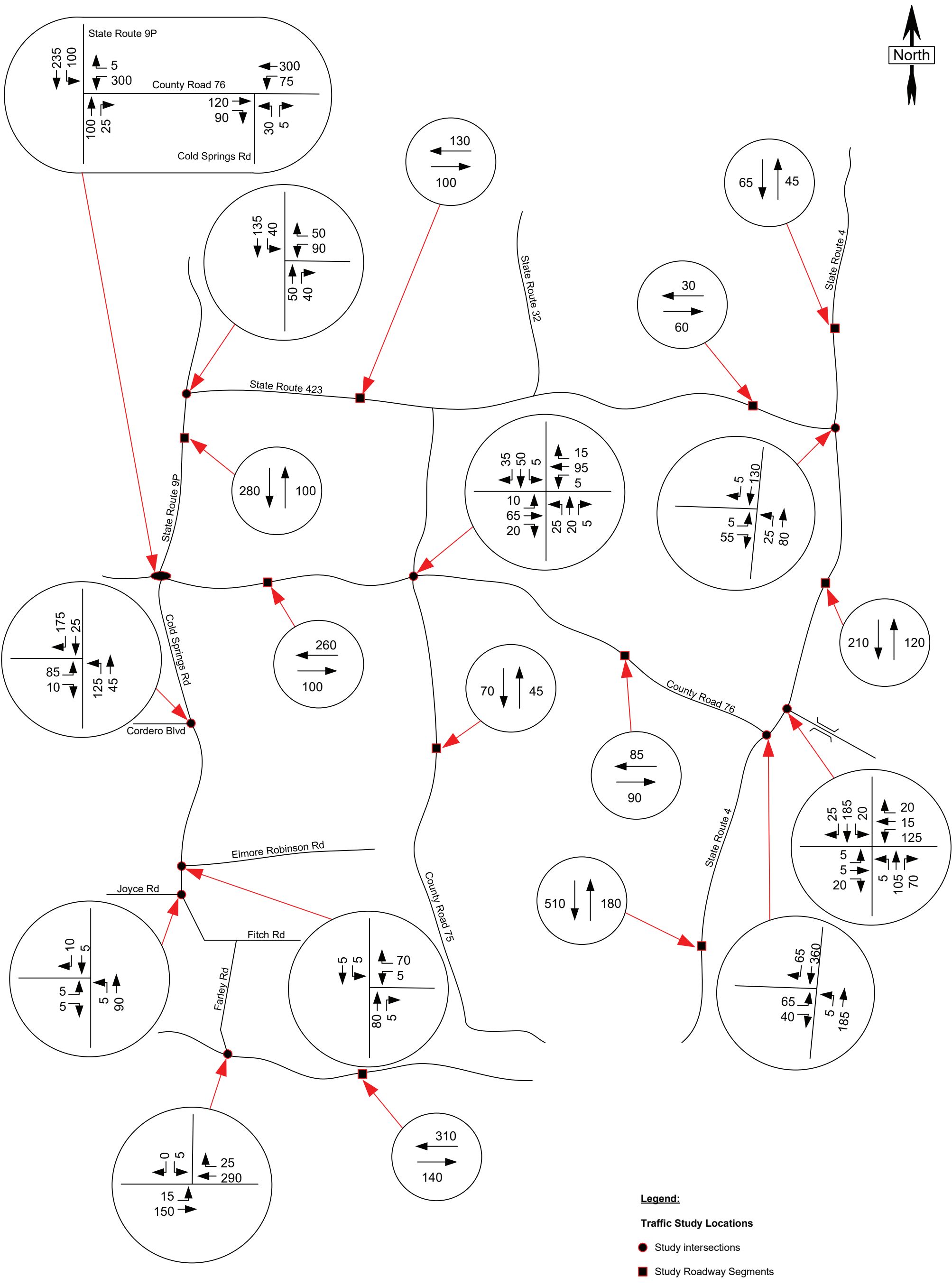
In preparing the traffic projections, 2025 base conditions were developed based on growth from outside of the Town and general growth of existing traffic. Specifically, a 0.25 percent growth rate was applied to the existing volumes. Additionally, growth forecasts contained in the *Saratoga County Regional Traffic Study* were reviewed and included in the base condition volumes. The 2025 base condition volumes are shown in **Figures 14** and **15**.

Trip Generation

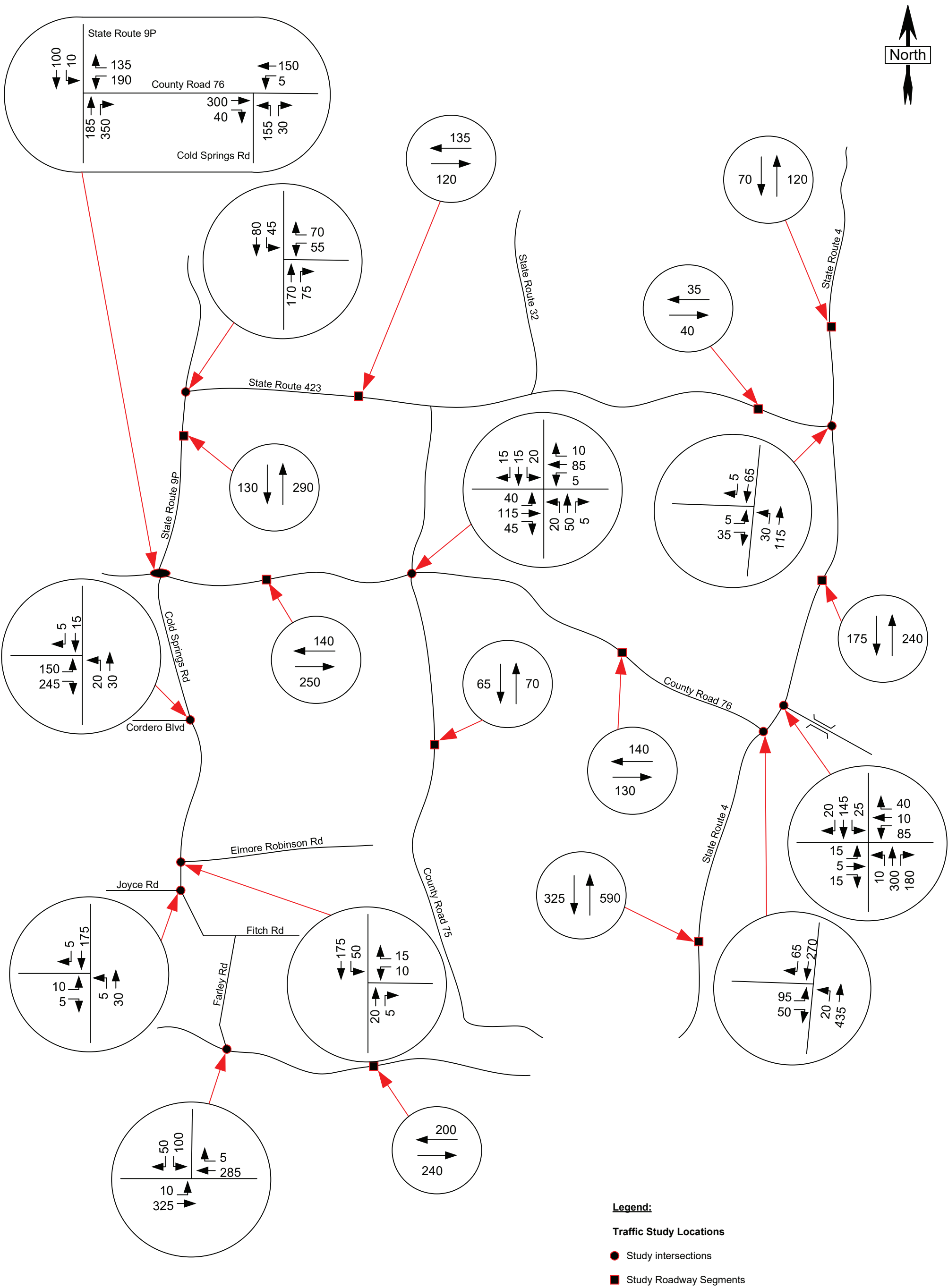
Trip generation determines the quantity of future traffic expected to travel to/from potential developments. Rather than preparing a trip generation for the full 2025 projected growth scenario, the growth was divided into ten areas in the Town, with each assigned development for single- and multi-family residential, light industrial, office, and retail uses (refer to **Figure 16**). The trip generation estimate was calculated for each area using data from the Institute of Transportation Engineers’ (ITE) *Trip Generation, 10th Edition*, which provides trip generation data for various land uses based on studies of similar existing developments located across the country. **Table 8** summarizes the trip generation estimated for the weekday AM and PM peak hours. As shown in the table, the projected growth is estimated to generate 1,261 and 1,717 new vehicle trips during the weekday AM and PM peak hours.

Trip Distribution and Assignment

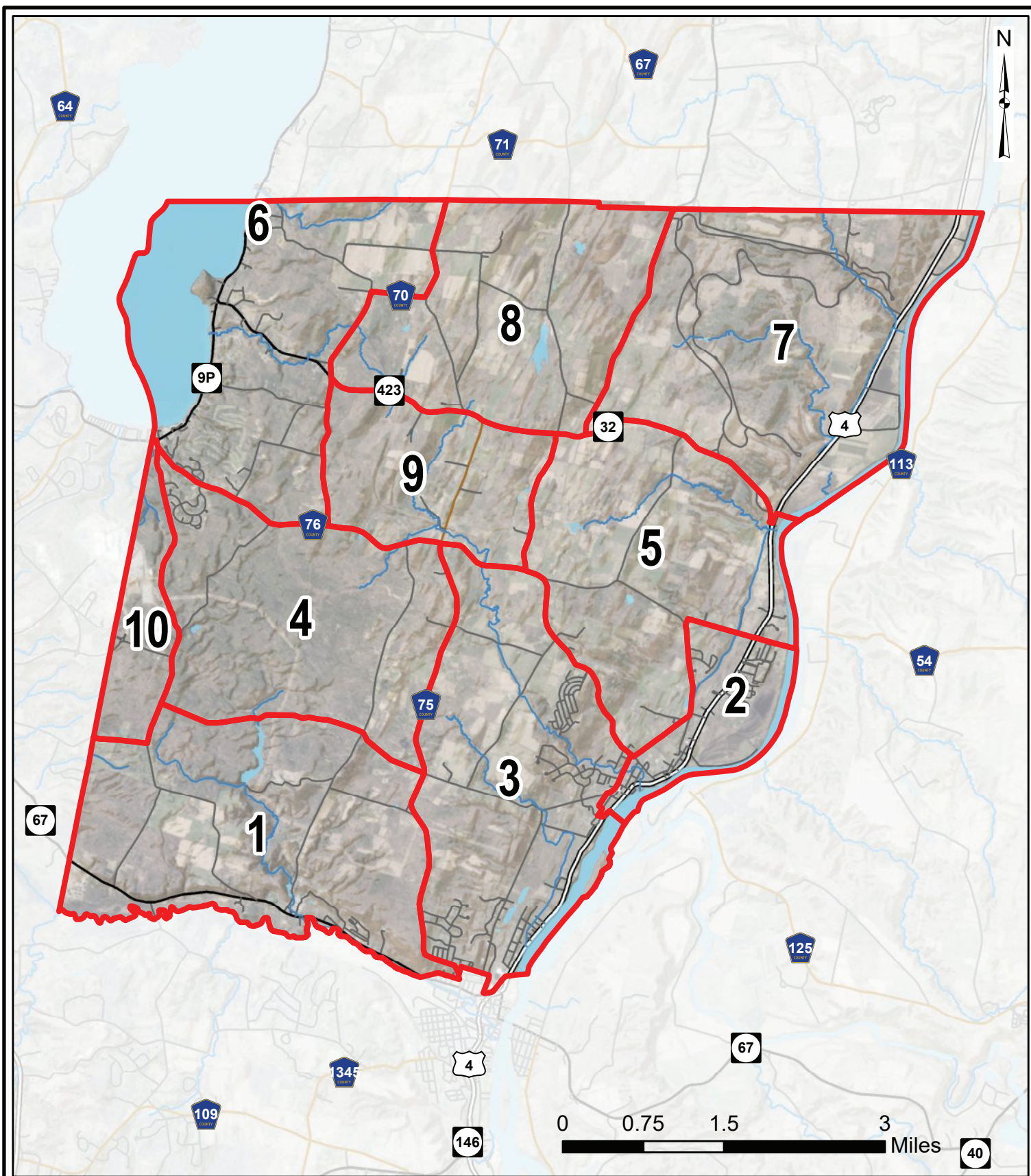
The generated trips were assigned to the roadway network and distributed to specific roadways based on the origin and destination of the trips and the expected travel route. The new trips were assigned to the roadway network based on Census journey-to-work data. **Figure 17** shows the general distribution pattern of new trips for the study area, and **Figures 18** and **19** show the assignment of new trips to the study intersections.



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Dutchess County Office:
21 Fox Street, Poughkeepsie, NY 12601
Phone: (845) 454-3980

Capital District Office:
547 River Street, Troy, NY 12180
Phone: (518) 273-0055

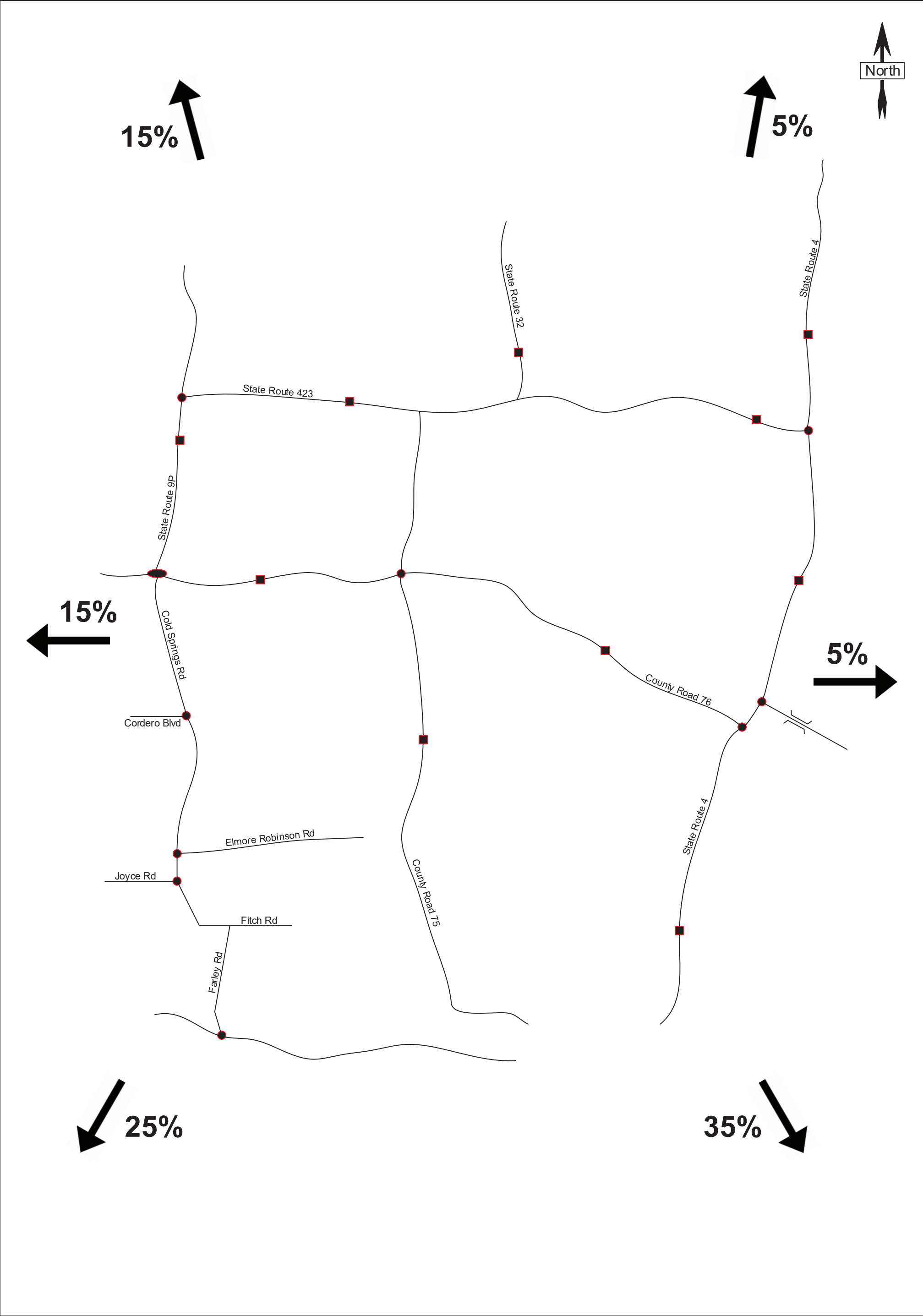
North Country Office:
375 Bay Road, Queensbury, NY 12804
Phone: (518) 812-0513

Stillwater Comprehensive Plan & GEIS

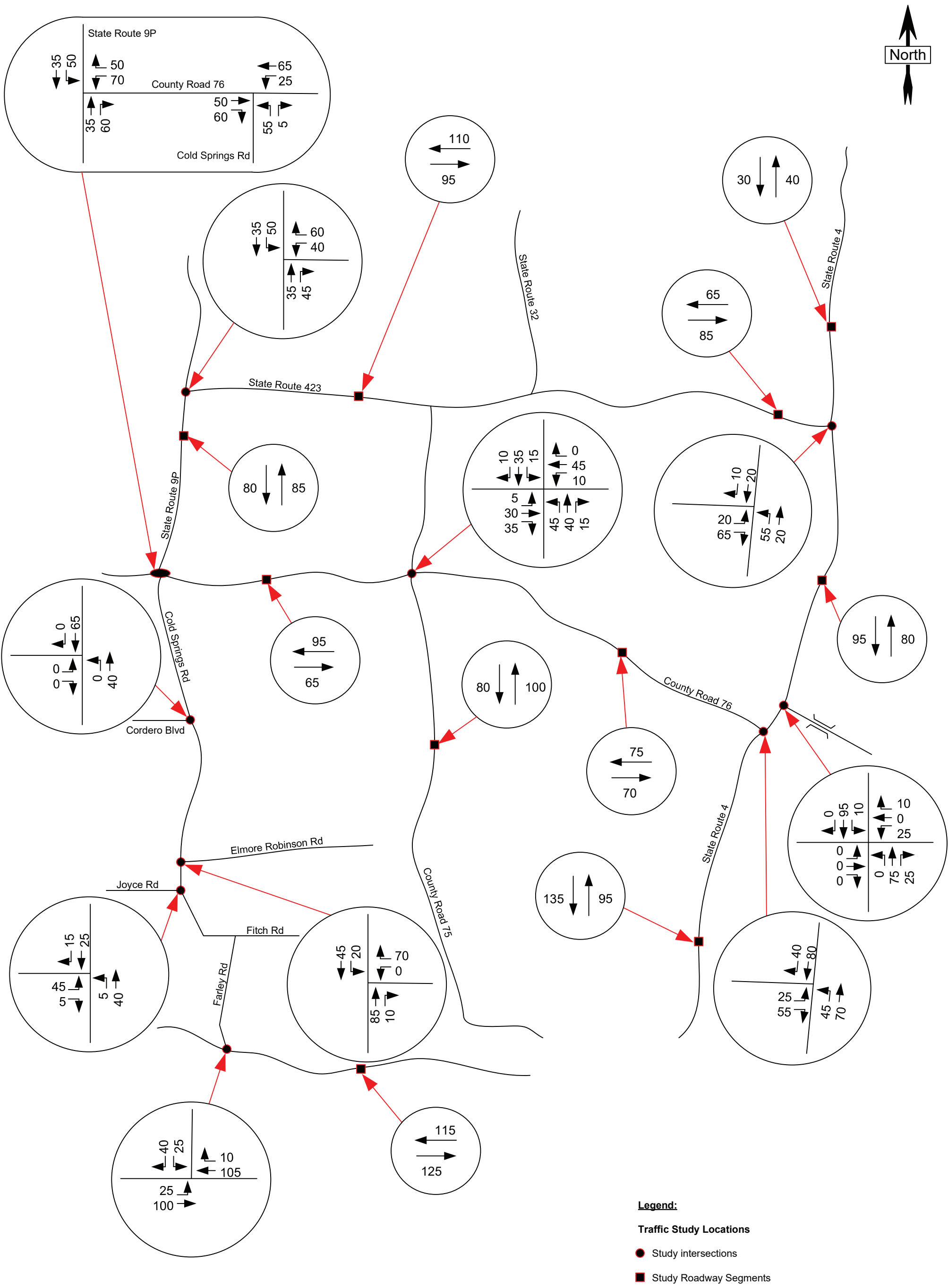
Traffic Analysis Zones

| | |
|----------|------------|
| Drawn: | EJG |
| Date: | 02/21/2018 |
| Scale: | 1:77,657 |
| Project: | 31600.19 |
| Figure: | 16 |

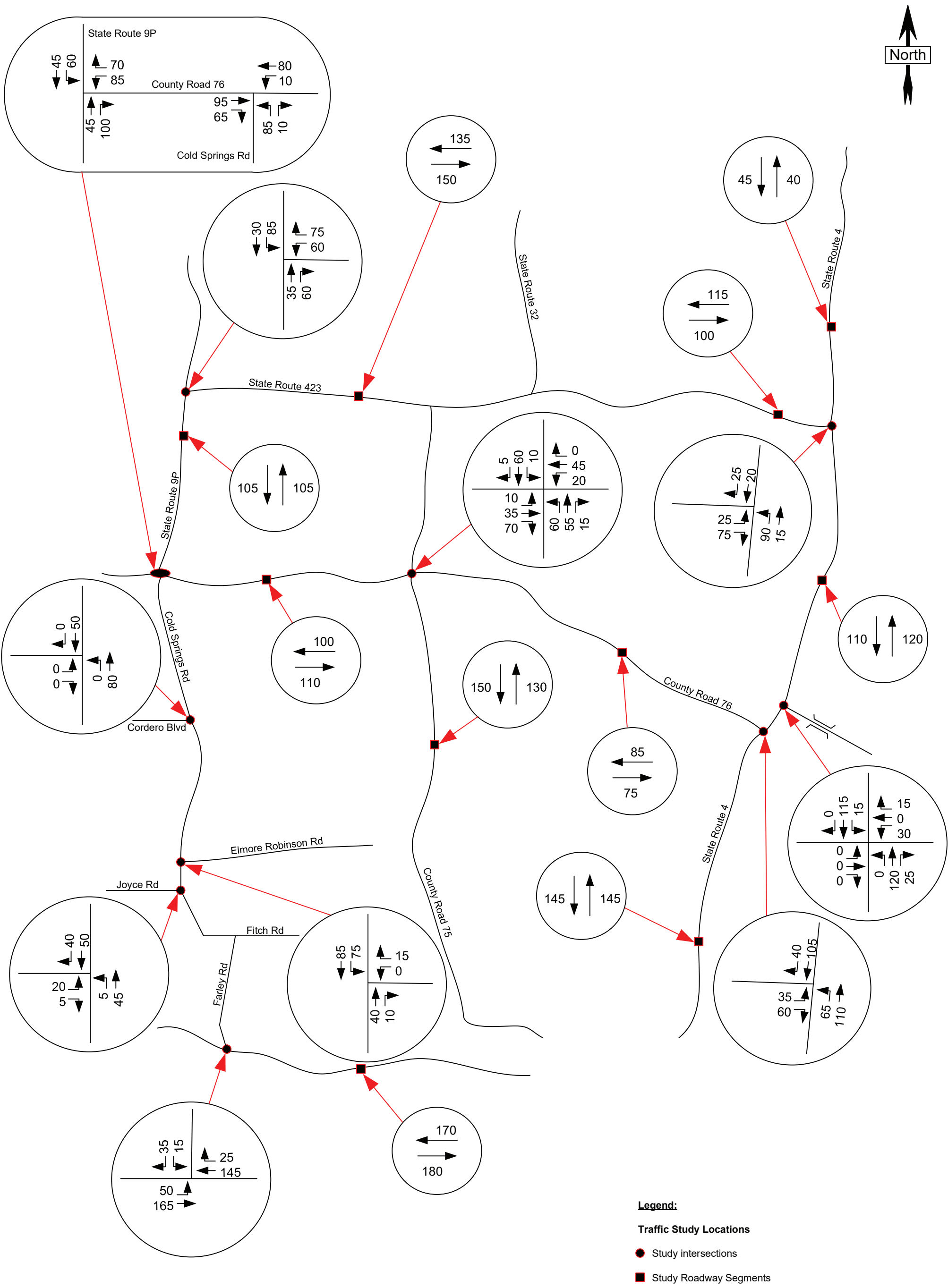
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Table 8: Trip Generation Estimates (vph)

| Area | AM Peak Hour | PM Peak Hour |
|--------------------|--------------|--------------|
| 1 | 128 | 154 |
| 2 | 13 | 12 |
| 3 | 395 | 650 |
| 4 | 138 | 149 |
| 5 | 193 | 282 |
| 6 | 86 | 148 |
| 7 | 12 | 10 |
| 8 | 111 | 127 |
| 9 | 60 | 68 |
| 10 | 125 | 117 |
| Total Trips | 1,261 | 1,717 |

Forecasted Traffic Volumes

The assignment volumes were then combined with the 2025 base condition volumes to arrive at the 2025 “Build” volumes for the 2025 growth projection. The Build volumes are shown in **Figures 20 and 21**.

Operational Traffic Analysis

As noted previously, the operational characteristics of a roadway system were evaluated using LOS analyses for the intersections and mid-block capacity thresholds for roadway segments. **Table 9** presents the intersection analysis results, and **Table 10** shows the roadway segments volumes for the 2025 growth projection.

Under the 2025 growth projection, all but two intersection would have an acceptable LOS. Specifically, based on the operational analysis, the intersection of NYS Route 9P at CR 76 (Lake Road) requires mitigation due to increases in traffic volumes. During the AM and PM peak periods, the LOS for the CR 76 westbound approach is expected to degrade to LOS F with extreme delays. In addition, the intersection of US Route 4 within the Village at CR 76 (Lake Street) and at Stillwater Bridge Road are projected to operate at LOS F for the PM peak period.

The intersections of NYS Route 67 at Farley Road and US Route 4 and Stillwater Bridge Road will operate at LOS F in the PM, but just above the LOS E threshold. This condition can also be considered an acceptable condition for a minor street movement as it is for only one hour. For all other locations, the LOS does not indicate the need for mitigation. In addition, as presented in **Table 10**, all roadway segment volumes are below the LOS D threshold.

In addition to the above intersection impacts, growth within the Town will trigger an overall increase in the maintenance of its roadways and the potential creation of new roads. While the potential for new roadways cannot be predicted at this time, any future site-specific land use proposal will be subject to SEQR; the potential for new impacts to occur as a result of new roadway construction would be evaluated as part of future developments’ site-specific SEQR.

Table 9: 2025 Projected Growth Scenario Intersection LOS Summary

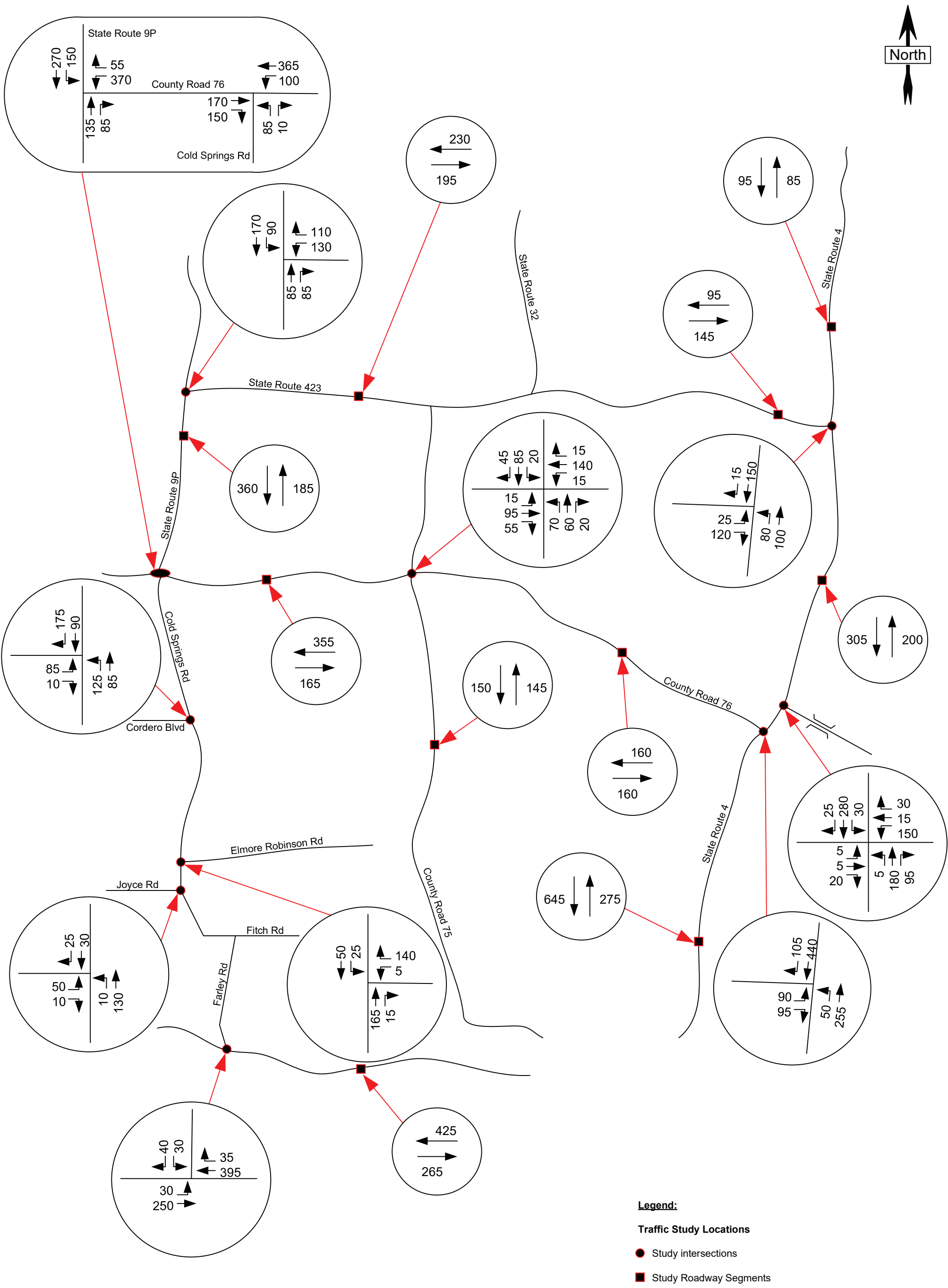
| No. | Intersection | | AM | PM |
|---------------------------|--|-----|----------|----------|
| Within Town Boundaries | | | | |
| 1 | Route 67/Farley Road | | | |
| | Route 67 - EB | L | A (8.4) | A (8.6) |
| | Farley Road - SB | LR | B (14.3) | F (53.4) |
| 2 | Cold Springs Road/Joyce Road | | | |
| | Joyce Road - EB | LR | A (7.8) | A (8.0) |
| | Fitch Road - NB | LT | A (8.0) | A (7.8) |
| | Cold Springs Road - SB | TR | A (7.2) | A (8.9) |
| 3 | Cold Springs Road/Elmore Robinson Road | | | |
| | Elmore Robinson Road - WB | LR | B (10.2) | B (10.3) |
| | Cold Springs Road - SB | L | A (7.7) | A (7.6) |
| 4 | Cold Springs Road/Cordero Blvd | | | |
| | Cold Springs Road - NB | L | A (8.2) | A (7.4) |
| | Cordero Blvd - EB | LR | C (15.1) | B (13.0) |
| 5 | Cold Springs Road/County Road 76 | | | |
| | Cold Springs Road - NB | LR | C (23.1) | D (31.5) |
| | County Road 76 - WB | L | A (8.3) | A (8.6) |
| 6 | Route 9P/County Road 76 | | | |
| | Route 9P - SB | L | A (8.1) | A (9.6) |
| | County Road 76 - WB | LR | F (>240) | F (192) |
| 7 | Route 9P/Route 423 | | | |
| | Route 9P - SB | L | A (7.6) | A (8.0) |
| | Route 423 - WB | R | A (9.3) | B (10.5) |
| | Route 423 - WB | L | B (11.8) | B (12.7) |
| 8 | County Road 76/County Road 75 | | | |
| | County Road 75 - NB | LTR | A (9.6) | B (11.5) |
| | County Road 76 - EB | LTR | A (9.4) | B (12.8) |
| | County Road 76 - WB | LTR | A (9.7) | B (10.6) |
| | County Road 75 - SB | LTR | A (9.4) | B (10.3) |
| 9 | Route 4/Route 32 | | | |
| | Route 4 - NB | L | A (7.7) | A (7.7) |
| | Route 32 - EB | LR | B (10.7) | B (10.7) |
| Within Village Boundaries | | | | |
| 10 | Route 4/Stillwater Bridge Road | | | |
| | Route 4 - NB | L | A (7.9) | A (7.9) |
| | Stewart's - EB | LTR | B (12.3) | C (20.4) |
| | Stillwater Bridge Road - WB | LTR | C (24.9) | F (53.5) |
| | Route 4 - SB | L | A (7.9) | A (9.1) |
| 11 | Route 4/County Road 76 | | | |
| | Route 4 - NB | L | A (8.9) | A (8.8) |
| | County Road 76 - EB | LR | D (25.3) | F (111) |

Notes: NB, SB, WB, EB = Northbound, Southbound, Westbound, Eastbound intersection approaches.

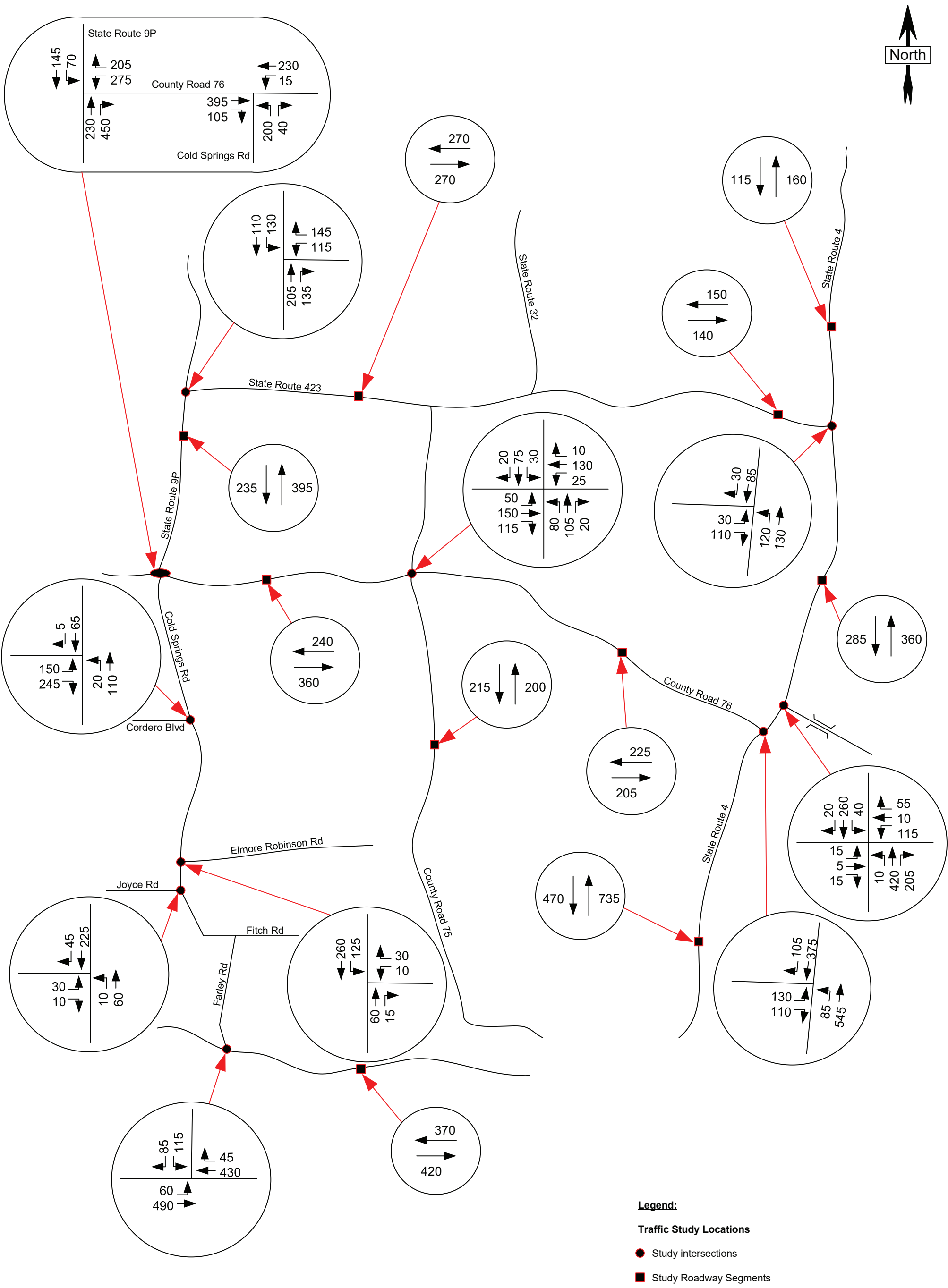
L = Left-turn: T = through movement: R = right turn

L/T = combined left turn/through movement: L/T/R = combined left turn/through/right turn movements

X (Y.Y) = level of service (Vehicle delay, seconds per vehicle)



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Table 10: 2025 Growth Projections - Roadway Segment Volumes

| No. | Roadway Segment | Projected Growth Peak Directional Volume (vph) | |
|-----|------------------------------|--|---------|
| | | AM Peak | PM Peak |
| 1 | Route 4 north of Route 32 | 95 | 160 |
| 2 | Route 4 south of Route 32 | 305 | 360 |
| 3 | Route 4 south of CR 76 | 645 | 735 |
| 4 | Route 67 east of Farley Road | 425 | 420 |
| 5 | Route 32 west of Route 4 | 145 | 150 |
| 6 | CR 76 west of Brightman Road | 355 | 360 |
| 7 | CR 76 east of Flike Road | 160 | 225 |
| 8 | CR 75 south of Jolly Road | 150 | 215 |
| 9 | Route 9P north of CR 76 | 360 | 395 |
| 10 | Route 423 east of Route 9P | 230 | 270 |

Waterways

The portion of the Hudson River that borders the Town is ~~not~~ expected to continue to not be a designated Hudson River Blueway Trail (i.e., designated recreational water route), preventing the full utilization ~~recreational benefits associated with~~ potential of this significant waterway designation.

Public Transportation and Bike/Pedestrian Facilities

As noted above, pedestrian facilities are mainly limited to the Village of Stillwater, which is not in the Town's jurisdiction, and there is no existing public transportation within the Town. The projected 2025 growth and the Town's aging population are expected to increase the existing need for public transportation and bike and pedestrian facilities in the Town. Notably, along NYS Route 9P the growing year-round population had increased the demand for bike and pedestrian facilities and is expected to continue being used by more cyclists and pedestrians, in addition to motorists.

3.2.3 Recommendations

Traffic

Traffic mitigation is traditionally based on improvements recommended at specific locations, such as traffic signals or additional travel lanes, to address capacity or operational issues. These recommendations are based on LOS analyses comparing existing and future conditions and the changes in traffic operations resulting from increased traffic. Traffic volumes may increase as a result of normal (background) growth, induced growth, or a specific land development. As discussed above, traffic volumes are expected to increase in the Town as a result of several factors. Significant adverse traffic impacts were identified at two intersections: the intersection of NYS Route 9P and CR 76 (Lake Road) during both the weekday AM and PM peak hours; and the intersection of US Route 4 and CR 76 (Lake Street) in the Village in the weekday PM peak hour.

Installation of a traffic signal at the intersection of NYS Route 9P and CR 76 would improve the LOS to B and C for the AM and PM peak periods, respectively. Cost of signal installation and associated traffic calming measures at the intersection is estimated at \$385,000.



The Stillwater - Saratoga Lake WRP identified the need to coordinate an in-depth analysis of the NYS Route 9P corridor, shown here by its intersection with CR 76.

At the intersection of US Route 4 and CR 76, it is recommended that the volumes at this intersection be monitored as growth occurs to determine if a signal is warranted for installation. However, as this intersection is located within the Village of Stillwater, any improvement at this location is outside the scope of this Comprehensive Plan/GEIS.

Because the identified significant adverse traffic impact at NYS Route 9P and CR 76 is, in part, a function of the Town's projected growth, mitigation fees should be proportionally directed towards future development. To establish an equitable mitigation fee, it was necessary to assess the existing demand (public share) and the future demand attributable to new development (developers' share). The cost to implement the above-described traffic mitigation measures was divided proportionately based on the projected 2025 baseline traffic volumes and the estimated increase under the 2025 growth projections. As shown in **Table 11**, below, the developers' share of the NYS Route 9P/CR 76 improvements costs is 40.6 percent (\$156,441), or the equivalent of \$444 per incremental trip.

Table 11: Traffic Mitigation Fee Calculations

| | NYS Route 9P and CR 76 | | |
|---|------------------------|-------|-----------|
| | AM | PM | Average |
| 2025 Background Volumes (vph) | 765 | 970 | 867.5 |
| Projected Traffic Growth (vph) | 300 | 405 | 352.5 |
| Percentage Increase | 39.2% | 41.8% | 40.6% |
| Percentage of Traffic Signal Cost (total) | | | \$156,441 |
| Cost per Trip | | | \$444 |

Based on the location of the intersection along the Town's western border, not all future development in the Town should be required to pay the traffic mitigation fee. Rather, to ensure a nexus between the impact and the proposed mitigation fee, it is recommended that the mitigation fee be limited to future

developments in the traffic analysis zones most proximate to the intersection: zones 4, 6, and 10 (refer to **Figure 16**). Within these three zones, all future developers (non-residential and residential, including minor and major subdivisions, as well as single-family home construction) should be required to prepare a trip generation estimate as part of their Site Plan or Subdivision application. Based on the project's trip generation and the \$444 per-trip fee, a fair share mitigation fee could be determined. Like the Town's existing fee collection system, these mitigation fees can be collected at the issuance of the first building permit application to the Town's Building Department for the entire project.

In addition, as it is possible that larger developments not contemplated in this Comprehensive Plan/GEIS may be proposed in traffic analysis zones 4, 6, and 10, it is recommended that the Town require developments above a certain size in these locations to prepare their own traffic analysis and identify if their project, in and of itself, would trigger the need for mitigation at the intersection of NYS Route 9P and CR 76. If this is the case, said larger development would be required to pay for all or most of the above-described traffic mitigation measure, and any remaining mitigation fee required for smaller developments would need to be adjusted accordingly.

Because mitigation fees will only cover a small portion of the needed traffic signal funding, the Town will need to pursue additional sources of monies. This may include grant opportunities, municipal bonding options, and/or tax revenues.

It should also be noted that the *Stillwater – Saratoga Lake/Route 9P WRP* and *Stillwater – Hudson River WRP* included additional traffic-related recommendations. Specifically, the *Stillwater – Saratoga Lake/Route 9P WRP* recommended that an in-depth analysis of NYS Route 9P be coordinated to identify long-term trends and feasible Complete Street improvements, in consideration of the continued increase in traffic along this corridor. As part of this study, it is recommended that alternative routes to NYS Route 9P continue to be evaluated.

The *Stillwater – Hudson River WRP* recommended that short- and long-term parking management strategies be developed that focus on the efficient use of parking supply, reflect consumer demand, and include alternative transportation options. This will become increasingly necessary along US Route 4 as the area begins to develop based on the recommended TDR ordinance and sewer service enhancements (refer to **Sections 3.3.3** and **3.6.3**). These strategies could include providing improved parking information for residents and visitors, exploring opportunities for shared parking, improving parking efficiency and quality, and implementing parking limits in the most desirable or convenient locations. It is important to note that many of these improvements may occur on State and County routes. As such, they would have to be coordinated and conducted in concert with the respective agencies and departments. Similar projects are often undertaken by the respective jurisdiction. Alternatively, they can be undertaken by a local municipality through some form of agreement (e.g., memorandum of understanding, etc.).

Waterways

The *Stillwater – Hudson River WRP* recommended developing a Hudson River Blueway Trail for the segment of the Hudson north of the Troy Dam (encompassing the river segment that runs along the Town's eastern border). Such routes require designated docks, boat launch sites, day use areas, and public access opportunities, in addition to thoughtful wayfinding signage and mapping for user navigation and use. Such a designation would encourage additional recreational use of the waterway, attract a wide range of visitors, and have potential significant economic benefits.

Public Transportation and Bike/Pedestrian Facilities

In addition to the above traffic mitigation measures, several public transportation and bike/pedestrian improvements are recommended to address the needs of the growing population projected for 2025. While pedestrian and bicycle demand are not currently at a level that warrants improved infrastructure, it is recommended that the Town develop pedestrian connectivity plans for portions of the Town where higher density development is encouraged. Notably, it is recommended that the Town develop pedestrian connectivity plans for the NYS Route 9P corridor and throughout the recommended TDR receiving zones (i.e., along US Route 4 and NYS Route 67). In addition, it is recommended that a Complete Streets policy be adopted and that local highway design standards be revised.

Secondly, the Town should plan for the continued mobility of its aging population, including promoting and improving public transportation service and carpool options and informing senior residents of the transportation resources already available to them, including the Stillwater Area Community Center (SACC) Elder Care van and the Town's Community Committee on Eldercare (CCOE).

It should also be noted that additional recommendations related to public transportation and bike/pedestrian facilities were identified in the *Stillwater – Hudson River WRP* and the *Stillwater – Saratoga Lake/Route 9P WRP* (included in **Appendices A** and **C**, respectively). Within the *Stillwater – Hudson River WRP* area, recommendations included continuing to expand and improve multi-modal trail infrastructure, helping to facilitate Hudson River boat tours and develop a Hudson River blueway trail, and establishing transit service along US Route 4. ~~Within the *Stillwater – Saratoga Lake/Route 9P WRP* area, it was recommended that a Complete Streets policy be adopted and that local highway design standards be revised.~~

3.3 UTILITIES

3.3.1 Existing Conditions

Water Supply and Distribution⁷

Properties within the Town of Stillwater are serviced with potable water by a variety of means, including Town Water Districts, private water companies, outside users to neighboring municipal water districts and systems, and individual wells. The Town of Stillwater does not own a water supply source or facility. The Town purchases water from the Saratoga County Water Authority (SCWA) to supply the majority of its water customers in two of its existing water districts (Water District No. 6 and Water District No. 6 Extension No. 1) and outside users connected to the transmission main connecting the district and extensions to the County system. The Village of Stillwater supplies water purchased from the SCWA to two water districts in the northern portion of the Town (Water District No. 5 and Water District No. 5 Extension No. 1). Two private water companies, the Saratoga Glen Hollow Water Supply Corporation and the Saratoga Water Services Corporation, supply select geographic areas with drinking water along the western boundary of Town in the vicinity of Saratoga Lake/NYS Route 9P. The properties served by the private water suppliers are not located within a Town Water District. There are also several properties in the Town located along NYS Route 67 that are supplied as out-of-district users by the City of Mechanicville.

⁷ Please note that this section reflects the water supply and distribution system at the time of the Draft Comprehensive Plan Update's writing. Applications for extensions continue to be made by private developers seeking to connect their developments to the existing water distribution system.

Figure 22 depicts the location of the water districts, private water supply areas, and outside users. The following sections describe the Town’s water districts, private water suppliers, and existing water supplies.

Water District No. 6

Water District No. 6 is in the eastern portion of the Town. Water District No. 6 was formed in 2013 and is the consolidation of former Water District Nos. 1, 3, 3 Extension No. 1, 4, and 4 Extension No. 1. Water District No. 6 purchases water from the SCWA. There are backup connections to the Village of Stillwater at the former Water District No. 1 and City of Mechanicville at the former Water District No. 3 connection locations. Water District No. 6 has approximately 942 service connections and provided an average daily flow of approximately 174,306 gallons in 2018. The maximum daily demand in 2018 in Water District No. 6 was 459,000 gallons.

Water District No. 6 Extension No. 1

Water District No. 6 Ext. No. 1 is in the southwest portion of the Town and consists of the Kings Isle Apartment Complex. Water District No. 6 Extension No. 1 purchases water from the SCWA and has one service connection (King’s Isle). Average and maximum daily flows to Water District No. 6 Extension No. 1 are included in the figures presented for Water District No. 6, above.

Water District No. 5

Water District No. 5 is located along Stratton Lane in the central eastern portion of the Town. Water District No. 5 purchases water from the Village of Stillwater, serves customers through approximately 12 service connections, and provided an average daily flow of approximately 1,985 gallons in 2018.

Water District No. 5 Extension No. 1

Water District No. 5 Extension No. 1 was formed in 2016 to provide water service to properties adjacent to the 12-inch water mains owned, operated, and maintained by the Village of Stillwater. The existing Village water mains currently connect the Village’s water distribution system to the SCWA water system. The service area includes 152 parcels along Lake Road (CR 76), Dunn Road, and Dick Lynch Road, as well as the Saratoga Hills Mobile Home Park (Saratoga Hills Park) and several properties located along Colonial Road outside of the Village’s service area (i.e. Village corporate limits). Currently, there are approximately 19 service connections in Water District No. 5 Extension No. 1, with an average daily flow of approximately 1,613 gallons in 2018.

Table 12 summarizes the Town’s existing water districts and current water demands.

Table 12: Water District Summary

| Existing Water District | Number of Connections | Estimated Average Daily Demand (gpd) | Estimated Average Daily Demand per User (gpd) | Water Source |
|-------------------------------|-----------------------|--------------------------------------|---|-----------------------|
| No. 6 | 942 | 174,300 ¹ | 185 | SCWA |
| No. 6 Ext. No. 1 ² | 1 | - | - | SCWA |
| No. 5 | 12 | 1,985 ¹ | 165 | Village of Stillwater |
| No. 5, Ext. No. 1 | 26 | 1,615 ¹ | 85 | Village of Stillwater |

Notes: ¹ Flow data obtained from the Town of Stillwater 2018 Water Quality Report data.

² Water demands included in total District No. 6 flows.

Private Water Companies

Saratoga Glen Hollow Water Supply Corporation

The Saratoga Glen Hollow Water Supply Corporation is a contract supplier serving approximately 430 service connections within the Saratoga Glen Hollow Subdivision and along NYS Route 9P, and an additional approximately 130 units that are planned or in development that will also be served by them. Water supplied to the Corporation comes from a groundwater wellfield that is supplied by three groundwater wells. Under the current NYSDEC Water Supply Application, the approved water supply is 350 gallons per minute (gpm), or 504,000 gallons per day (gpd). A new eight-inch backup well is planned to be installed, and they are currently designing a 110,000-gallon storage tank to add to the system. The average daily demand was 87,200 gallons in 2018. The system's peak water usage of 256,000 gpd reportedly occurred in June 2018. Therefore, approximately 248,000 gpd is available for additional users, based on the total approved supply of 504,000 gpd.

The NYSDEC Design Standards for Wastewater Treatment Works provides an estimated design flow of 400 gpd for a three-bedroom single family home as a basis to correlate wastewater generation to water demand. Using the above identified design flow provides that the 248,000 gpd of available water supply could serve approximately 620 homes. Using the average water usage for typical single-family homes in Stillwater of 200 gpd, the available 248,000 gpd could serve approximately 1,240 homes.

Saratoga Water Services Corporation

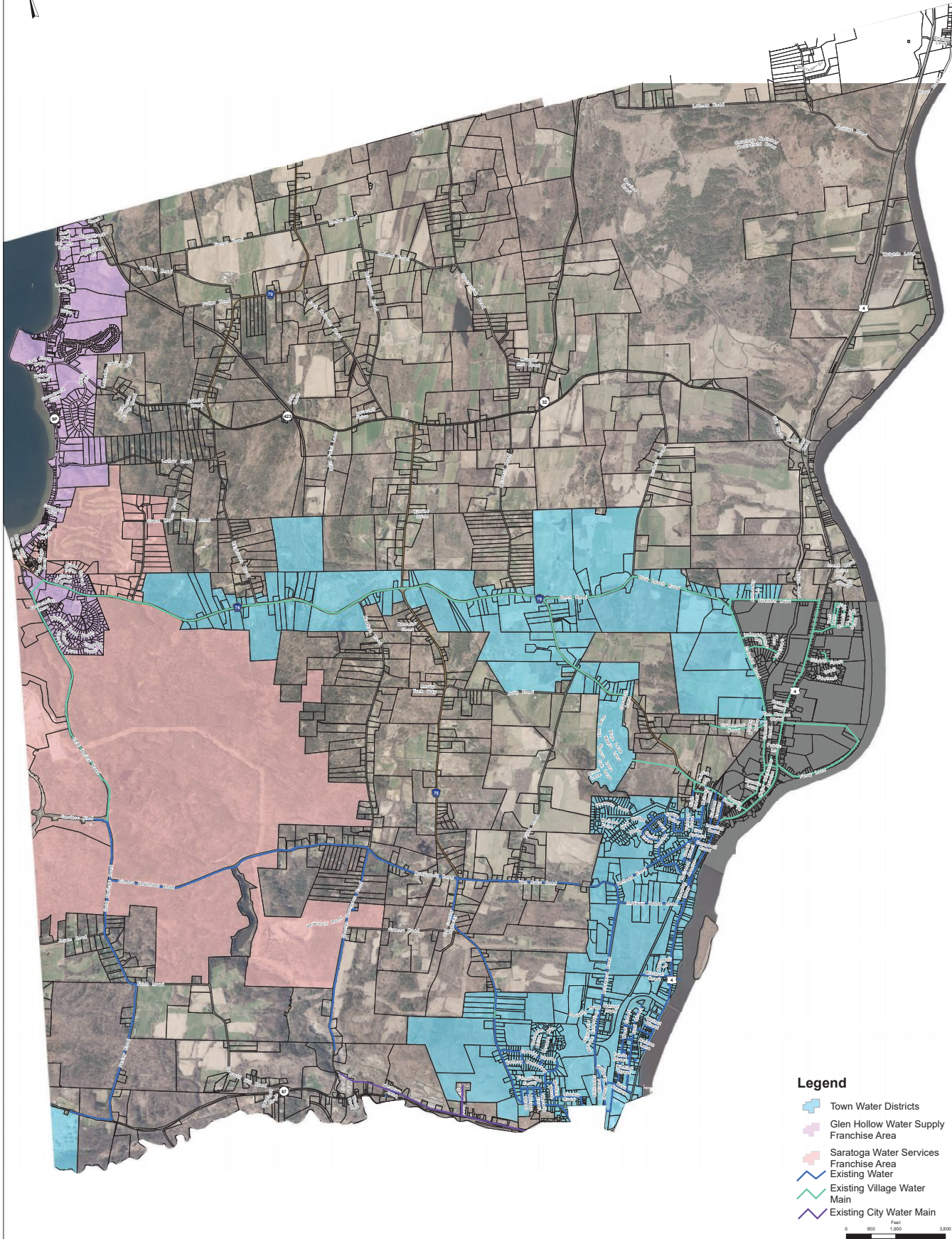
The Saratoga Water Services Corporation is a contract supplier with the same water source as the Saratoga Glen Hollow Water Supply Corporation. This private water supplier services approximately 2,642 users, primarily in the Town of Malta. Saratoga Water Services Corporation users in the Town of Stillwater are limited to properties on Cold Springs Road, Grace Moore Road, Ridge Court, Pine Ridge, Stone Clover, and Calvin Court, in addition to two commercial properties on NYS Route 9P; they are also the sole backup for GlobalFoundries. The water system includes two water storage tanks with 300,000- and 752,000-gallon capacities, respectively. The pump house for the system was recently upgraded; in conjunction with this work, an emergency connection for Saratoga Glen Hollow Water Supply Corporation was also constructed.

The system is approved by the NYSDEC to supply 3.06 million gallons per day (mgd). Based on record data from the *Annual Drinking Water Quality Report for 2019*, the average daily demand of the Saratoga Water Services Corporation system is approximately 572,712 gpd. The peak daily flow was reportedly 1.338 million gallons in 2018. Therefore, there is an available reserve capacity of 1.722 mgd, although actual capacity could be limited by current well pumping rates. Using the average water usage for typical single-family homes in Stillwater of 200 gpd, the available 1.722 mgd could serve approximately 8,610 homes.

Table 13 summarizes the current water supply and demand from private water companies.

Table 13: Private Water Company Summary

| Private Water Company | Number of Existing Connections | Estimated Average Daily Demand (gpd) | Estimated Average Daily Demand per User (gpd) |
|-------------------------|--------------------------------|--------------------------------------|---|
| Saratoga Glen Hollow | 430 | 87,200 | 202 |
| Saratoga Water Services | 2,642 | 572,712 | 217 |



Legend

-  Town Water Districts
-  Glen Hollow Water Supply Franchise Area
-  Saratoga Water Services Franchise Area
-  Existing Water
-  Existing Village Water Main
-  Existing City Water Main

0 950 1,900 3,800 Feet

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Stillwater Comprehensive Plan and GEIS

Water Inventory

Town and Village of Stillwater - Saratoga County, New York

| | |
|----------|---------------------|
| Drawn: | RL-B |
| Date: | 05/07/2019 |
| Scale: | 1 inch = 1,600 feet |
| Project: | 31600.19 |
| Figure: | 22 |

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Outside Users

There are two areas within the Town of Stillwater that are not part of a Town Water District and are considered outside users to either the City of Mechanicville or the Town of Stillwater water systems. Approximately 28 homes along NYS Route 67 in the southern portion of the Town are outside users to the City of Mechanicville. In addition, properties located along the water transmission line but that are outside of the Town Water District are considered outside users; these include portions of Cold Springs, George Thompson, Elmore Robinson, McDermott, and Van Ness Roads, as well as CR 75.

Public Water Supplies

Saratoga County Water Authority

The SCWA has operated a regional public water supply system to provide water service within Saratoga County (including the LFTC) since 2010. The raw water source to the SCWA is the Hudson River, with the intake treated at a 14 mgd water treatment plant located in the Town of Moreau. According to the SCWA's *Annual Drinking Water Quality Report for 2017*, the water treatment consists of the addition of a coagulant and filtration through 0.1-micron membrane filters and granular activated carbon filters. Caustic soda is added for pH adjustment, orthophosphates are added for corrosion control, and sodium hypochlorite is added for disinfection and to maintain a residual through the transmission system. There is a one million-gallon (MG) water storage tank (clear well) at the water plant. The tank provides contact time for proper disinfection of water and provides storage for the pumping and transmission system.

Approximately 28 miles of transmission mains have been installed in the Towns or Cities of Moreau, Greenfield, Wilton, Saratoga Springs, Milton, Ballston, Malta, and Stillwater, terminating at the LFTC. A five-MG finished water storage tank is located on Cordero Boulevard in the Town of Stillwater.

In 2017, the SCWA supplied water to eight customers: the Town of Moreau, the Wilton Water & Sewer Authority, the Town of Ballston, the Clifton Park Water Authority, the Town of Malta (supplied via Clifton Park), the Village of Stillwater, the Town of Stillwater, and the LFTC. The total water produced in 2017 was 1,943 MG. The average daily flow in 2017 was 5.35 mgd. The maximum daily flow in 2017 was 6.13 MG. This equates to a reserve capacity of approximately 7.87 mgd. The SCWA system has ample capacity to service the existing Town water districts.

The SCWA has recently completed a capital project to provide water supply to the Towns of Halfmoon and Waterford.

Village of Stillwater

The Village of Stillwater purchases water from the SCWA water supply. The Village stores 688,000 gallons of finished water in its distribution system, consisting of a 200,000-gallon storage tank in the vicinity of the Saratoga Hills Mobile Home Park and a 488,000-gallon storage tank on Dick Lynch Road in the northwestern portion of the distribution system. The Hillside Colony Mobile Home Park also stores 160,000 gallons.

The Village water distribution system serves over 1,600 people through 520 service connections. The average demand of the Village water system in 2017 was 220,204 gallons according to the Village's *Annual Drinking Water Quality Report for 2017*. The maximum daily demand in 2017 was 253,167 gallons.

Wastewater Collection and Treatment Systems

The Town of Stillwater does not operate any wastewater treatment facilities. The Town of Stillwater and the Village of Stillwater both fall within the boundary of the Saratoga County Sewer District (SCSD) No. 1, as indicated on **Figure 23**. The SCSD within the Town of Stillwater extends from the Hudson River west to Saratoga Lake. Properties within SCSD No. 1, if permitted, can discharge wastewater to the SCSD No. 1 collection and treatment facilities.

The Town of Stillwater formerly administered four sewer districts, designated as Sewer Districts No. 1, No. 2, No. 3, and No. 4, which were described in greater detail in the 2009 GEIS. Presently, only Sewer District No. 1 remains under the Town's operation and conveys sewage to the Village of Stillwater collection and treatment facilities; the remainder have been conveyed to SCSD No. 1.

SCSD Wastewater Collection Facilities

Two areas of the Town of Stillwater are served by the SCSD collection system: the western portion of the Town (adjacent to Saratoga Lake) and the southeastern portion (just west of the Hudson River). Properties along the eastern shore of Saratoga Lake that are serviced by the wastewater facilities are within the SCSD. The SCSD wastewater collection facilities located just west of the Hudson River include gravity sewers and force mains, along with the Riverside I Pump Station (located on US Route 4) and the Riverside II Pump Station (located on Mulberry Avenue).

The SCSD operates a 43-mgd wastewater treatment facility located off US Route 4 in the City of Mechanicville. The wastewater treatment facility receives flows from numerous municipalities in Saratoga County and is regulated under NYSDEC State Pollution Discharge Elimination System (SPDES) Permit Number 002-8240 with discharge to the Hudson River.

SCSD No. 1 Wastewater Treatment Facility

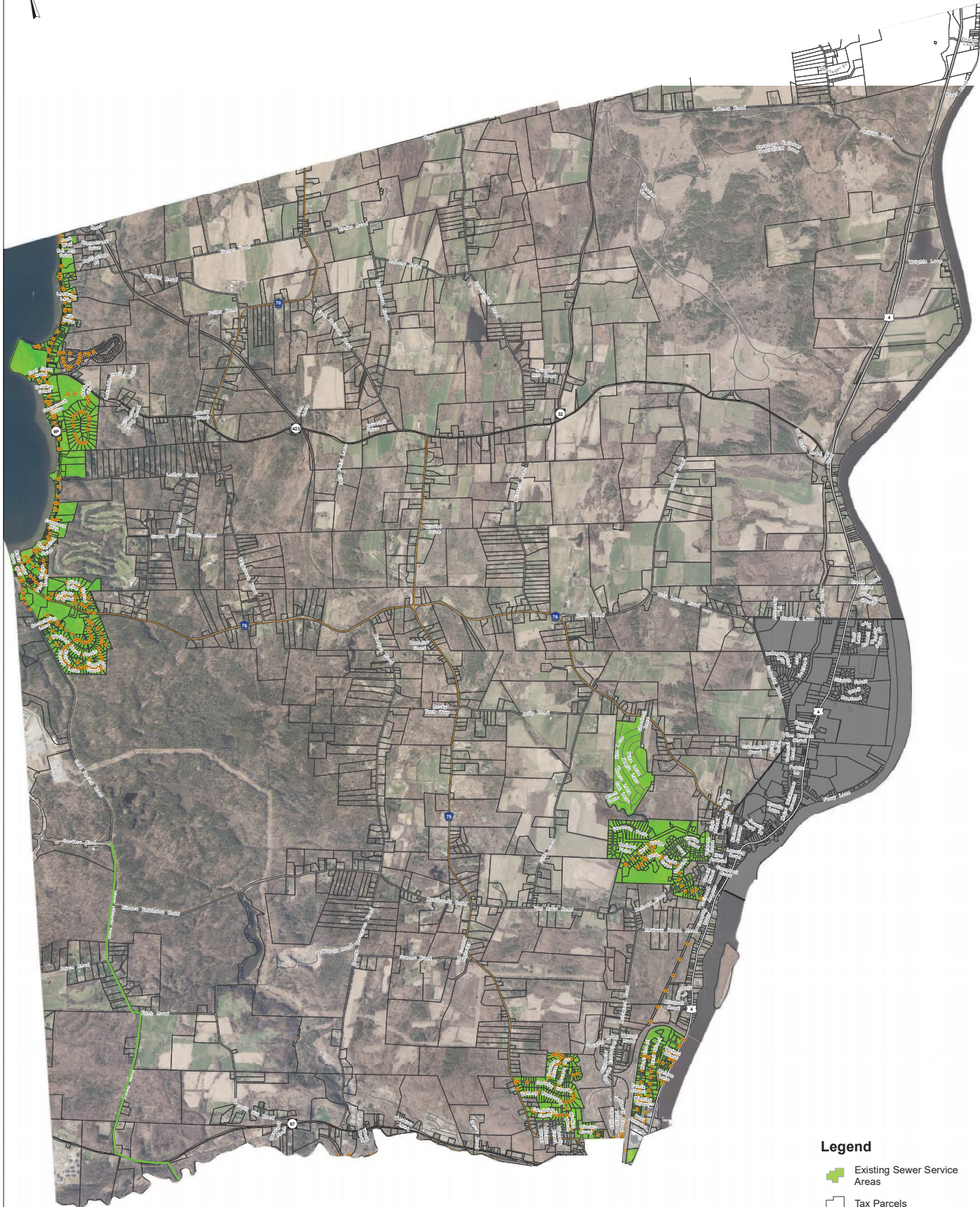
At the time of the 2009 GEIS, it was noted that the wastewater treatment facility was continually going through upgrades to maintain capacity for future residential, commercial, and industrial growth, with sufficient land area to further increase the capacity of the plant if warranted. Subsequently, land was utilized to upgrade the facility to its current 43-mgd capacity (from the 21.3-mgd capacity noted in the 2009 GEIS). There is limited additional property owned by SCSD at the current site to increase capacity further.

Former Town Sewer Districts Conveyed to SCSD No. 1

As previously stated, the Town of Stillwater formerly administered four sewer districts, designated as Sewer Districts No. 1, No. 2, No. 3, and No. 4. Presently, only Sewer District No. 1 remains under the Town's operation and conveys sewage to the Village of Stillwater collection and treatment facilities. The remainder have been conveyed to the SCSD No. 1. Each of these sewer districts is further described below.

Sewer District No. 1

The Town of Stillwater Sewer District No. 1 lies in the eastern portion of the Town, directly west of the Village, and encompasses properties along Castle Drive. Approximately 79 residential properties are included within this District.



Note: Town and the Village are both within the Saratoga County Sewer District No. 1

Legend

- Existing Sewer Service Areas
- Tax Parcels
- Sanitary Sewer Manholes
- Sanitary Sewer Main Installed for GlobalFoundries

0 950 Feet 1,900 3,800

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Stillwater Comprehensive Plan and GEIS

Sewer Inventory

Town and Village of Stillwater - Saratoga County, New York

| | |
|----------|---------------------|
| Drawn: | RL-B |
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| Figure: | 23 |

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Stillwater Sewer District No. 1 is serviced by a series of eight-inch diameter gravity sewers that convey wastewater east to a pump station. The pump station and force main discharge wastewater north to the Village of Stillwater municipal system, which is eventually conveyed to the Village of Stillwater Wastewater Treatment Facilities.

Former Sewer District No. 2

The former Town of Stillwater Sewer District No. 2 lies adjacent to Sewer District No. 1 in the eastern portion of the Town and encompasses properties along Gurba Drive and Kellogg Road.

Wastewater is collected from 65 sewer connections via existing gravity sewer mains and is conveyed to a Town-owned pumping station known as the Gurba Estates Pump Station. Wastewater from the station is pumped through approximately 8,000 feet of six-inch diameter force main along the abandoned railroad bed that runs parallel to US Route 4. The force main discharges into the SCSD collection system at a gravity sewer manhole on Mulberry Avenue, upstream of the Riverside II Pump Station. Wastewater from Sewer District No. 2 is treated at the SCSD Wastewater Treatment Facilities.

Former Sewer District No. 3

The former Town of Stillwater Sewer District No. 3 lies in the southeastern portion of the Town and encompasses the Revolutionary Heights PDD.

The sanitary collection facilities serving the Revolutionary Heights PDD convey wastewater to the sanitary sewer system servicing former Sewer District No. 2 with eventual conveyance to the Gurba Pump Station. Revolutionary Heights PDD includes approximately 100 single family homes.

Former Sewer District No. 4

The former Town of Stillwater Sewer District No. 4 lies to the north of Sewer District No. 1 and former Sewer District No. 2 along the south side of Lake Road/CR 76 and encompasses Hillside Colony Mobile Home Park in the eastern portion of the Town. A total of 366 mobile homes are permitted to occupy the park, with current occupancy at approximately 188 mobile homes.

Wastewater from Hillside Colony Mobile Home Park is currently diverted to the Town of Stillwater wastewater conveyance system and eventually to the SCSD collection and treatment systems. The on-site treatment plant formerly servicing the Hillside Colony Mobile Home Park has been abandoned.

Other Sewer Service Areas

Additional sewer service within the Town is provided by out-of-district contracts or individual user contracts, as well as private arrangements, as described below.

Riverside Neighborhood

The Riverside neighborhood in the southeastern portion of the Town is within SCSD No. 1. There are approximately 168 connections within this area, which flow to the Riverside I Pump Station, located on US Route 4. Wastewater is pumped from the Riverside I Pump Station via approximately 2,800 feet of six-

inch diameter force main to a gravity sewer manhole on East Street. Approximately 2,000 feet of gravity sewers convey wastewater from East Street to the SCSD Riverside II Pump Station on Mulberry Avenue.

Many of the homes within the Riverside neighborhood are served by old sewer pipes that are subject to I/I. The Riverside I Pump Station has a reported pumping rate of 300 gpm.

Turning Point Subdivision

The Turning Point Subdivision is in the southeastern portion of the Town between CR 75 and Brickyard Road and includes properties along Finish Line Court, Battery Boulevard, Musket March, and Sirchia Road. The Turning Point Subdivision is within SCSD No. 1. There are approximately 299 approved connections within the Turning Point Subdivision.

Wastewater from the Turning Point Subdivision is collected by a gravity collection system. The gravity sewer leaves the southeastern portion of the subdivision and crosses Brickyard Road to Mulberry Avenue. At Mulberry Avenue, the gravity sewer runs north and connects to the SCSD Riverside II Pump Station.

Saratoga Lake Service Area

Properties along the eastern shore of Saratoga Lake within the Town of Stillwater are serviced by SCSD No. 1. Wastewater from the included properties is directed to a series of gravity sewers and pump stations along NYS Route 9P.

Recent System Improvements

The Town of Stillwater completed a project to improve Town and SCSD No. 1 wastewater collection and pumping system infrastructure to facilitate the acceptance of the additional flow from former Town Sewer Districts No. 3 and No. 4. The Gurba Estates pump station (since conveyed to the SCSD) and the Riverside II pump station (now owned by the SCSD) were replaced with larger capacity pump stations sized for the increased flow from the two districts. The existing six-inch force main from Riverside II was also replaced with a ten-inch diameter force main to accommodate the increased pump rate from Riverside II. The construction of the sanitary sewer improvements was completed in 2007.

Other Utilities

Electricity and Gas

The majority of the Town currently obtains electricity and limited natural gas service from New York State Electric and Gas (NYSEG), while properties along NYS Route 9P and CR 76 are serviced by National Grid.

Construction of a 20-megawatt energy storage battery facility in the LFTC was recently completed. The batteries store electricity on the grid and is necessary as the State aims to increase its reliance on renewable energy sources, such as wind or solar farms, that have varying output, depending on weather conditions.

As described in **Section 3.1.1**, in November 2018, the Town Board updated their Town Code to include Chapter 170, "Solar Energy Equipment and Systems." Pursuant to Chapter 170, building-integrated photovoltaic (BIPV) systems, flush-mounted solar systems, and roof-mounted, building-mounted, and

pole-mounted solar installations that have a minimum footprint (height) can be installed through the standard building permit process and do not require Planning Board approval; freestanding, ground-mounted, or pole-mounted solar energy system installations over a certain height, as well as all commercial installations, require Site Plan and a Special Use Permit from the Planning Board. While residential solar systems are permitted throughout the Town, solar farms and solar power plants are only permitted in the BP, ID, and R67W district, or in the Alternative Energy Overlay District that was created in the area south of CR 76 and west of CR 75. Pursuant to Chapter 170, any solar farm application must be re-reviewed by the Planning Board every five years and must be fully decommissioned after a maximum of 20 years, as it is assumed that technology will have advanced over that time frame to make the previously approved technology obsolete.

Since Chapter 170 was adopted, the Town has approved its first solar application, a 19.9-MW solar farm that will occupy approximately 80 acres of currently agricultural land.

Internet Access

Internet infrastructure in the Town consists of coaxial cable and DSL, both of which are typically sent over phone lines. Charter Spectrum and Verizon High Speed Internet are the primary internet providers for the Town of Stillwater. Many Committee members and survey respondents noted that broadband internet coverage is not evenly distributed, with service generally lacking in the northern part of Town.

3.3.2 Potential Growth-Related Issues and Impacts

Water Supply and Distribution

Growth projections for the Town estimate that Stillwater will have 934 new residential units and 455,349 SF of new retail, office, and light industrial development by 2025. It is also estimated that there could be an additional 2,363 new residents. **Table 14**, below, summarizes the distribution of the projected growth between Town water districts, franchise areas, and areas outside of both the Town water districts and franchise areas. Approximately 382 of the projected residential development (40 percent) would occur outside of the Town water districts and franchise areas. As presented in **Figure 22** and discussed in **Section 3.3.1**, this “outside” area includes properties that are located along the Town’s water transmission line but are not within a water district (portions of Cold Springs, George Thompson, Elmore Robinson, Mc Dermott, and Van Ness Roads, and CR 75). This is notable, as these areas are more rural in character and envisioned to be rezoned to T2 (and designated TDR sending zones) as discussed in **Sections 3.3.3** and **3.6.3**.

Of the remaining projected development, approximately 257 units (28 percent) would occur within an extension of Water District No. 6, and approximately 138 (15 percent) would occur within the Saratoga Water Service Franchise Area, with less than ten percent of the projected 2025 residential growth expected to occur in each of the remaining areas.

The SCWA and the Village of Stillwater supply water to the Town water districts, with the Village of Stillwater purchasing their water supply from the SCWA. As noted in **Section 3.3.1**, the SCWA has a reserve capacity of approximately 7.87 mgd and, therefore, has sufficient capacity to accommodate the 361 additional residential units and 181,438 SF of non-residential development projected to occur within the Town water districts.

Table 14: Projected Growth by Water Service Area

| Water Service Area | Additional Dwelling Units | Additional Non-Residential Building Square Footage |
|---|---------------------------|--|
| Saratoga Glen Hollow Water Supply Franchise Area | 53 | 9,742 |
| Saratoga Water Services Franchise Area | 138 | 83,803 |
| Water District No. 6 | 257 | 146,046 |
| Water District No. 6, Extension No. 1 | 36 | 0 |
| Water District No. 5 | 0 | 0 |
| Water District No. 5, Extension No. 1 | 68 | 35,392 |
| Outside of Franchise Areas and Town Water Districts | 382 | 180,366 |

Water supplied to the Saratoga Glen Hollow Water Supply Corporation comes from a groundwater wellfield that is supplied by three groundwater wells. Approximately 248,000 gpd is available for additional users, based on the total approved supply of 504,000 gpd and, therefore, has sufficient capacity to accommodate the 53 additional residential units and 9,742 SF of non-residential development projected to occur within the Saratoga Glen Hollow Water Supply Franchise Area.

Lastly, the Saratoga Water Services Corporation has an available reserve capacity of 1.722 mgd and, therefore, there is sufficient capacity to accommodate the 138 additional residential units and 83,803 SF of non-residential development projected to occur within the Saratoga Water Services Franchise Area.

However as identified in the *Stillwater – Saratoga Lake/Route 9P WRP*, as growth occurs around and along Saratoga Lake and Route 9P, it is anticipated that the housing densities and underlying environmental conditions will prevent the provision of additional on-lot, private wells (refer to **Appendix C**).

Wastewater Collection and Treatment Systems

Wastewater generation is expected to increase as a result of growth projected to occur by 2025. Specifically, growth projections for the Town estimate that Stillwater will have 934 new residential units and 455,349 SF of new retail, office, and light industrial development by 2025. For residential uses, the NYSDEC Design Standards for Wastewater Treatment Works estimate the design flow for a three-bedroom single-family home to be 400 gpd; however, the typical usage for single-family homes in the Town of Stillwater is 200 gpd. Therefore, total daily flows from the projected residential growth could range from 186,800 gpd to 373,600 gpd. For non-residential developments, using the NYSDEC Design Standards for Wastewater Treatment Works' suggested design average daily flow of 0.1 gpd per SF, the projected non-residential development would generate a total daily wastewater flow of 45,535 gpd.

As noted in the previous sections and shown in **Figure 23**, only portions of the Town are within sewer districts or sewer service areas, with the remainder of the Town served by private septic systems. In total, an estimated 180 residential units and 30,205 SF of the projected non-residential development would occur within the Town sewer districts. Using the same standard wastewater generation multipliers noted above, this projected development would equate to 39,021 to 75,021 gpd of additional wastewater generation to the SCSD. Based on the existing treatment facility's recently upgraded 43-mgd capacity (compared to the 21.3-mgd capacity noted in the 2009 GEIS), it is generally anticipated that the existing facility could adequately accommodate the incremental wastewater generation projected by 2025.

However as identified in the *Stillwater – Saratoga Lake/Route 9P WRP*, as growth occurs around and along Saratoga Lake and Route 9P, it is anticipated that the housing densities and underlying environmental conditions will prevent the provision of additional on-lot septic systems (refer to **Appendix C**). In addition, given the age of many of the structures along the lake and its tributaries, the likelihood of antiquated and failing on-lot systems is high and would worsen by 2025, exacerbating the potential impact of hazardous algal bloom on Saratoga Lake.

Other Utilities

Demand for other utilities, including electricity, gas, and internet services, is expected to increase as a result of the projected future growth. However, there are inconsistencies in the availability of utility services throughout the Town (particularly internet services), which may remain unaddressed if left to the private market. Applications for new solar farms are expected to continue to come before the Town, and the Town Board and Planning Board will continue to have to weigh, on a site-by-site and project-by-project basis, the benefits of additional renewable energy sources against the potential impacts on the availability and preservation of agricultural land and viewsheds.

3.3.3 Recommendations

Water Supply and Distribution

In coordination with the TDR program, water system improvements and expansions should be prioritized in those areas where higher density development is being encouraged (e.g., along the US Route 4 and NYS Route 67 corridors). This recommendation is consistent with the recommendations outlined in the *Stillwater – Hudson River WRP* and *Stillwater Business Park Feasibility Study Update* (refer to **Appendices A and B**, respectively). To meet this goal, the Town should continue pursuing funding for upgrades, such as the Community Development Block Group (CDBG) funds that were awarded in 2018 to replace the waterline along West Street, just east of US Route 4 in the Town of Stillwater.

In addition, the *Stillwater – Saratoga Lake/Route 9P WRP* recommended that water service be maintained in those areas most proximate to the lake and the NYS Route 9P corridor (Zones 1 and 2, as identified in **Section 3.1, “Land Use and Zoning”**), in addition to carefully considering limited water service expansion beyond the areas, so as not to encourage additional development in these areas (i.e., within the Agricultural District and proposed T2 zoning area). Connections to the existing transmission line that runs along portions of ~~Cold Springs~~, George Thompson, Elmore Robinson, Mc Dermott, and Van Ness Roads, as well as CR 75, which is within the Agricultural District and proposed to be rezoned to T2, should also be minimized. Connections along Cold Springs Road should be carefully considered when evaluating future land use and zoning along the corridor.

Wastewater Collection and Treatment Systems

Similar to the water supply and distribution recommendation noted above, sewer system improvements and expansions should be prioritized in coordination with the TDR program in those areas where higher density development is being encouraged (e.g., along the US Route 4 and NYS Route 67 corridors). This recommendation is consistent with the recommendations outlined in the *Stillwater – Hudson River WRP* and *Stillwater Business Park Feasibility Study Update* (refer to **Appendices A and B**, respectively). Specifically, the *Stillwater – Hudson River WRP* recommended that wastewater service be prioritized in the southern portion of the US Route 4 corridor, between the Riverside neighborhood and the Village.

Extending sewer services – particularly along US Route 4 – is essential to achieving desired densities along this corridor.

The *Stillwater – Saratoga Lake/Route 9P WRP* also included the following recommendations related to wastewater:

- **Expand sewer service** in those areas most proximate to the Lake and the NYS Route 9P corridor that are experiencing the greatest rates of growth. Any expansion should occur concurrently with the recommended zoning changes and watershed best practices to mitigate the potential impacts of additional development that new sewer service facilitates.
- **Replace and/or retrofit antiquated and failing on-site systems** to address potential impacts on Saratoga Lake associated with harmful algal blooms, among other measures. The Town should consider a program for inspecting and addressing failed systems in high priority areas (e.g., within a select distance from Saratoga Lake and its tributaries), such as mandatory system inspections during all home sales and their required replacement, mandatory pump-outs every few years, and/or incentives (such as funding support) for property owners that voluntarily repair or replace a system.

Additional information on the above recommendations are included in **Appendix C**.

Other Utilities

In consideration of the Town's anticipated future growth, Stillwater should explore the expansion of natural gas to areas that can be feasibly and economically justified by working with utility providers and engaging the community to measure their support and potential demand. Notably, natural gas is now available at the southwest corner of Town, along NYS Route 67; its expansion could aid in the development along this corridor and nearby areas that are targeted for focused development (refer to **Sections 3.1.3** and **3.6.3**). Such an expansion would have multiple benefits, including reducing the cost of heating homes, offering higher efficiency heating, and increasing home values.

The Town should also think proactively towards the future and promote renewable energy goals that would both address resiliency issues and serve as a signal of the Town's overall long-term vision. To achieve this vision, the Town should explore renewable energy options when feasible and when they would not compromise other productive land uses or overburden a property owner. Renewable energy resources, such as the New York State Energy Research and Development Authority (NYSERDA), should be leveraged.

Internet access should also be improved, particularly in the northern sections of Town where it is currently lacking. An inventory of underserved areas can be developed using existing service area mapping developed by New York as part its broadband initiative. Innovative funding mechanisms and partnerships may then need to be sought to identify opportunities to implement the plan. This includes funding that is often available to communities and service providers through New York's broadband expansion program. Improving broadband internet access for the Town's farms and rural areas would also serve to increase their efficiency and competitiveness.

3.4 COMMUNITY SERVICES

3.4.1 Existing Conditions

Fire, Police, and Emergency Services

The Town is served by two volunteer fire departments: the Newland-Wood Fire Company (also known as the Stillwater Fire Company) and the Arvin Hart Fire Company. The Newland-Wood Fire Company operates three fire trucks and a motorboat for water rescues. The Arvin Hart Fire Company utilizes stations located on Campbell Road (Station 1), George Thompson Road (Station 2), and 44 East Street (Station 4), and is constructing a new station at 147 NYS Route 423 (Station 3). The Arvin Hart Fire Company owns and operates ten rescue apparatus, including four pumpers, one heavy rescue, a brush fire unit, an air boat with multipurpose support unit, a fire police unit and a general utility vehicle.

Law enforcement services are provided by the Stillwater Police Department, the Saratoga County Sheriff's Office (County Sheriff), the New York State Police (NYSP), and Park Rangers at the SNHP. These services remain largely consistent with details provided in the 2009 GEIS.

The Stillwater Rescue Squad (founded in 1952) is located in the Village, and in December 2013 merged with the Malta Ambulance Corps (the "Malta-Stillwater EMS") and currently covers a 77-square mile area. Prior to the merger, Stillwater was leasing employees from the Malta Ambulance Corps for over five years to meet the Town's requirements. The Malta-Stillwater EMS has three Paramedic Advanced Life Support (ALS) units that are on duty at all times, two of which (Stations 1 and 2) are located in Malta, and one of which (Station 3) is located in Stillwater at 283 Hudson Avenue (US Route 4) in the Village. To minimize response times throughout Stillwater, the Town is developing early plans to construct a new EMS station in a centralized location on the north side of CR 76, just east of its intersection with CR 75.

The Malta-Stillwater EMS has six ambulances, two fly cars, and, as of October 2018, an operational staff of 62 members, including six volunteers and 56 full-time and part-time medics and emergency medical technicians (EMTs). The Malta-Stillwater EMS has experienced a significant increase in their call volumes in recent years due to population growth and the area's aging population, with 3,515 calls and 2,630 transports in 2017. These changes, in combination with State-mandated regulations and training requirements, have increased costs and burdened and reduced the organization's volunteer base, increasing the cost of business as a result.



The Arvin Hart Fire Company is one of two volunteer fire departments that serve the Town.

Stillwater Central School District

The Stillwater Central School District (CSD) is the primary district for most of the Town and includes two buildings: an elementary school providing educational services for Pre-K through 5th grade, and a middle/high school for 6th through 8th and 9th through 12th grade students. Some Town residents are

served by one of three other local school districts: Mechanicville City, Shenendehowa, and Schuylerville CSDs.

Cornell University's Program on Applied Demographics (CUPAD) researches and publishes studies and statistics about New York State school districts, particularly more suburban and rural districts, such as Stillwater. According to CUPAD, the school reported serving 1,045 students district-wide as of the 2018-2019 school year, compared to 1,275 at the time of 2009 GEIS. With little exception, district enrollment has generally declined since 1996, when the district reached a peak of 1,373 students. Data shows particularly sharp declines in enrollment from 1998 to 1999, 2006 to 2007, and a consistent decrease from 2010 forward. This decline in school enrollment is consistent with the decrease in the young adult cohorts, beginning from the age 20 to 24 bracket, continuing through to the age 35 to 44 bracket, as these age cohorts generally account for families with young children.

Stillwater CSD residents approved the 2020 to 2021 school year budget of \$26,181,978 in June 2020, which preserved all existing educational programs, as well as enrichment and special education programs. The expected tax levy increase was 4.28 percent for the 2020-2021 school year budget.

Library Services

The Town of Stillwater is provided with library services from the Stillwater Public Library on Hudson Avenue in the Village and the Media/Library Center on the campus of the Stillwater CSD Complex. The SNHP also maintains a library on the park site.

The Stillwater Public Library is a community resource for reference services, young adult books, preschool story times, book clubs for the youth and adults, DVDs, newspapers and magazines, internet access, books on tape, community bulletin board, large type books, summer reading program, bestsellers, poetry, public computers, and an Infant Literacy Program. The Stillwater Public Library also participates in an interlibrary loan program, allowing users access to a much broader range of resources. While the Stillwater Public Library is within the Town and all Town residents pay a Stillwater Public Library Tax, due in part to its location, the facility is largely used by residents of the east side of Town and Village residents; residents of the western portion of Town frequent other nearby (and larger) public libraries, including the Saratoga Springs Public Library and Malta Public Library.

The Stillwater Middle/High School Library-Media Center, while technically not open to the public, serves the over 1,000 students enrolled in Stillwater CSD. In addition to traditional library services, the library offers programs such as Pre-School Reading, skills development in preparing for the job market, database training for staff and teachers, adult education classes, resource sharing with the Stillwater Free Library, book fairs, and others. The library is a member of a five-county



Increased tax revenue from the projected new development will help offset any minor increases in demand for the Stillwater Public Library

regional organization that serves 31 school districts and is run by BOCES.

Health Care Services

Several private practice medical offices serve the Town, though residents must travel to Saratoga Springs, Glens Falls, Troy, or Albany to access a broader spectrum of health care services. Within the Town, Stillwater Family Health Center, which is operated by Samaritan Hospital, is located at 1111 Hudson Avenue and offers a comprehensive range of health care services, including: routine pediatric exams; geriatric health care; routine care for illness, injury, and chronic medical conditions; routine immunizations and preventative inoculations; osteopathic manipulation; and preventative health and wellness services, including cancer screenings and promoting healthy lifestyles. In addition, Albany Med EmUrgentCare, which is operated by Albany Med, is located at 7 Price Chopper Plaza, along the Town's southern border and is open to patients of all ages daily 9 AM to 9 PM.

3.4.2 Potential Growth-Related Issues and Impacts

Growth projections for the Town estimate that Stillwater will have 934 new residential units and 455,349 SF of new retail, office, and light industrial development by 2025. It is also estimated that there could be an additional 2,363 new residents. A discussion of the implications of this projected growth on the Town's various community services is provided below.

Fire, Police, and Emergency Services

By 2025, it is anticipated that demand for police and fire services will increase above current levels. In general, it is anticipated that as growth occurs, State, County, and local funds will be used to finance the increased needs for police protection as a result of future growth. Similarly, funds will be used to finance the increased demand for fire services as a result of future growth.

As noted above, the Town of Stillwater is served by the Malta-Stillwater EMS, which covers a 77-square mile area and has one station in the Village (in addition to two stations in neighboring Malta). Currently, there are early plans to construct a new EMS station in a centralized location in the Town of Stillwater to minimize response times throughout the Town. The Malta-Stillwater EMS has experienced a significant increase in their call volumes in recent years due to population growth and the area's aging population, in addition to increased costs and a reduced volunteer base, and the Town has identified the need for a new EMS station in a more centralized location in the Town to serve the growing demand. As the Malta-Stillwater EMS is at (or beyond) capacity under existing conditions, the population growth projected by 2025, in combination with the Town's aging population, will necessitate additional services, including the construction of a new EMS station in the Town. Based on an estimate provided by PLANK Construction Services in October 2018, construction of a new EMS station is projected to total \$1.55 million.

Stillwater Central School District

As noted above, Stillwater CSD enrollment has generally declined since 1996, consistent with decrease in the young adult cohorts, beginning from the age 20 to 24 bracket, continuing through to the age 35 to 44 bracket, as these age cohorts generally account for families with young children. Based on CUPAD projections, enrollment is expected to continue to decline, with a projected enrollment of 956 by 2025. Based on the estimated 2,363 new residents introduced under the 2025 growth projections, and the existing percentage of PSACs in the Town (17.3 percent of the total population), the projected growth

scenario could introduce 408 PSACs, the majority of which would likely be located within the Stillwater CSD.

Primarily due to the continued decline in the Stillwater CSD's enrollment, it is anticipated the Stillwater CSD has sufficient capacity to accommodate the projected increase in demand through 2025, and no significant adverse impacts are anticipated.

Library Services

By 2025, demand for library services may increase above current levels; however, with little development anticipated on the east side of the Town, the increase in demand for Stillwater Public Library services is expected to be minimal. Increased tax revenue from the projected new development will help offset any minor increases in demand; therefore, no significant adverse impacts are anticipated.

Health Care Services

As previously noted, the Town of Stillwater is served by both private practice medical offices within the Town and broader health care services in the greater region. Demand for health care services is expected to increase with the additional residential and non-residential development anticipated in the Town by 2025; notably, seniors' health care services demands are expected to significantly increase, due to the Town's continued demographic shifts.

3.4.3 Recommendations

The Town of Stillwater recognizes that continued growth and prosperity depends on the timely provision of community services to serve new growth and development.

As discussed above, the Town's projected growth by 2025 is expected to further strain the Malta-Stillwater EMS, which is already experiencing a significant increase in demand, operating under financial duress, and lacking a centralized location within the Town of Stillwater. The Town's growth projection anticipates 934 new residential units and 455,349 SF of retail, office, and light industrial development by 2025. Because EMS demand is, in part, a function of this projected growth, mitigation fees should be proportionally directed towards future development. However, as noted in **Section 3.4.1**, above, the need for an EMS station exists today.

Based on an estimate provided by PLANK Construction Services in October 2018, construction of a new EMS station is projected to total \$1.55 million. To establish an equitable mitigation fee, it was necessary to assess the existing demand for services (public share) and the future demand attributable to new development (developers' share). The cost to construct a new EMS station was divided proportionately between existing and projected development. Based on tax parcel data, there is a total of 6,674,353 SF of development within the Town currently. Assuming an average residential housing size of 1,750 SF (based on existing tax parcel data), an additional 2,089,849 SF of new development is projected by 2025, which represents an approximately 31.3 percent increase within the Town. The developers' share, therefore, is 31.3 percent of the total EMS station cost, or approximately \$485,330. This equates to approximately \$232 per 1,000 SF (for non-residential development) or \$406 per residential unit (for residential development, based on the average residential household size of 1,750 SF). Like the Town's existing fee collection system, these mitigation fees can be collected at the time of the first building permit application to the Town's Building Department for the project.

| | |
|-----------------------------------|-----------|
| Existing Development (SF) | 6,674,353 |
| Projected 2025 Development (SF) | 2,089,849 |
| Percentage Increase | 31.3% |
| 31.3% of EMS Station Cost (total) | \$485,330 |
| Cost per 1,000 SF | \$232 |
| Or | |
| Cost per Dwelling Unit | \$406 |

Because mitigation fees will only cover a small portion of the needed EMS station funding, the Town will need to pursue additional sources of monies. This may include grant opportunities, municipal bonding options, and/or tax revenues.

In addition to the above, it is recommended that the Town pursue new programs and participate in existing programs that support seniors' emergency and health care service needs. Specific recommendations outlined in the *Stillwater – Saratoga Lake/Route 9P WRP* and/or the *Stillwater – Hudson River WRP* include:

- **Supporting the exiting Meals on Wheels Program** by supporting volunteer recruitment on their website, exploring grant funding opportunities, and offering direct financial support;
- **Developing a local Emergency Safety Registry** to provide emergency personnel and first responders with information on the presence and location of homebound seniors who may be at a higher risk during emergency situations; and
- **Encouraging participation in CodeRED**, the County reverse-911 service that notifies caregivers of emergency events that may impact those in their care.

The above recommendations are also consistent with the policies of the Town Health Board and the policies outlined in the Town's Comprehensive Emergency Plan (updated in 2012).

3.5 PARKS AND RECREATION

3.5.1 Existing Conditions

The 2009 GEIS determined that the Town's existing parks and recreation facilities did not meet acceptable standards and were lacking in number to meet needs. To alleviate (i.e., mitigate) some of the projected recreational needs, the 2009 GEIS recommended the development of a large multi-purpose facility of between 20 and 50 acres, in addition to the development of smaller community parks. Since 2009, several new parks and recreation facilities have been created. Current facilities are shown in **Figure 24** and described below.

Riverside Veteran Park: Riverside Veteran Park is located on East Street in the Town of Stillwater. It is approximately 2.5 acres in area and consists of a playground with a multi-use jungle gym (including swings and a slide), a softball field, a basketball court, a picnic area, a veteran's monument/memorial, and port-a-johns.

Glen Hollow Park (new): Glen Hollow Park is located near Saratoga Lake, off CR 76. The 2.5-acre park is open dawn to dusk May 1st to December 1st and features a playground, walking paths, an open field, an

open-air pavilion (which the public can reserve for a fee), picnic tables, a grilling area, a full kitchen (which the public can reserve for a fee), a tennis court, a half-court basketball court, parking, and restrooms.

Turning Point Park: Turning Point Park is an approximately six-acre neighborhood park completed in 2007 that includes two half-court basketball courts, a small open-air pavilion, picnic tables, a playground, and limited parking. While Turning Point Park is a public park, it generally serves the Turning Point Development neighborhood in which it is located.

Brown's Beach (new): Brown's Beach is one of the only public swimming spots on Saratoga Lake. The Beach had been a population destination for years, until it was purchased by private developers in 2006; subsequently, the Town purchased and, in 2015, reopened a section of the beachfront, as well as a marina, for public use. The Beach is free to children 12 and under, with an entry fee of \$2 for those 13 and up. Brown's Beach is open daily 10 AM to 7 PM, Memorial Day weekend to Labor Day weekend, and features a large pavilion (which can be reserved), a kayak/canoe launch, a boat dock (available to rent), a snack shack, Dock Brown's Restaurant/Bed and Breakfast, and waterfront access for swimming, kayaking, and canoeing.

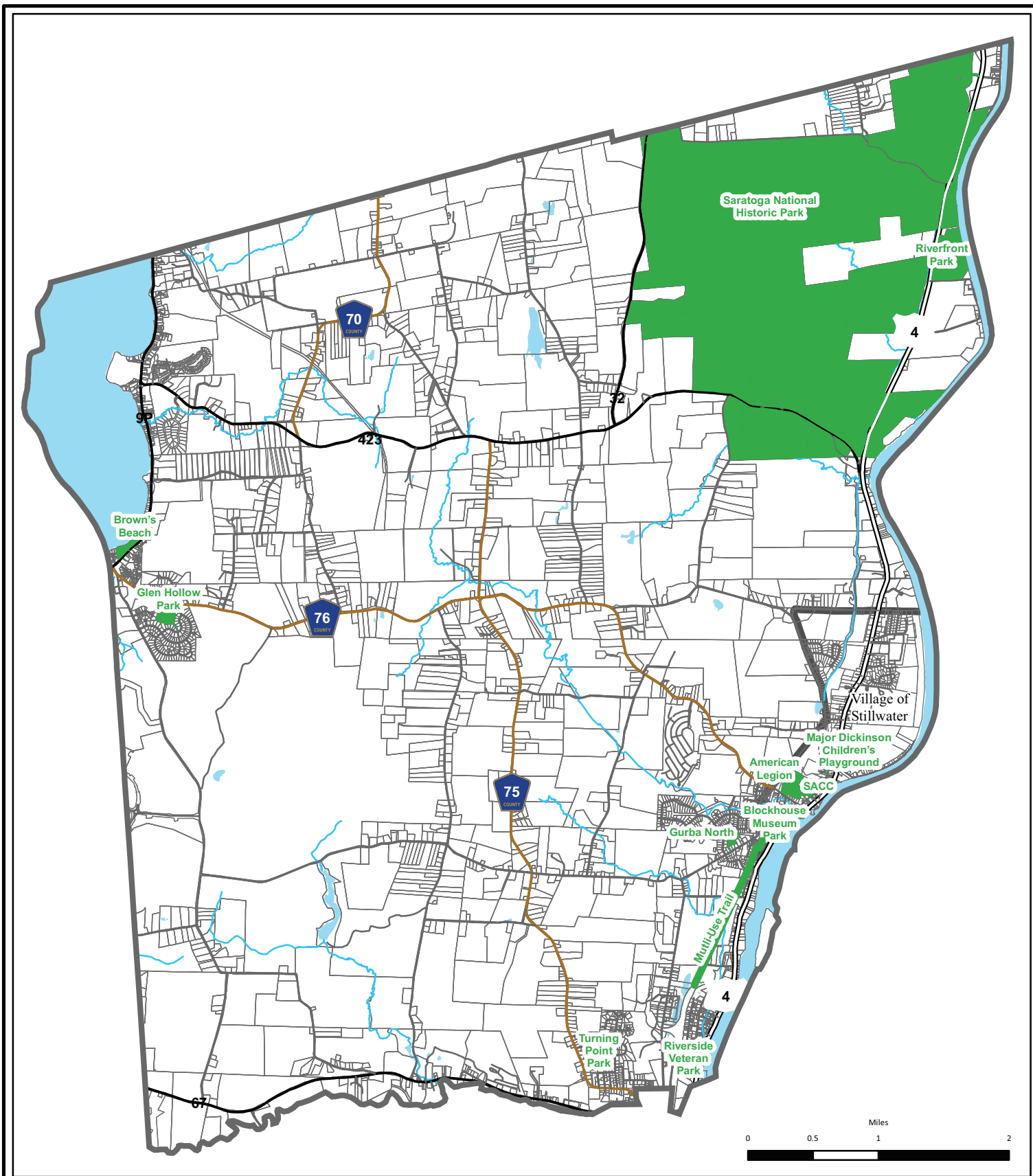


Since the previous Comprehensive Plan and GEIS were finalized, Brown's Beach was acquired by the Town and is now open to the public during the summer months.

Blockhouse Museum Park: Blockhouse Museum Park is located on the Hudson River waterfront, off US Route 4 in the Village of Stillwater. The Park is centered around a historic blockhouse that was built in 1927 (partially from timbers from Revolutionary War-era structures) and served as the original museum and visitors center at the Saratoga Battlefield, before being moved to its current location in 1999. The Park features a museum and gift shop, benches and picnic tables, and fishing along the river.

Multi-Use Trail: As noted in **Section 3.2.1**, a network of multi-use trails has been constructed in the Town as part of the Champlain Canal Trail. The current trail length is 1.19 miles, with its northern terminus at Campbell Road in the Village of Stillwater. The Town of Stillwater is developing two additional trail segments (the Northern Towpath Trail and the Riverside Trail) that, once completed, will add an additional 1.7 miles and extend the trail to the SNHP to the north and to Mechanicville to the south. The multi-use trail is great for walking and bike riding, and features picnic tables in parking areas, as well as benches along the trail.

Saratoga National Historic Park: Located in the northeast corner of the Town, the SNHP encompasses over 2,790 acres of land. The park preserves sites associated with the American Revolution's Battle of Saratoga, and the battlefield was made part of the National Park System (NPS) in 1937. The SNHP features a ten-mile self-guided Tour Road, in addition to trails open for hiking, cross-country, and snowshoeing. Horseback riding is also permitted on an approximately five-mile horse trail. As of November 1, 2016, there is no longer an entry fee to access the SNHP. Over 100,000 people visit the park annually.



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Stillwater Comprehensive Plan & GEIS

Parks & Recreation

Town of Stillwater, Saratoga County, NY

| | |
|----------|------------|
| Drawn: | NRG |
| Date: | 07/17/2019 |
| Scale: | 1:64,000 |
| Project: | 31600.19 |
| Figure: | 24 |

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American Legion: The American Legion owns one multi-use field located on American Legion Road. The facilities are owned and managed by the American Legion and are used for a variety of sports throughout the year, including football, soccer, baseball, and softball.

Stillwater Area Community Center (SACC): The SACC is located in the Village on a 2.52-acre parcel on Palmer Street. The SACC is housed in the former Stillwater Elementary School building and is operated by an independent not-for-profit organization. The SACC is home to many community-based organizations and activities, including afterschool sports. The facility features a playground, a sports field, and an indoor basketball court.

Gurba North: As part of the Gurba PDD's 1990 approval, the development is required to provide 25 acres of green space reserved for public usage. The 2009 GEIS parks and recreation inventory included the 4.06-acre Gurba North, citing that it included a basketball court that was in poor condition, and that the property was partially reverting to wetlands; the condition of this resource has worsened in the intervening years. In addition, the acreage is substantially less than the 25 acres required pursuant to Section 211-70 of the Town Code.

Major Dickinson Children's Playground (new): In 2015, the Village overhauled the former Major Dickinson Park (renamed the Major Dickinson Children's Playground), removing the facility's old and unsafe playground equipment and installing new equipment, including a toddler play section, new benches, picnic tables, and solar motion lights. The park is located on Major Dickinson Avenue within the Village.

It should be noted that, during the planning process, some residents noted that, while the Town offers many traditional actively programmed parks, the Town was lacking in nature preserves and passive parks that would appeal to the Town's aging population.

3.5.2 Potential Growth-Related Issues and Impacts

Growth projections for the Town estimate that Stillwater will have 934 new residential units and 455,349 SF of new retail, office, and light industrial development by 2025. It is also estimated that this new development could generate an additional 2,363 new residents and 964 employees, increasing demand for parks and recreation facilities. In addition, while approximately 20 percent of the projected residential development would occur in PDDs, which often include required open space, it is possible that the new PDDs will not provide their required open space and/or that the open space that is provided in these PDDs will be non-functional (e.g., road buffers, strips of land between lots).

As noted above, several new parks and recreation facilities have been created since the 2009 GEIS was issued, in addition to improvements to existing facilities. As a result of these changes, in combination with the reduced projection of school-aged children under the 2025 growth scenario (compared to the 2009 GEIS), the future growth is not expected to result in a significant increase in active programmed open space demand warranting the creation of a new multi-purpose facility. However, the additional demand is expected to require continued and additional capital costs associated with increased usage, upgrades, and expansions to the Town's variety of open space resources, with an increased need to ensure the adequacy of the Town's passively programmed parks to serve the Town's shifting demographics.

3.5.3 Recommendations

To address the projected increased demand for parks and recreation facilities, existing park and trail facilities should be improved and expanded. Cost estimates for these improvements were developed in coordination with the Town, which are summarized in **Table 15**.

Table 15: Projected 5-Year Parks and Recreation Costs

| Park/Trail Facility | Project (New Facility) Costs | Improvement Costs | Capital Costs associated with Increased Usage | Total Costs |
|--------------------------------|------------------------------|------------------------|---|--------------------|
| Riverside Veteran Park | | \$5,000 | \$11,040 | \$16,040 |
| Route 4 Riverfront Park | | \$10,000 | \$33,120 | \$43,120 |
| Glen Hollow Park | | \$5,000 | \$33,120 | \$38,120 |
| Turning Point Park | | \$5,000 | \$11,040 | \$16,040 |
| Brown's Beach | \$350,000 ¹ | \$20,000 | \$138,000 | \$508,000 |
| Blockhouse Museum Park | | \$231,500 ² | \$5,000 | \$236,500 |
| Riverside Trail Segment | \$703,327 ³ | N/A – New Trail | \$12,000 | \$124,000 |
| Towpath Trail Segment | | N/A – New Trail | \$5,000 | \$10,000 |
| Northern Village Trail Segment | | N/A – New Trail | \$5,000 | \$10,000 |
| Historic Multi-Use Trail | | \$5,000 | \$10,000 | \$25,000 |
| Cambell Park Trail Segment | | \$5,000 | \$5,000 | \$15,000 |
| Totals | \$1,053,327 | \$286,500 | \$268,320 | \$1,608,147 |

Notes: ¹ Includes new pavilion and paving.

² Include improvements outlined in the *Stillwater – Hudson River WRP*.

³ Reflects estimated funding gap.

As shown in the table, the total combined new facility, improvement, and capital cost associated with increased usage is approximately \$1.6 million. These improvements are also consistent with the recommendations outlined in the *Stillwater – Hudson River WRP* and *Stillwater – Saratoga Lake/Route 9P WRP* (refer to **Appendices A** and **C**).

To establish an equitable mitigation fee, it was necessary to assess the existing demand for services (public share) and the future demand attributable to new development (developers' share). The \$1.6 million cost presented in **Table 15** was divided proportionately between existing and projected development. Based on tax parcel data, there is a total of 6,674,353 SF of development within the Town currently. Assuming an average residential housing size of 1,750 SF (based on existing tax parcel data), an additional 2,089,849 SF of new development is projected by 2025, which represents an approximately 31.3 percent increase within the Town. The developers' share, therefore, is 31.3 percent of the total park improvement cost, or approximately \$503,537. This equates to approximately \$241 per 1,000 SF (for non-residential development) or \$422 per residential unit (for residential development, based on the average residential household size of 1,750 SF). Like the Town's existing fee collection system, these mitigation fees can be collected at the time of the first building permit application to the Town's Building Department for the project.

| | |
|----------------------------|-----------|
| Existing Development (SF) | 6,674,353 |
| Projected 2025 Development | 2,089,849 |
| Percentage Increase | 31.3% |
| 31.3% of Park Cost (total) | \$503,537 |
| Cost per 1,000 SF | \$241 |
| Or | |
| Cost per Dwelling Unit | \$422 |

It should be noted that the above fee is intended to replace the Town's existing recreation impact fee, which is currently required as part of the PDD and subdivision approval process. Further, as stated in the *Stillwater – Saratoga Lake/Route 9P WRP*, the Town must be sure to track and obtain recreation fees associated with already approved subdivisions. The Town should also explore establishing park districts as an alternate (or additional) funding mechanism.

To ensure that quality open space is created, subdivision and site plan review regulations should be updated to better define what an open space is and better articulate open space and conservation values. It is also recommended that PDD and subdivision oversight be improved to ensure that approved developments provide the on-site parks and recreation facilities that are included in the approved plans. Improved oversight and guidance would serve to increase the amount of quality parks and recreation facilities available to the Town's growing population.

To address the anticipated increased demand for passively programmed spaces, specifically, it is recommended that the Town prepare an updated open space plan that includes a strategy of where conservation and passive recreation should be coordinated or developed. The plan would build on the existing open space plan and identify a clearer vision or open spaces. This may include interconnected open spaces, nature preserves, and other passive recreation facilities.

In addition, several recommendations related to parks and recreation facilities were included in the *Stillwater – Hudson River WRP* and *Stillwater – Saratoga Lake/Route 9P WRP*, which are included in **Appendices A and C**, respectively, and summarized below:

- **Continue to enhance recreational amenities in the Saratoga Lake/Route 9P area and ensure that residents have safe and appropriate access.** As the population of the area continues to grow, special care needs to be taken to ensure that residents are well served by public parks and open space.
- **Use Brown's Beach for senior programming.** Brown's Beach is a centrally located place that could be used to engage seniors, combatting social isolation and its associated serious physical and mental health issues, which disproportionately affect seniors.
- **Provide youth programming at Brown's Beach.** The Town and/or volunteer groups could provide youth programming at the beach facility and address the fact that existing youth programming are currently disproportionately located in the eastern side of Town.
- **Leverage Brown's Beach as an economic asset.** Economic development here could provide amenities to existing residents and a destination for visitors, while contributing to the local economy. Recent improvements at Brown's Beach (e.g., the new outdoor pavilion) provide opportunities for small-scale economic development that would maintain the area's quality of life.

- **Improve waterfront access** on the Hudson River. Tourism-based river access should be a priority, as it could provide unique economic development and quality of life opportunities that few other communities in the State have available.
- **Continue to foster existing, and create new, recreation-focused partnerships**, including the Town and Village, SCSD, the SACC, the Admiral's Marina owners, Lakes to Locks Passage, National Parks Service, Erie Canalway National Heritage Corridor, CDTC, NYS Canal Corporation, and NYSDOT.
- **Enhance the SACC**, including providing enhanced services and improved facilities to increase usage and attract new residents, visitors, and users to the facility and community.
- **Consider establishing a year-round, (potentially intermunicipal or (shared service)) recreation department** to ensure that recreation facilities are well-maintained, available to all age groups, and promoted to residents, visitors, and tourists, alike, and to reduce demand on other Town departments.

3.6 FARMLAND AND OPEN SPACE

3.6.1 Existing Conditions

The Town's farmland and open space resources historically defined its character and landscape, and the continued quiet, rural lifestyle, surrounded by nature remains a defining feature of the Town today. Recognizing the importance of these resources, the Town developed the Stillwater Farmland Protection & Green Infrastructure Plan as part of the 2009 GEIS. As presented in the 2009 GEIS, half of the Stillwater land area is comprised of either prime soils (defined as well-drained soils that have a gentle slope and require a minimum of conservation practices) or statewide important soils (defined as soils that are like prime soils, but with minor shortcomings, such as greater slopes or less ability to store soil moisture). While much of this soil is located within the Town's existing farmlands, residents also noted that some of the Town's best soils for agricultural uses are found in the area along NYS Route 67, which is currently zoned for business park/commercial uses and expressed concern over the potential loss of this fertile agricultural soil to non-agricultural development.



There are over 17,000 acres of unfragmented forests within the Town of Stillwater.

As presented in **Section 3.1.1**, New York State's Agricultural District Law was enacted in 1971, and Stillwater is part of Saratoga County

Consolidated Agricultural District No. 1. As shown in **Figure 9**, Agricultural District No. 1 is extensive and includes lands currently zoned R-R, LDR, and T2.

As noted in the 2009 GEIS, based on U.S. Geological Survey (USGS) National Atlas Forest Fragmentation Census data, National Land Cover Database information, and New York State orthographic imagery, there are over 17,000 acres of unfragmented forests within Stillwater, the majority of which are within the Plum Brook and Saratoga Lake watersheds, as well as the SNHP. During the planning process, residents expressed concern about the perceived amount of tree cutting and clear cutting occurring in the Town, noting that it was especially problematic in the PDD areas. Residents worry about its effect on water quality due to runoff and drainage, the loss of natural scenery and vegetation, habitat loss, and its effect on the look and feel of the Town.

The 2009 GEIS identified the potential for farmland and open space impacts and, as mitigation, recommended developing a Purchase of Development Rights (PDR) program, with the goal of preserving 2,000 acres of open space.

Based on a review of Stillwater tax parcel data and consultation with the Town's Planning Department, the Open Space Institute, and Saratoga PLAN, it was determined that a total of approximately 410 acres of land have been conserved and approximately 39 acres been acquired by the Town since the 2009 GEIS (refer to **Figure 25** and **Table 16**). An additional 33.58 acres have been dedicated to the Town through approved subdivisions; 60.65 acres are to remain as open space through deed restrictions on private lots; and 1.65 acres will remain as a trail (partially owned by the Town, partially granted through easement).

Table 16: Land Conserved or Acquired by the Town since the 2009 GEIS

| Property Address | Acreage | Conserved since 2009 GEIS | Acquired by Town since 2009 GEIS |
|----------------------|---------|---------------------------|----------------------------------|
| 1670 NYS Route 4 | 73.87 | X | |
| Durham Road | 303.45 | X | |
| 1401 Hudson Avenue | 30 | X | |
| NYS Route 32 | 0.44 | X | |
| NYS Route 32 | 0.87 | X | |
| NYS Route 32 | 1.52 | X | X |
| Artillery Approach | 0.2 | | X |
| Revere Run | 0.86 | | X |
| Revere Run | 0.6 | | X |
| Halfway House Road | 10.46 | | X |
| 14 Cambridge Court | 3.31 | | X |
| Hudson Avenue | 0.55 | | X |
| 511 NYS Route 9P | 3.1 | | X |
| NYS Route 9P | 4.2 | | X |
| George Thompson Road | 1.94 | | X |
| Brickyard Road | 6.25 | | X |
| Mitchell Road | 1.38 | | X |
| Mitchell Road | 3.02 | | X |
| 5 Campbell Road | 0.28 | | X |
| Campbell Road | 2.63 | | X |

3.6.2 Potential Growth-Related Issues and Impacts

As identified in **Section 1.3.3**, growth projections for the Town estimate that Stillwater will have 934 new residential units and 455,349 SF of new retail, office, and light industrial development by 2025. This growth has the potential to further encroach on and fragment the Town's farmland and open space resources. Residential development within the Town's agricultural core impinges on the ability to actively cultivate lands and conduct farming practices. In addition, while the Town wants to encourage alternative energy use (see **Section 3.3.3**), the Alternative Energy Overlay District, which is generally mapped within the Agricultural District, could result in increased pressure for solar development that could consume farmland currently used for agriculture and potential push out farmers that lease land for crops or other agricultural purposes.





Gauging the effect of this development on the landscape can be illustrated by the area of land lost to development. In order to arrive at such a figure, the amount of land consumed by future development was calculated based on each projected unit's existing zoning district and its associated minimum lot size requirements, for a total residential land consumption of approximately 952.5 acres of land (refer to **Table 17**). Accounting for the one additional development that is projected to comprise only non-residential uses (located in BP zoning district) under the 2025 projected growth scenario and the minimum three-acre lot size applicable for developments in BP district, an additional three acres would be consumed, for a total of approximately 955.5 acres of consumed land. It should be noted that, despite the greater amount of projected development, this projected land consumption is less than the 1,152 acres projected in the 2009 GEIS; this reduction is largely due to zoning changes that were implemented subsequent to the 2009 GEIS, which generally reduced the minimum lot size requirements, particularly along the US Route 4 corridor.

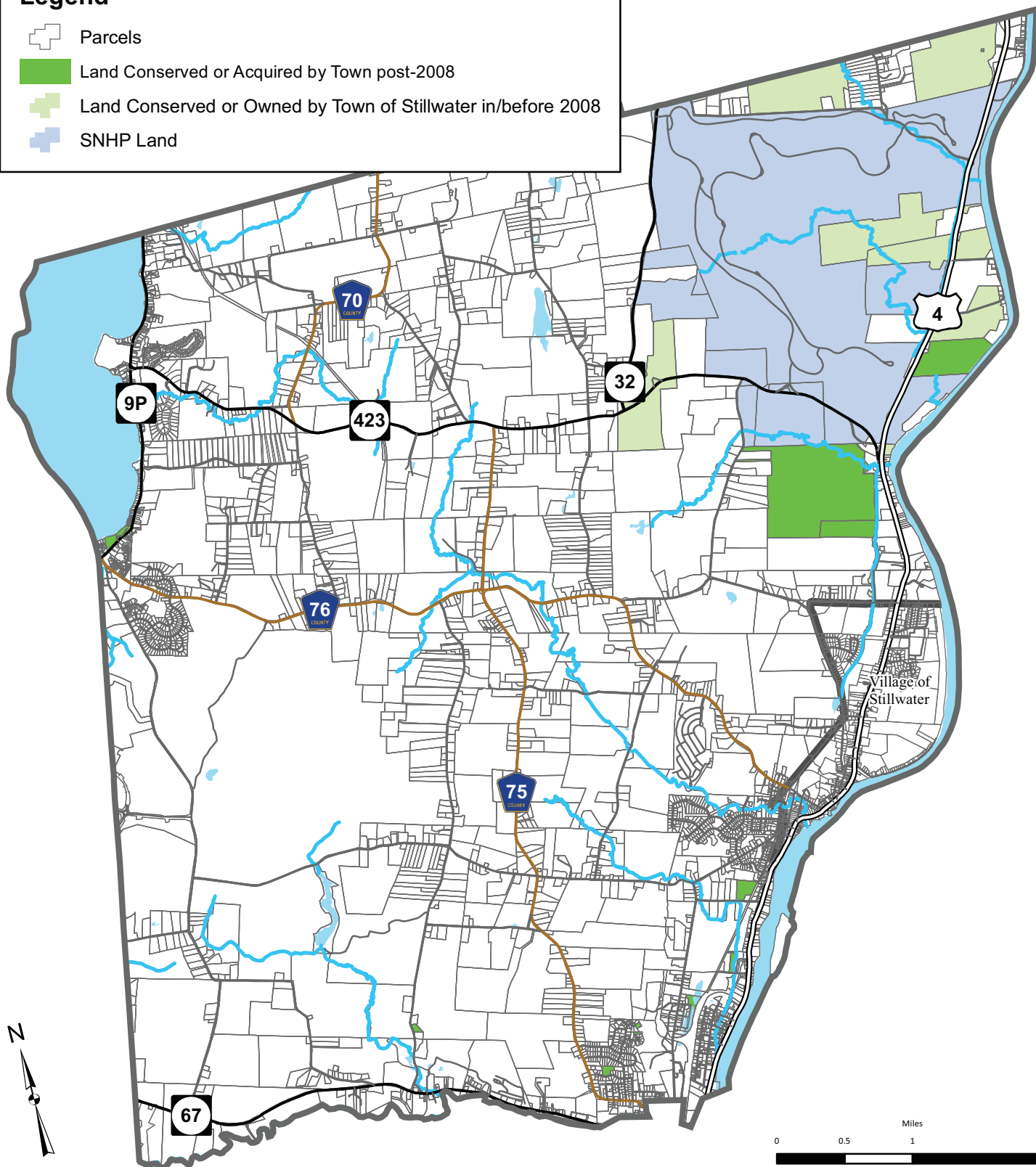
Based on the anticipated distribution of the growth, most of the growth would occur in Stillwater's LDR, R-R, and T2 districts – areas that are primarily comprised of Stillwater's most fertile farmland and unfragmented forests. The loss of this land would have a significant impact on Stillwater's local character, in addition to having economic implications, potentially impairing Stillwater's ecological health and resulting in the collective loss of Stillwater's natural and agricultural heritage.

3.6.3 Recommendations

TDR, and Lease of Development Rights (LDR) programs are tools that are used for farmland and open space conservation. In municipalities with PDR programs, willing landowners can choose to sell their developments to a local or State government or non-profit, giving up the right to develop the land, while retaining all other property rights associated with owning land (e.g., use of the land for agricultural or other specified purpose, right to prevent trespass, right to sell, etc.). In the case of LDR, the property owner agrees that the land remain as open space for the term of the lease. Under a TDR program, the development rights are purchased from land in designated "sending areas," and sold to an area that can accommodate growth and development (the "receiving area"). Under all three programs, the value of a property's development rights is determined by calculating the difference between the fair market value and the agricultural value.

Legend

-  Parcels
-  Land Conserved or Acquired by Town post-2008
-  Land Conserved or Owned by Town of Stillwater in/before 2008
-  SNHP Land



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Stillwater Comprehensive Plan & GEIS

Conserved Land

Town of Stillwater, Saratoga County, NY

| | |
|----------|------------|
| Drawn: | NRG |
| Date: | 04/03/2019 |
| Scale: | 1:65,000 |
| Project: | 31600.19 |
| Figure: | 25 |

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Table 17: Projected Residential Land Consumption

| Zoning | 5-Year Projections (Units) | Minimum Lot Size (per DU) | 5-Year Projections (Acres) |
|-------------------------------------|-----------------------------------|----------------------------------|-----------------------------------|
| B-1 | 7 | 10,000 SF | 1.6 |
| BP | 71 | Approx. 9,680 SF ¹ | 15.8 |
| ID | 2 | 1 Acre | 2.0 |
| LDR without public water and sewer | 94 | 2 Acres | 188.0 |
| LDR with public water or sewer | 49 | 1.5 Acres | 73.5 |
| LDR with public water and sewer | 14 | 1 Acres | 14.0 |
| R67W without public water and sewer | 20 | 3 Acres | 60.0 |
| R-R | 136 | 2 Acres | 272.0 |
| RRD | 18 | 0.5 Acres | 9.0 |
| T2 | 98 | 2 Acres | 196.0 |
| T3G | 36 | 6,000 SF | 5.0 |
| T3N without public water and sewer | 8 | 1 Acre | 8.0 |
| T3N with public water or sewer | 31 | 20,000 SF | 14.2 |
| T3N with public water and sewer | 16 | 10,000 SF | 3.7 |
| T4 | 68 | 6,000 SF | 9.4 |
| T5 | 71 | 5,000 SF | 8.1 |
| Pine Ridge PDD | 1 | Approx. 1,700 SF ² | <0.1 |
| Saratoga Lake Golf Course PDD | 4 | Approx. 1.57 Acres ² | 6.3 |
| Winding Brook PDD | 4 | 25,000 SF | 2.3 |
| Saratoga Lake PDD | 8 | Approx. 10,100 SF ³ | 1.9 |
| Saratoga Pointe PDD | 25 | 6,000 SF | 3.4 |
| Turning Point PDD | 28 | 1.25 Acres ⁴ | 35.0 |
| King's Isle Apartments PDD | 36 | Approx. 7,700 SF ² | 6.4 |
| Gurba Estates PDD | 89 | Approx. 8,300 SF ² | 16.9 |
| Totals | 934 | | 952.5 |

Notes:

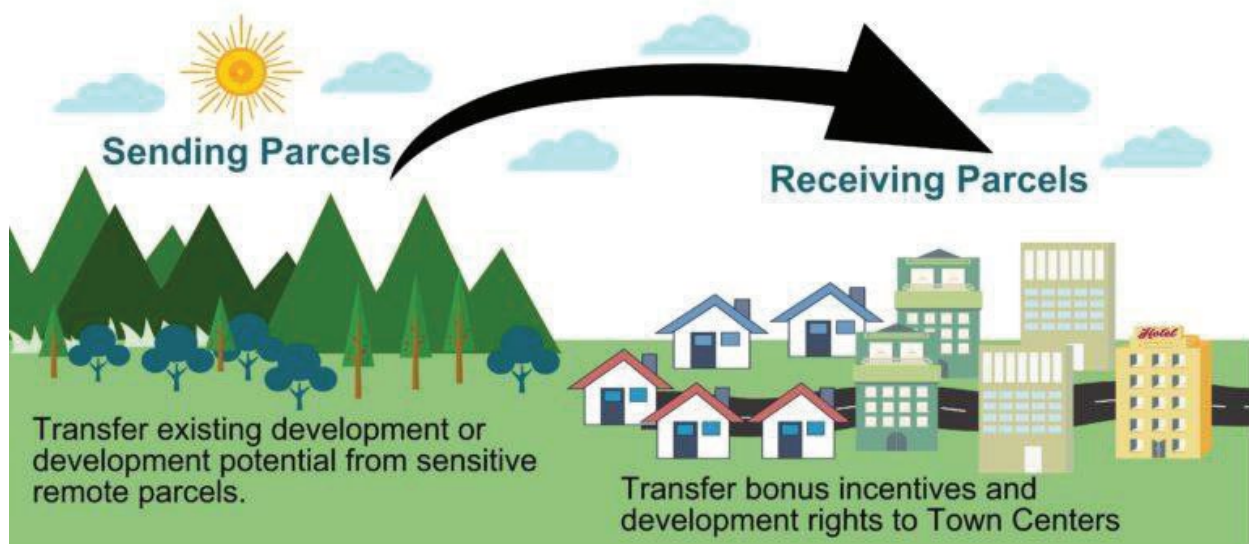
¹ BP minimum lot area based on the density of existing BP multi-family residential Site Plan applications currently before the Town.

² PDD minimum lot area calculated based on total acreage to be developed, divided by the total number of approved units.

³ Based on the acreages of the currently vacant parcels within the PDD, divided by the five-year projected units.

⁴ Pursuant to the Turning Point PDD regulations, the maximum permitted density can be no more than 120% of the underlying zoning district's residential density (1.5 acres/DU for LDR districts with public water or sewer).

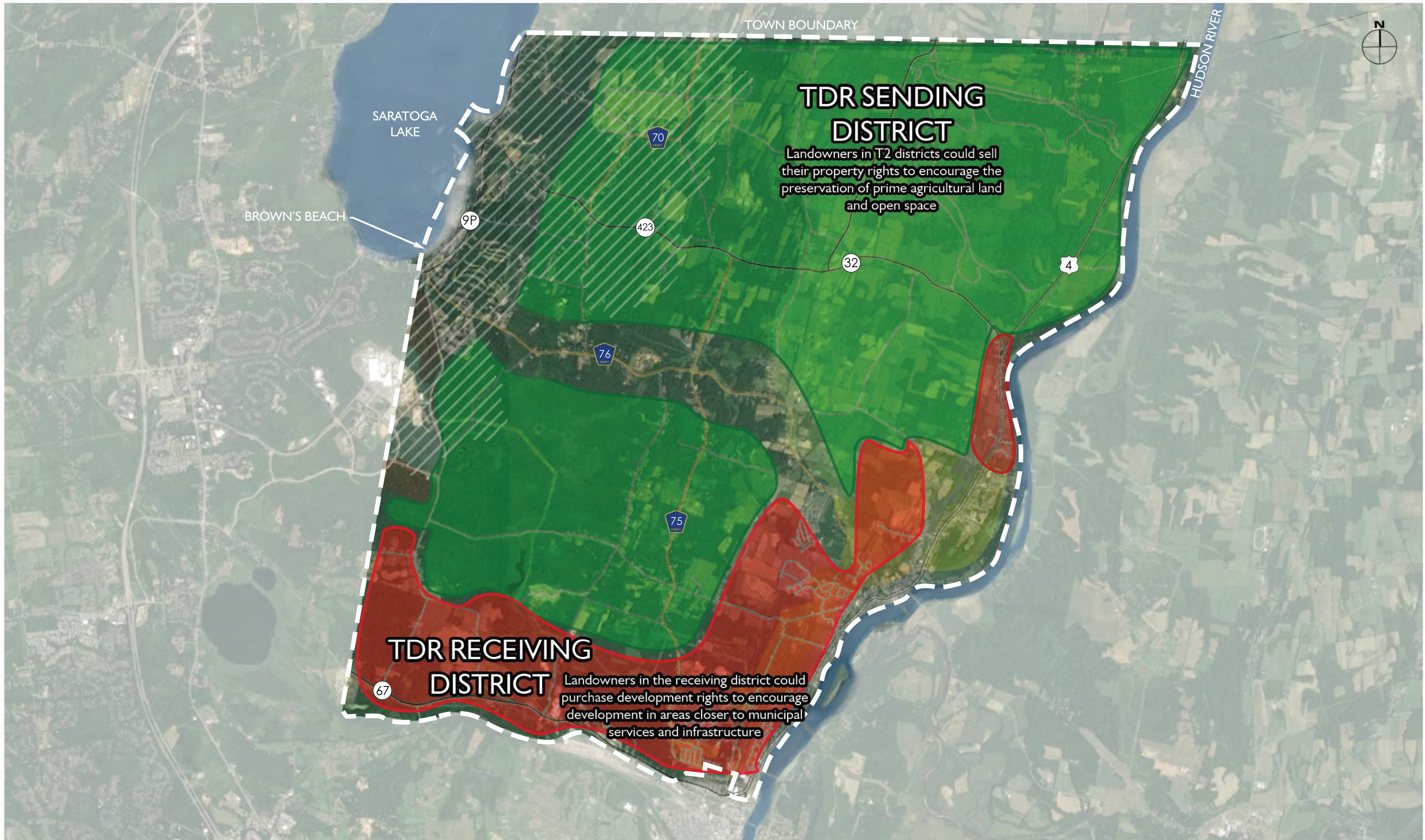
As noted above, as part of the 2009 GEIS, it was recommended that a PDR program be developed, and the document similarly included a PDR mitigation fee for all new development. Since the 2009 GEIS, the Town has been collecting PDR mitigation fees and has purchased development rights from several properties. However, the PDR program has not met the goal of preserving 2,000 acres of farmland and open space; a total of approximately 545 acres of land have been conserved or acquired by the Town since the 2009 GEIS, representing just over 27 percent of the 2009 GEIS's goal. In addition, while a useful tool for preserving land, the PDR program, unlike a TDR program, does not provide incentives to encourage development in targeted non-agricultural areas that are located closer to municipal services and infrastructure.



Source: <http://www.trpa.org/about-trpa/how-we-operate/strategic-plan/development-rights/>

Given the Comprehensive Plan Update's goal of both preserving farmland and encouraging growth in targeted areas, it is recommended that the Town adopt a TDR ordinance, which could replace their existing PDR program. The development of a TDR ordinance was also recommended in both the *Stillwater – Hudson River WRP* and *Stillwater – Saratoga Lake/Route 9P WRP* (refer to **Appendices A** and **C**). It is recommended that the TDR program aim to preserve 1,000 acres of farmland and open space, reflective of the shorter analysis timeframe (five years) of this Comprehensive Plan/GEIS Update and the approximate anticipated land consumption over this analysis period. The implications of the recommended TDR ordinance on the growth projections is also discussed in **Section 3.1.3** of this document.

As noted above, under a TDR program, the development rights are purchased from land in designated "sending areas," and sold to an area that can accommodate growth and development (the "receiving area"). In the Town of Stillwater, it is recommended that the existing and future T2 zones, which comprise the majority of the Town's farmland and open space, be the sending areas. The receiving areas should consist of the following areas that are located closer to municipal services and infrastructure and envisioned for higher density development: existing and future T3G, T3N, T4, and T5 districts, the new zoning district recommended for NYS Route 67, and the future modified R67W district. A map depicting the general boundaries of the recommended TDR sending and receiving districts is provided in **Figure 26**.



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TDR programs can function in two ways: either developers within a receiving district that wishes to build at maximum densities (or densities beyond the as-of-right allowances) accumulates development rights from landowners in the sending district; or landowners in the sending district sell their rights to a TDR “bank,” which can then be purchased by developers in a receiving district at any given time. In consideration of potential lag in interest from property owners in receiving districts to purchase development rights, it is recommended that the latter approach be implemented. However, this requires the TDR bank to have funds to initially purchase development rights from sending district landowners. As such, it is recommended that a TDR mitigation fee be implemented, the funds from which would be the TDR bank’s initial purchasing budget. It should be noted that preliminary discussions with Saratoga PLAN have indicate that they may consider serving as the bank for the Town’s TDR program. Alternatively, the Town could serve as the bank. However, this would require additional resources that would need to be considered at the time of development of said program.

To calculate the cost of preserving land, various land conservation organizations were consulted. Based on these conversations, it estimated that the costs for protection range from \$4,500 to \$6,500 per acre, for an average of \$5,500 per acre. Applying this per acre cost to the total preservation goal, the total cost to preserve 1,000 acres is \$5.5 million.

To establish an equitable mitigation fee, it was necessary to quantify the impact and distribute the cause of the impact to existing and proposed development, as not all the expense to preserve farmland should be borne by new development. This was done by analyzing the amount of land area consumed by existing development within the Town and comparing the results to the five-year growth projections. At the time of the 2009 GEIS, it was estimated that approximately 2,910 acres of land were consumed by existing development. Based on the existing zoning’s minimum lot requirements, development constructed since the 2009 GEIS have consumed an estimated additional 280 acres, for a total existing land consumption of 3,190 acres. With an additional approximately 955.5 acres projected to be consumed by future development (refer to **Section 3.6.2**), it is estimated that a total of 4,145.5 acres will be consumed by 2025.

| | |
|---|-------|
| Existing Development (Consumed Acres) | 3,190 |
| Projected Development (Consumed Acres) | 955.5 |
| Total 2025 Development (Consumed Acres) | 4,145 |
| Percentage Increase | 30.0% |

Based on the total cost of \$5.5 million to preserve 1,000 acres, the public’s share (existing development) would total approximately \$3,850,000, and the future developments’ share (projected development) would total approximately \$1,650,000. Utilizing these figures, a per acre mitigation fee of \$1,726.84 would be assessed. It should be noted, however, that the assessment methodology and administration of the TDR program is subject to further discussion. It is anticipated that the mitigation fees would be collected at the time of the first building permit application to the Town’s Building Department for the project. By adopting these fees, Stillwater (or Saratoga PLAN) would not need to rely on demand from interested developers in the TDR receiving district and would be able to generate part of the necessary cost to purchase development rights from interested landowners within the TDR sending district.

In addition to establishing a TDR mitigation fee and adopting a TDR ordinance, it is recommended that all conserved land be tracked to improve record keeping of the Town’s continued conservation efforts. This could include requiring developers to provide GIS/CAD files of lands that are conserved (as part of a

conservation subdivision, for example). Information on the land that is conserved by the Town should also be posted on the Town's website for general education and awareness.

Lastly, to address and minimize illegal and undesirable clear cutting, it is recommended that Section 210.52 of the Town Code, "Clearing and grading" be updated for clarity.

3.7 SOILS AND GEOLOGY

3.7.1. Existing Conditions

As detailed in the 2006 Comprehensive Plan and 2009 GEIS, the bedrock of the Stillwater region generally consists of shale, siltstone, sandstone, and limestone. The shale formations are very thick or deep in their vertical extent and are not noted for their water-producing abilities. Stillwater's superficial geology is the result of glacial action that occurred nearly 15,000 years ago. There are several other lacustrine (lake) deposits within the Town and some other glacial fringe deposits.

As presented in the 2009 GEIS, half of the Stillwater land area is comprised of either prime soils (defined as well-drained soils that have a gentle slope and require a minimum of conservation practices) or statewide important soils (defined as soils that are like prime soils, but with minor shortcomings, such as greater slopes or less ability to store soil moisture). Less than three percent of Stillwater's soils can be characterized as hydraulic soils.

3.7.2 Potential Growth-Related Issues and Impacts

Development within the Town of Stillwater has the potential to result in adverse impacts with respect to soils and geology. Erosion of soils and resultant siltation of water bodies is a potential impact. Loss of productive agricultural soils is also a potential impact.

3.7.3 Recommendations

Similar to the 2009 GEIS, many development constraints can be overcome through implementation of engineering practices related to stormwater and erosion and sediment control, implementation of State and local regulations, and the use of best practices, such as those found in the NYSDEC Stormwater Management Manual. The local review process (i.e., Site Plan and subdivision review) is a means to ensure implementation of existing State and local regulations. Specifically, the Town's Local Law relating to Stormwater Management has been adopted per requirements outlined in the NYSDEC's General Permit for Municipal Separate Storm Sewer Systems. In addition, the loss of agricultural lands, while a more difficult matter, can be partially addressed through the regulatory and policy improvements included in **Section 3.1.3**, including the establishment of a TDR ordinance and encouraging cluster and conservation subdivisions. The implications of the recommended TDR ordinance on the growth projections is also discussed in **Section 3.1.3**.

3.8 WATER RESOURCES

3.8.1 Existing Conditions

As detailed in the 2006 Comprehensive Plan and 2009 GEIS, the Town of Stillwater has several notable surface water resources, including Saratoga Lake, the Hudson River, the Mechanicville Reservoir, and the

Anthony Kill. Saratoga Lake and the Hudson River are important recreational and aesthetic resources. Saratoga Lake, which is partially located within the Town, has approximately 2.94 miles of its total 12.1 miles of shoreline within the Town. The Lake measures approximately 4.5 miles long and an average of 1.5 miles wide and includes a watershed that expands 210 square miles of land areas within ten Saratoga County communities. The Hudson River, which runs along the eastern edge of the Town, has approximately 9.62 miles of shoreline within the Town. The Mechanical Reservoir is in the southwestern portion of the Town on land owned by the City of Mechanicville. The Reservoir serves as a regional water supply, and its watershed is protected through municipal control (ownership) of a limited land area immediately adjacent, in addition to use protections through the Town's Aquifer Overlay District.

Groundwater resources are limited in their aerial extent within the Town. Two private water supply companies (the Saratoga Glen Hollow Water Supply Corporation and the Saratoga Water Service Corporation) operate wells and treatment facilities on the western perimeter of the Town and serve several developments near Saratoga Lake.

3.8.2 Potential Growth-Related Issues and Impacts

Construction activities associated with the potential buildout through 2025 could expose soils to erosion, which would in turn lead to sedimentation in downstream water bodies, including streams, wetlands, ponds, and lakes. Uncontrolled development has the potential to further degrade/encroach on regulated (or unregulated) wetlands, resulting in impacts on their value for habitat, flood storage, and stormwater recharge. This includes the potential for impacts to important Town water resources, including Saratoga Lake and the Mechanicville Reservoir. Continued development within the Saratoga Lake watershed could result in water quality issues, particularly resulting from stormwater due to sedimentation and the conveyance of discarded items into the Lake after storm events. Without a holistic, comprehensive approach to managing Saratoga Lake water quality, efforts to improve the water quality will be in vain.

3.8.3 Recommendations

Compliance with standard best practices, in addition to State and local regulatory programs (e.g., following State stormwater practices, adhering to the Town's MS4 program), will ensure that waters are protected from potential adverse impacts of stormwater and construction-related runoff. Riparian buffers near waterbodies and water corridors should also be considered to further set building envelopes back and add to the protection of water resources. Additional regulatory and policy improvements are included in **Section 3.1.3**, including the adoption of a Saratoga Lake Watershed Overlay District, steep slope protections, and reduced thresholds for enhanced stormwater management practices during construction. The implications of the recommended watershed overlay district on the growth projections is also discussed in **Section 3.1.3. Information on Saratoga Lake, as well as Hudson River, preservation efforts should be provided on a page on the Town's website.**

In addition, it is recommended that existing protections around the Mechanicville Reservoir be reviewed to ensure that this water resource is well-protected for future generations.

Lastly, several recommendations to specifically address impacts on Saratoga Lake were identified in the *Stillwater – Saratoga Lake/Route 9P WRP*, including:

- **Improving the shared understanding of Saratoga Lake's hydrological and ecological characteristics** by leading a partnership with the Saratoga Lake Protection and Improvement

District (SLPID), the Saratoga Lake Association (SLA), and Skidmore College to advance watershed-wide research;

- **Exploring the viability of establishing a boat washing station at Brown's Beach.** Boat washing stations allow boaters to inspect and clean their boats for invasive species before they are launched. Installing a boat washing station would make it easy for visitors to prevent the spread of invasive species and complement SLPID's invasive species monitoring work;
- **Helping foster a culture of Saratoga Lake stewardship**, including (1) encouraging resident participation in programmatic water quality sampling and monitoring programs that gather data for local and State agencies and help inform decisions on water quality protection efforts; (2) establishing other opportunities to encourage stewardship for the average citizen; and (3) facilitating or joining a Saratoga Lake coalition with existing lake grounds and waterfront municipalities; and
- ~~Developing a page on the Town website for Saratoga Lake preservation efforts.~~

Additional information on these recommendations for the *Stillwater – Saratoga Lake/Route 9P WRP* study area can be founded in **Appendix C**.

3.9 LOCALLY SIGNIFICANT HABITATS AND SPECIES

3.9.1 Existing Conditions

Based on GIS mapping and State and Federal inventories, the Town of Stillwater supports a variety of mature and successional forested, meadow, and wetland areas. The National Heritage Program maintains a database of New York State's rare, threatened, and endangered species and identified several important species within Stillwater, as presented in detail in the 2009 GEIS. The Northern Harrier is a NYS Threatened Species that is known to breed in the marsh and grasslands located in northern portions of the Town. In addition, several vascular plants listed as threatened or endangered are also known to exist within the Town.

3.9.2 Potential Growth-Related Issues and Impacts

Growth within the Town through 2025 will result in a reduction in the amount of undisturbed land and potentially a reduction of sensitive ecosystems and wildlife habitat. As presented in **Section 3.6.2**, approximately 955.5 acres of land within the Town could be converted to development during this time, most of which would impact agricultural and forested land.

3.9.3 Recommendations

The Town should ensure that consultation with NYSDEC and the USFWS occurs during the review of local projects, as required for SEQRA, as a means of reducing the unintended loss of these resources. Additional (or enhanced) land use policies, including new/amended zoning districts, the use of cluster subdivisions, establishing a TDR ordinance, and modifications to PDD regulations, are recommended and identified in **Section 3.13**. The implications of the recommended land use policies on the growth projections is also discussed in **Section 3.1.3**.

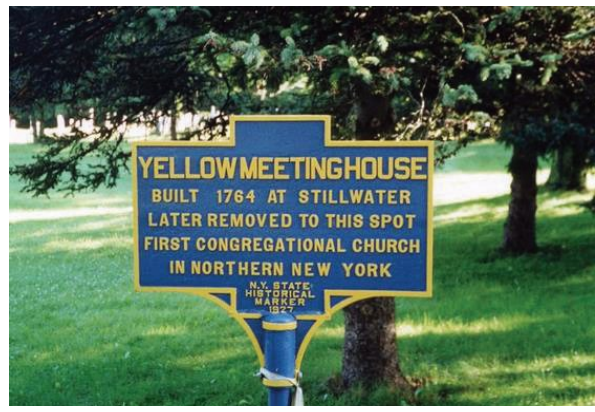
3.10 CULTURAL RESOURCES

3.10.1 Existing Conditions

This section provides a summary of information contained in the 2006 Comprehensive Plan and/or the associated 2009 GEIS, updated where applicable. The Town is rich in cultural and historic resources. The SNHP and the Champlain Canal are two locations in Stillwater listed on the State/National Register of Historic Places (S/NRHP). Each of these historic sites/features played a pivotal role in early American history and has influenced the pattern of development within the Town. The SNHP preserves the sites associated with a significant American military victory during the Revolution, the Battle of Saratoga. The Champlain Canal, which was opened in 1823, linking the Hudson River to Lake Champlain at Whitehall, was a once-bustling commercial corridor. OPRHP lists 37 sites currently characterized as known archaeological sites with historic, prehistoric, and precontact significance. Of these sites, only one has been determined to be ineligible for NRHP status. The OPRHP Archaeological Sensitivity Maps for New York State display “defined areas within the State where the discovery of archaeological sites is predicted.” According to these maps, over 14,300 (+/-) acres of the Town are within archaeological sensitive areas, which is approximately 56 percent of the Town’s overall land area. Most of these archaeologically sensitive areas coincide with Stillwater’s historical development patterns, including development around Saratoga Lake and along the Hudson River and Champlain Canal Corridor.

The Town is also located within several regional efforts to protect cultural resources, including Lakes to Locks, the Hudson River Valley National Heritage Area, and the Hudson River Valley Greenway. Lakes to Locks is a non-profit organization that aims to foster knowledge, research, and investigate the history and heritage of the Lakes to Locks passage, an inter-connected waterway that extends through six counties in New York State. Lakes to Locks also promotes an awareness of local history and the significance of the passage. The Hudson River Valley National Heritage Area was designated by the U.S. Congress in 1996 and includes the Hudson Valley from Saratoga Springs (to the north) to just north of New York City. The Hudson River Valley National Heritage Area collaborates with a variety of stakeholders to interpret, preserve, and celebrate the area’s cultural and natural resources. Lastly, the Hudson River Valley Greenway is a State agency created to assist with the development of a voluntary regional strategy for preserving scenic, natural, historic, cultural, and recreational resources across 14 counties along the Hudson River.

Several initiatives have been implemented since issuance of the 2009 GEIS to address its cultural resources recommendations, including: (1) improved coordination between the Town and the SNHP on all cell tower proposals, to limit visual impacts of and from this cultural resource; (2) establishing a viewshed overlay district including the SNHP and an area that extends from west of Gronczia Road to Dick Lynch Road to the south, the Hudson River to the east, and the border with the Town of Saratoga to the north (refer to **Figure 9**); (3) developing and approving the FBC, which is intended to reflect the Town and Village’s historic building pattern; and (4) posting new historic markers throughout Town.



The Yellow Meeting House marker is one of many historic markers that has recently been installed in Stillwater

3.10.2 Potential Growth-Related Issues and Impacts

Without conducting a site-specific investigation, it is difficult to predict all impacts to the cultural resources within Stillwater as a result of development. Regardless, because Stillwater is so rich in history, it is evident that the development of certain parcels and/or archaeological sensitive areas of the Town without further research could result in the destruction of cultural resources and/or for projected development to impact viewsheds from important cultural resources, such as the SNHP.

3.10.3 Recommendations

As noted above, several initiatives have been implemented in the Town to address the impacts identified in the 2009 GEIS. In addition, existing State and Federal laws are in place that, when implemented, are designed to avoid, minimize, and mitigate impacts to historic and archaeological resources. As required by SEQRA, the Town should continue to require all potential development throughout the Town to be conducted in accordance with these procedures.

3.11 COMMUNITY CHARACTER

3.11.1 Existing Conditions

The Town of Stillwater is a small, rural community with a hometown-feel. The community character and feel are defined by its large areas of open and agricultural lands, the integral placement of the Village of Stillwater and crossroads hamlets, its local history and the SNHP, and the beauty and quality of the natural environment, including the important waterfronts of the Hudson River (to the east) and Saratoga Lake (to the northwest). As presented in **Table 3**, over 40 percent of the Town's lots are occupied by agricultural, forest, or open space/recreation uses. The Town's open and agricultural land has been under pressure, with new PDDs on the fringes of the Town's open space and agricultural areas resulting in clearing, grading, and/or sprawling development patterns notable in recent years; however, the Town has been working to combat sprawl through conservation, with approximately 545 acres preserved since 2009. Much of the conserved land has been adjacent to the SNHP.

Development has historically been concentrated in hamlets at major corridors and crossroads, most notably US Route 4. However, recent home construction has been limited along US Route 4, with minimal commercial or residential growth due partially to the absence of public water and sewer infrastructure in this area, limiting the benefits associated with the area's recent FBC adoption, which was specifically envisioned to enhance the corridor's historic hamlet character. Conversely, a significant amount of development has occurred around Saratoga Lake, much of which has been in the form of PDDs and is inconsistent with the area's existing character, including the seasonal waterfront Saratoga Lake community, its forested uplands, and its rural settings.

The Town's local history (including the SNHP) and waterfront have both been enhanced in recent years. As noted in **Section 3.10**, these efforts include the adoption of a viewshed overlay zone and new historic markers. Waterfront enhancements are generally limited to new open space resources, including Brown's Beach on Saratoga Lake and Riverfront Park on the Hudson River. However, these significant local assets continue to not be utilized to their full potential, and the future recreational use of Saratoga Lake is threatened by continued development pressures and associated stormwater issues.

3.11.2 Potential Growth-Related Issues and Impacts

The projected future growth anticipated by 2025 is expected to continue existing development trends, notably resulting in impacts on community character through the loss of farmland and open space and a potential threat to the Town's hometown-feel with the sprawling, residential development. These changes are expected to threaten the desirability of the Saratoga Lake/Route 9P area as a residential neighborhood. Conversely, the eastern side of Town, including the US Route 4 corridor and Hudson River waterfront, will continue not to be utilized to their full potential, with minimal commercial development in this historic hamlet area.



Aerial view of Stillwater's open, rural landscape.

3.11.3 Recommendations

The loss of farmland and open space can be partially addressed through the regulatory and policy improvements included in **Section 3.13**, including the establishment of a TDR ordinance and encouraging cluster subdivisions. The implications of these recommended land use changes on the growth projections are also discussed in **Section 3.1.3**.

The *Stillwater – Saratoga Lake/Route 9P WRP* and *Stillwater – Hudson River WRP* included several community character-related recommendations (refer to **Appendices C** and **A**, respectively). Specifically, the *Stillwater – Saratoga Lake/Route 9P WRP* recommended that all economic development efforts consider residents' existing concerns and strive to maintain and enhance the Saratoga Lake/Route 9P study area's high quality of life. Rather than promoting growth simply for growth's sake, the Town should seek a healthy, functioning economy that provides basic services without excessive negative consequences. The *Stillwater – Saratoga Lake/Route 9P WRP* also recommended coordinating with groups like the SLA, Saratoga PLAN, and SLPID to host events that engage and educate residents about Lake-oriented issues as a community enhancement and quality of life strategy.

The *Stillwater – Hudson River WRP* recommended growing the Hudson River corridor's economy by attracting people from throughout the region and increasing tourism (refer to **Appendix A**). The report specifically included the following recommendations related to community character:

- **Develop a comprehensive wayfinding signage program** to establish a strong sense of place and help visitors navigate the community. The wayfinding signage program should visually link community resources and tourism infrastructure and be user friendly.
- **Improve gateways.** Gateways are physical and visual features that help define a jurisdiction, place, or special area. Gateways are fundamental elements of placemaking and work to capitalize on existing assets, opportunities, and public support to create public spaces that contribute to improved quality of life.
- **Explore ways to support local business startups**, such as developing an inventory of potential redevelopment properties, generating a series of pro formas for desired businesses, developing an online resource for potential businesses to access and obtain business support and startup information, and/or creating and providing funding to support an economic development coordinator position.
- **Leverage existing regional marketing and promotional initiatives**, such as the Lakes to Locks Passage. This may include education and outreach to local businesses in partnership with Lakes to Locks Passage and/or establishing a strong working relationship with Lakes to Locks Passage and creating an interpretive signage strategy that is based on Lakes to Locks Passage designs. The Town, in partnership with the Village, should also collaborate with the Saratoga County Prosperity Partnership (SCPP), SNHP, Hudson-Mohawk River Heritage Area, and Erie Canal Heritage Area, as well as Saratoga County and neighboring Washington County.
- **Develop a localized waterfront events and promotional strategy.** The Town, in partnership with the Village, Stillwater CSD, the SAC, SNHP, and other local institutions and organizations, should develop a Hudson River waterfront events strategy, with the intent being to create a range of activities that leverage existing community, commercial, cultural, and natural resources and attract year-round visitors.
- **Further develop select local amenities and community resources** by taking advantage of the Town's easy access to fresh, local produce and artisan goods and creating a weekly farmers market. The farmers market could help fill service gaps and should be located in a highly visible venue that offers sufficient parking and allows for leisurely enjoyment of the area. Opportunities should be explored that would encourage farmers market visitors to further enjoy other community amenities. As part of the farmers market, or as a separate initiative, the Town should also explore ways to support or encourage small-scale, "pop-up" businesses. Finally, the Town should consider creating a waterfront recreation link along the Hudson River.
- **Engage in broader economic development initiatives**, such as regional and State economic development forums, to identify potential funding opportunities and advocate for the funding of local projects. This may range from tax abatements and infrastructure improvements to grant sponsorship and/or support.



4.0

UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

4.0 UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

SEQRA regulations require that impacts that cannot be mitigated are specifically identified, and the magnitude of those impacts evaluated. Future growth and development with the Town of Stillwater will have some adverse impacts on the community. While many of the identified impacts could be mitigated with implementation of the recommendations included in **Section 3.0**, others cannot be avoided. Some may be short-term impacts (such as traffic due to road repairs), but most will arise from an increased population, the development of new homes and businesses, and the alteration of the existing landscape. These changes could have permanent or long-term environmental impacts, most of which are an unavoidable consequence of the region and Town's growth. These include:

- Additional land will be consumed by new development; however, implementation of the recommended zoning changes, TDR ordinance, and targeted infrastructure investment will encourage development in those areas that have the capacity for additional development, and the impact of land consumption on farmland and open space will be minimized.
- The intersection of US Route 4 within the Village at CR 76 (Lake Street) is projected to operate at LOS F for the PM peak period; as this intersection is outside of the Town's jurisdiction, the impact is considered an unavoidable adverse impact, absent Village improvements. In addition to the above intersection impact, growth within the Town will trigger an overall increase in the maintenance of its roadways.
- Demand for utilities will continue to increase throughout the Town as development pressures increase; implementation of the recommended zoning changes and TDR ordinance, among other recommendations, would ensure that development occurs in those areas where adequate utility infrastructure exists.
- The projected 2025 growth has the potential to result in some loss of farmland and open space resources, although these impacts will be minimized with implementation of the recommendations. Compliance with standard best practices, as well as erosion and sediment control practices identified in project-specific SWPPPs that are prepared for development proposals, will ensure that waters are protected from the potential adverse impacts of stormwater and construction-related runoff. However, construction activities associated with the Town's potential buildout through 2025 could expose soil to erosion, which could, in turn, lead to sedimentation in downstream water bodies, including streams, wetlands, ponds, and lakes. Sedimentation could adversely affect the aquatic environment and could also change the physical characteristics of the water body. In addition to potential impacts related to erosion and sedimentation, stormwater runoff can pick up contaminants from impervious surfaces and adversely affect water quality.
- Development within the Town of Stillwater over the buildout period could result in some loss of forested areas, agricultural land, meadows, brush areas, and other types of vegetative cover. This loss of habitat could potentially result in permanent impacts to wildlife, in addition to the potential reduction in vegetative species diversity; however, implementation of the recommendations outlined in this document would minimize these impacts by diverting development from certain areas of the Town. Construction activities will temporarily disturb some

species of wildlife, which will be displaced during construction and may return to some extent after construction is complete.

- For small scale projects that require limited permitting and do not trigger site-specific investigations, it is difficult to predict all impacts to Stillwater's cultural resources as a result of development. Regardless, because Stillwater is so rich in history, it is evident that the development of certain parcels and/or archaeologically sensitive areas of the Town without further research would result in the destruction of cultural resources.

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An aerial photograph of a forested landscape, likely a golf course, with a blue overlay. The image shows a dense forest of trees, with several large, irregularly shaped clearings or fairways. A winding path or road is visible through the forest. In the upper right corner, there is a body of water, possibly a lake or a reservoir, with some structures and a dock visible. The overall scene is a mix of natural forest and managed land.

5.0

ALTERNATIVES

5.0 ALTERNATIVES

SEQRA calls for the evaluation of reasonable alternatives to a proposed action. The action being evaluated in this document is the growth of the Town through 2025. The Comprehensive Plan/GEIS analyzes the projected growth of the Town assuming that a total of 934 new residential units and 455,349 SF of retail, office, and light industrial development occurs by 2025.

5.1 HIGH GROWTH ALTERNATIVE

The rate at which development occurs depends on a variety of factors including, but not limited to, the local economy, availability of developable land, availability of utilities, the housing market, and induced growth. The baseline assumption analyzed in this document was established after evaluating these factors and historical trends. An alternative High Growth Alternative was also established that assumes a 20 percent increase in overall development, consistent with the 20 percent increase in density over baseline zoning density maximums that is permitted under PDD regulations. Under the High Growth Alternative, 1,122 new residential units would be constructed in the Town (compared to 934 under the baseline scenario), in addition to 546,420 SF of non-residential development (compared to 455,349 SF under the baseline scenario). In terms of population, the High Growth Alternative would introduce 2,884 residents and 1,156 employees.

If growth at this rate were to occur, the resultant impacts of this alternative would be accelerated and/or increased.

5.2 NO-ACTION ALTERNATIVE

The No-Action Alternative is a standard alternative required to be analyzed under SEQRA. The GEIS analyzes the effects of growth on the Town's resources and infrastructure. Growth or development without growth will likely occur under any scenario. The No-Action Alternative is not defined as the No-Growth Alternative. No-Action, in this case, may be considered inaction on the part of the Town to manage growth. This Comprehensive Plan/GEIS establishes a series of goals and policy directives that focus on managing growth and planning for future development so that the Town's community character and agricultural resources are preserved for future generations. No-Action is not a desired alternative.



6.0

GROWTH INDUCING IMPACTS

6.0 GROWTH INDUCING IMPACTS

The projected residential and non-residential development within Stillwater would certainly result in growth inducing impacts. As the supply and demand for housing increases, so too will the need for additional services. Residential and non-residential growth often encourages the development of ancillary services (e.g., restaurants, hotels, entertainment, etc.). The number of these ancillary services is a function of demand. Therefore, increased demand due to growth will likely result in the development of numerous unanticipated services.

As the Stillwater buildout analysis highlights, considerable residential development could occur in the areas of Stillwater that are now primarily rural, which could in turn encourage the development of more nearby goods and services. Such development would have a profound impact on the Town's open space and natural resources. However, the implementation of the recommendations outlined in this Comprehensive Plan/GEIS could mitigate the potential impact of such scenarios by altering Stillwater's current land use paradigm from one that is suburban oriented to one that is in keeping with its traditional land use patterns (i.e., mixed-use concentrated hamlets coupled with unfragmented areas of farmland and open space), thereby alleviating many of the growth inducing aspects.

6.1 REGIONAL CONSIDERATIONS

The impact of growth can extend beyond a community's political boundary. For example, development can lead to excessive stormwater runoff from impervious surfaces flowing to neighboring municipalities, increasing the likelihood of erosion and non-point source pollution, impairing both local and regional waterways; this can also be said for most development within a stream's riparian corridor. In addition, local development can impact regional traffic and/or business patterns, taxes, community services, and quality of life.



7.0

IRREVERSIBLE COMMITMENT OF RESOURCES

7.0 IRREVERSIBLE COMMITMENT OF RESOURCES

Based on the growth projections, it is estimated that a total of 934 new residential units and 455,349 SF of retail, office, and light industrial development will occur in the Town by 2025. Based on these projections and Stillwater's current zoning regulations, the majority of that growth is likely to occur in the Town's LDR, R-R, and T2 districts, which comprise some of the Town's most fertile or forested areas. The conversion of agricultural and open space resources for development would have a profound impact on Stillwater's rural community character and its natural environment. Adopting the recommendations presented in this Comprehensive Plan/GEIS would result in a lesser impact on these resources, as they would work to direct future growth to more developed portions of Town.

With new growth comes the need for community services, such as police and fire protections and schools. Furthermore, new homes and non-residential development requires time, labor, and materials for both their construction and long-term maintenance. New development also requires additional sewer, water, electricity, communications, transportation infrastructure, and utilities.

Throughout **Section 3.0, "Environmental Setting, Impacts, and Recommendations,"** there is considerable discussion about the availability and needs of these resources. As is the case with any exercise that involves future predictions, there exists a margin of error. Therefore, it is difficult to determine the future availability of each resource. Natural resources, such as water and petroleum, are vulnerable to market shifts, political upheaval, and environmental degradation and/or changes. Changes in the economy and/or the labor force can certainly have a tremendous impact on the availability of essential resources that are needed to construct homes and businesses, build roads, and provide municipal services.



8.0

SUBSEQUENT SEQR ACTIONS

8.0 SUBSEQUENT SEQR ACTIONS

Future development proposals should be consistent with the criteria specified in the future Findings Statement prepared for this Comprehensive Plan/GEIS. These criteria include the mitigation measures discussed for each environmental issue. Failure to provide mitigation for potential adverse impacts will require further SEQR action to justify the lack of mitigation.

It should be noted that several of the Comprehensive Plan Update's recommendations would have implications on the buildout projections. In such instances, the implications of these changes are discussed qualitatively in this document.

In the event that subsequent proposed actions were adequately addressed in the Comprehensive Plan/GEIS but were not adequately addressed in the findings statement, an amended findings statement must be prepared. If subsequent proposed actions were not addressed or not adequately addressed in the GEIS and the subsequent actions will not result in any significant environmental impacts, then SEQRA only requires that a negative declaration be prepared.

SEQRA requires a supplemental to the final GEIS if the subsequent proposed action was not addressed or was not adequately addressed in the GEIS and the subsequent action may have one or more significant environmental impacts. As future development is proposed within the Town, the Lead Agency for each proposed action will be responsible for carrying out the requirements of SEQRA. This will require the Lead Agency to interpret the Statement of Findings prepared by the Town as it specifically relates to the development being proposed. To provide the Lead Agency with sufficient documentation to compare the parameters and impacts of a site-specific project with the Findings Statement, each project that is subject to SEQR (Unlisted or Type 1) must prepare a Full Environmental Assessment Form (FEAF).

Appendix A: Stillwater – Hudson River WRP

TOWN & VILLAGE OF STILLWATER

Hudson River Waterfront Revitalization Plan

THE TURNING POINT ON THE HUDSON

PREPARED BY:
THE CHAZEN COMPANIES
PLANNING4PLACES
MAY 2016



Photo By:
Arthur Harvey

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The Stillwater Hudson River Waterfront Revitalization Advisory Committee would like to thank the many citizens of the Village and Town for contributing their ideas toward the creation of this plan and for their commitment to improving their community.

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- A: MEETING & PUBLIC INPUT SUMMARIES
- B: EXISTING CONDITIONS ANALYSIS & MAPS
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- D: SELECT PROJECT COST ESTIMATES

INTRODUCTION



Photo By: Sacoo

WHY DEVELOP A LOCAL WATERFRONT REVITALIZATION PLAN?

Funded by the NYS Department of State's (DOS) Local Waterfront Revitalization Program (LWRP), the Stillwater Hudson River Waterfront Revitalization Plan represents a strategic partnership between the Town and Village of Stillwater. In an effort to revitalize the historic Hudson River waterfront, this plan outlines a series of policy, programmatic, and place-making recommendations that are intended to enhance the quality of life for both communities. The plan also provides a collaborative framework for both communities to pursue funding, budget wisely, and implement projects.

Continued growth throughout Saratoga County has inspired communities to explore new revitalization opportunities, particularly within historic downtowns, neighborhoods and along waterfront areas. As a safe, affordable, culturally rich, and beautiful location, Stillwater's Hudson River waterfront presents a unique opportunity to position itself as a place for millennials moving into the Capital Region as well as a community that is comfortable and accommodating for aging baby boomers.

The planning study area is comprised of the entire Village of Stillwater and the eastern-most portion of the Town (see Study Area Figure on next page). Specifically, the Town's northern boundary is loosely formed by the Saratoga National Historical Park, the eastern border is formed by the Hudson

River, the southern border of the study area is formed by the Anthony Kill River and the western border extends approximately one mile inward from the Hudson River (generally following US Census Block Group boundaries). The study area boundary has intentionally been loosely defined so as not to preclude potentially important areas for future waterfront revitalization efforts. The Village has approximately 2.5 linear miles of river frontage and the Town has approximately nine (9) linear miles of river frontage. Combined, the two communities account for approximately 15 percent of the total Hudson River waterfront in Saratoga County.



The Village of Stillwater is a quintessential Hudson River waterfront community.



COMMUNITY BACKGROUND & HISTORICAL CONTEXT

The Town and Village are located in Saratoga County, NY approximately three (3) hours north of New York City and forty minutes north of Albany. While most communities in Upstate New York continue to experience population loss, the Town and Village of Stillwater (as well as Saratoga County) have experienced population growth from 2000 to 2010. The Town's percent increase is nearly twice that of the Village's at 10.2 percent to the Village's 5.4 percent increase. Also of importance is the slight drop in median age of residents within the Village from the 2010 Census to the 2013 ACS estimate, moving from 38.4 to 35.8 years, reversing recent population trends of the area. However, the ACS estimates that the median age in the Town has continued to increase.

The decrease in median age of residents in the Village is an important statistic to consider in contrast to the aging baby-boomer generation. Most Upstate New York communities experience challenges providing an adequate level of services to the elderly, however, due to the decreasing median age of residents in the Village of Stillwater, the possibility of offering adequate level of services to the aging population may be an opportunity.

Like many river valley communities, the Hudson River was a driving force in the development of Stillwater and the surrounding area. It served for decades as a source of

commerce, transportation, hydropower, and recreational activities for residents. Not only did the many, small industrial plants distinguish Stillwater (as well as nearby Mechanicville) as a place of regional importance, but the area is also rich in American Revolutionary history. Widely known as the turning point in the American Revolutionary War, the Battles of Saratoga, which primarily occurred in the Town of Stillwater, serves as a unifying thread throughout the community. Tourists today can pay homage to the Revolutionary soldiers and American history by visiting the Saratoga National Historical Park where in 1777, rebel forces gained real traction in the war by forcing British troops to surrender, thereby garnering international support from France and Spain and further raising American morale.

Following the Revolution, the Town and Village of Stillwater were incorporated 1790 and 1816, respectively. Stillwater grew quickly because of the opening of the Champlain Canal in 1823 and the subsequent expansion of railroad infrastructure through the area in the late 1870s. By the 1880s, Stillwater was a major industrial hub in Saratoga County. Local industry included the Ballston/Stillwater Knitting Company (1924 to 1964) and the Stillwater Tissue Mills (1938 to 1950), which employed a significant number of local residents. While the Town and Village residents enjoyed a thriving economy and bustling downtown throughout much of the late nineteenth through mid-twentieth century's, the ensuing downturn of the industrial era left many residents

without local jobs. The introduction of the automobile and construction of Interstate 87 further changed the land use and transportation patterns. Some residents of Stillwater fondly recall their parents walking to work at nearby factories, attending church services on the weekend with their family,



Cannons overlooking the Hudson River at Saratoga National Historical Park (Saratoga-springs.info)

or meeting friends at Village restaurants to share a meal together.

Those growing up along Stillwater's Hudson River waterfront today know an equally friendly and tight-knit community, but differences prevail in the way residents are able to interact with one another on a daily basis. The Town and Village no longer host a variety of retail shops or cafes for people to frequent with their friends. Instead, most residents find they must drive from one location to another, or out of town altogether for basic services such as grocery and department stores, laundromats, and doctor's offices. Many of the changes that have occurred in Stillwater during this time are due in part to population loss, job loss, and lack of reinvestment in the area. Today, much of Stillwater's waterfront functions more as a bedroom community for the Capital District. However, the remaining businesses are vital the revitalization of the waterfront, as are the many historic sites and the Hudson River itself.

GUIDING PRINCIPLES & PROJECT OVERVIEW



Source: Google Maps

GUIDING PRINCIPLES

The objective of the Stillwater Hudson River Waterfront Revitalization Plan is to lay a framework for the future that first prioritizes the preservation of agricultural lands, open space and historic resources, and community character. Second, it goes further to envision a future that embraces a variety of housing options to satisfy the needs of a growing elderly and

millennial population, and a mixed-use environment that contributes to the overall economic and social vitality of the community. Lastly, the plan seeks to bolster quality of life amenities that will support current residents and attract new ones.

PRESERVE

Establish mechanisms to support and conserve the agricultural-based businesses, natural open space, and historic features that characterize the area.

REVITALIZE

Reinvest in existing commercial and residential properties to promote on-going revitalization efforts throughout the Town and Village. Spark renewed interest in local features that will attract new residents and tourists and can serve as vital community resources.

GROW

Expand infrastructure to accommodate and attract future growth. Promote higher density, mixed-use infill development. Create new opportunities for recreation and community engagement.



Project Overview

In the fall of 2012, the Town and Village of Stillwater were awarded NYS Department of State (NYSDOS) Local Waterfront Revitalization Program (LWRP) funding to develop the Stillwater Hudson River Waterfront Revitalization Plan through the NYS Consolidate Funding Application (CFA) process. Following the award, the Town and Village created a joint LWRP Advisory Committee that consisted of local residents, businesspersons, property owners, recreational enthusiasts, municipal and county staff, appointed and elected officials, and National Park Service (NPS) and Capital District Transportation Committee (CDTC) representatives. Committee members represented a broad spectrum of the community, ensuring a fair and balanced planning process.

The Advisory Committee began meeting in February of 2015 to begin research and discuss the goals of the Stillwater Hudson River Waterfront Revitalization Plan. Throughout the summer and fall of 2015, several community outreach initiatives took place. This included interviews with strategic stakeholders that were identified by the Advisory Committee, public workshops, and an online survey to provide for additional public participation. In January 2016, the Advisory Committee prepared a preliminary draft plan. After further

review and revisions, the Advisory Committee finalized the plan in May of 2016 for Town and Village Board's respective review and authorization.

The Advisory Committee's first public workshop was held at the Stillwater Town Hall on July 7th, 2015 and was attended by several local residents, business owners, Planning and Zoning Board representatives, and elected officials. The workshop commenced with a presentation of the study area's demographic and economic characteristics, amenities, as well



Public workshops were well attended and provided valuable public input

as attractions. Following the presentation, the floor was opened for public discussion, which focused on economic development, land use and zoning, transportation, infrastructure and quality of life issues. Attendees identified several areas of improvement from wayfinding and signage, bicycle facilities, expansion of sewer and water infrastructure to spurring Village development and increasing housing options.

On January 11, 2016, the Advisory Committee hosted a second public workshop at the Town Hall that was attended by many local residents, business owners, and local officials. At this event, the Advisory Committee presented draft concept plans and recommendations for public comment. A facilitated, group discussion directly followed the presentation, which enabled further questions, comments and ideas among participants. In addition to the workshops, the Advisory Committee conducted the following public outreach:

- Online survey for residents whose schedules may not allow them to attend the two (2) workshops
- Completed approximately 25 stakeholder interviews
- Held five (5) Advisory Committee meetings to discuss the progress of the plan, review research and public input, and develop recommendations

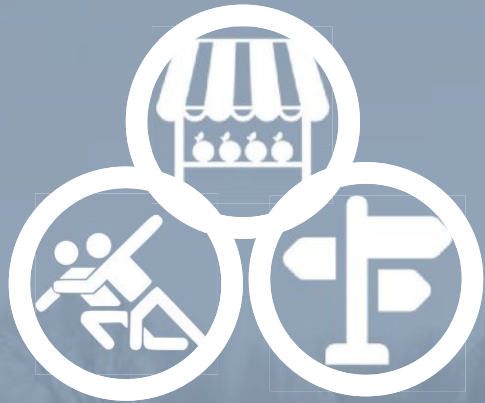
Appendix A provides summary of the committee meeting, public workshop, and stakeholder interviews.

The Advisory Committee also prepared an existing conditions analysis that provided an overview of the study area's demographics, economic, and land use characteristics, transportation and utility infrastructure, and natural and cultural resources (see Appendix B for the complete existing conditions analysis).

The Advisory Committee also prepared a detailed Market Analysis of the study area. The Market Analysis provided an overview of the Capital Region and Saratoga County's economic development trends and strategies, a review of local and regional business and employment characteristics, and a review of regional and local tourism characteristics (see Appendix for the complete market analysis).

After gathering and examining all the information and public input, the Advisory Committee formulated goals and recommendations, and then developed a thoughtful implementation and funding strategy to ensure the success of the plan. Finally, the plan was reviewed and approved by the Town and Village of Stillwater.

RECOMMENDATIONS



About These Recommendations

The following recommendations and revitalization initiatives are based on extensive public input that was obtained during the Stillwater Hudson River Waterfront Revitalization Plan planning process. While these recommendations represent a range of policy and land use options that will help revitalize Stillwater's Hudson River Waterfront, true success will depend upon a committed and informed community and strong public and private partnerships.

Because implementation of these strategies requires a long-term commitment from dedicated and knowledgeable members of the community, one of this plan's primary recommendations is the creation of an Implementation Committee. Created by the Town and Village Boards, members of an Implementation Committee would be appointed to serve a select number of years and tasked with implementing the recommendations outlined in this plan (the Town and Village may consider having such a committee help implement other town-wide planning initiatives).

The Implementation Committee would also be responsible for advising the Town and Village Board, Planning Board, and Zoning Board of Appeals on waterfront revitalization related matters. This may include proposed land use regulations, infrastructure projects (e.g., water and sewer services, etc.), and proposed developments.

While the Implementation Committee would provide the necessary commitment and continuity, additional support and/or partnership opportunities should include the Capital Region Economic Development Council, Saratoga County Prosperity Partnership, Saratoga Economic Development Corporation, Mechanicville Stillwater Industrial Development Agency, Saratoga County Planning Department, Saratoga National Historical Park, Historic Hudson-Hoosic Partnership, Champlain Canalway Trail Working Group, Lakes to Locks Passageway, and local land trust such as Saratoga PLAN.



Land Use & Zoning

Participants in the planning process noted a desire to encourage economic development and revitalization where appropriate, and discourage or modify development where it might degrade the study area's natural resources and community character. In particular, participants identified a need to improve the quality of development and revitalize local business within the Village along the southern limits of the NYS Route 4 corridor. This included an interest in encouraging a more walkable, mixed-use community in order to meet changing housing, shopping, and dining preference, particularly among the Baby Boomer and Millennial generations and tourists. Simultaneously, the community expressed the need to protect its environmental and cultural resources, including Saratoga National Historical Park's (SNHP) visual and historic character, existing farmlands, and Hudson River waterfront. Finally, local officials and property owners alike have expressed an interest in simplify or revising the study area's current zoning. Specifically, the Town's portion of the study area has numerous zoning districts that somewhat contradict the underlying land use patterns and inhibit mixed-use development (e.g., expansion of homes, commercial additions, mixed uses may be considered nonconforming

and require a variance or special use permit). With funding from the Capital District Transportation Committee's (CDTC) Linkage Study Program, the Town and Village of Stillwater are currently preparing an update to the Study Area's zoning and design guidelines. The following recommendations could be taken into consideration as part of this update.

1. Promote appropriately scaled and mixed- use designed development in the Village and southern extent of Route 4 within the Town

The Village of Stillwater is a quintessential community center. However, while it embodies all the characteristics of a small village, it is not defined by a singular or uniform land use pattern. Rather, it consists of several areas and types of development, including a downtown that consists of traditional mixed-use buildings that vary in architectural style, a variety of old-style and contemporary residential neighborhoods, numerous community and institutional land uses, as well as undeveloped landscapes and natural resources. As such, it is important to recognize that a "one size fits all" approach to future growth and development is unlikely to be successful.

Recently proposed developments within the Village made an effort to incorporate higher densities that were similar to

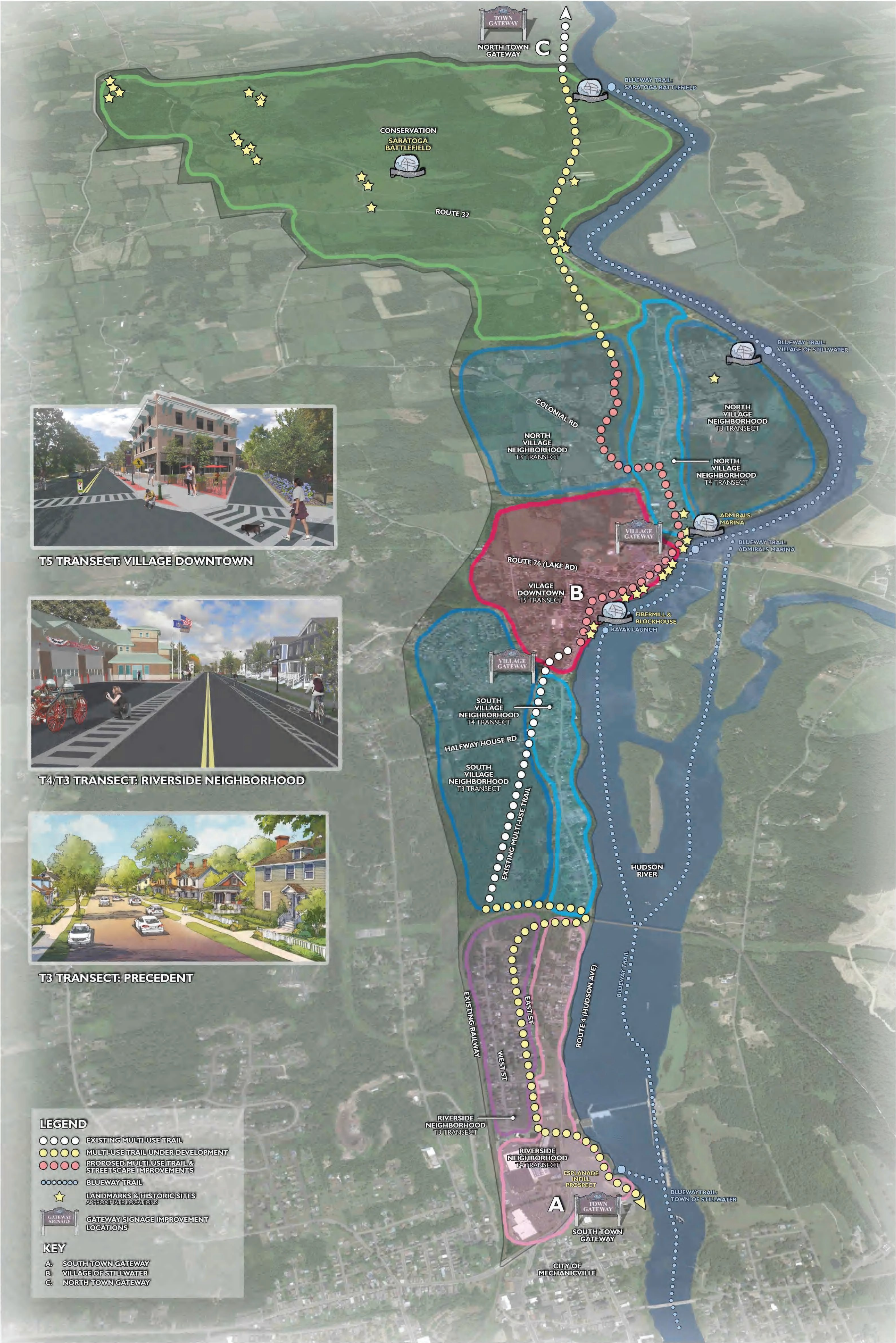
the Village's downtown center (an area along Hudson Avenue that bound approximately by Park Avenue, Lake Street, and Palmer Street). However, based on public input, some considered it out of character or too dense for the propose location (the project was located just north of downtown center). More specifically, some felt that that the location was too isolated from the downtown center. It was argued that this would result in undesirable increases traffic (at a new unsignalized intersection along Route 4) and potential unsafe pedestrian road crossing (particularly children that wanted to access local recreation facilities and shops).

However, some residents noted that larger or more dense projects may be more suitable in other locations within the Village (i.e., within the Village downtown area) where amenities are more accessible, infrastructure is available, and existing densities are more comparable. Therefore, the Village could explore more site-specific forms of development that it would like to encourage and accommodate such proposals through zoning revisions. Simultaneously, the Village could identify preferred development patterns for the less dense portion of the community.

Given these nuances, it is recommended that Village explore desired densities and designs throughout the community. As



Three zones on the rural-to-urban transect representing medium- density sub-urban to higher-density town center development patterns (dpz.com)



TRANSECT CONCEPT FIGURE

part of this effort the Village could consider using a rural-to-urban transect approach. The rural-to-urban transect recognizes the full range of environments from densely developed urban core to undeveloped natural areas. Transect zones focus of building form and provide the basis for real neighborhood structure, which requires walkable streets, mixed uses, transportation options, and housing diversity.

How Do Transect Work?

The urban-to-rural transect is commonly divided into several zones that vary by the ratio and intensity of their natural and built components. The Town and Village could consider employing an urban-to-rural transect that extends from the Village to the southeast portion of US Route 4 corridor and Riverside Neighborhood. The public has identified this as a recommendation, and the Town has identified this as a growth area in several planning initiatives including its Comprehensive Plan, Generic Environmental Impact Statement (GEIS), Farmland Protection & Green Infrastructure Plan, US Route 4 Corridor Study, and Brownfield Opportunity Area (BOA) plan. Growth in this area has long been considered part of a broader “smart growth” initiative (a planning concept that encourages growth where development and infrastructure already exist in order to reduce the potential cost and impact of sprawl).

It is recommended that the Town and Village follow the T3 to T5 urban-to-rural transect based on the adjoining transect figure (right). The Transect Concept design figure (next page) depicts a more area-specific transect approach for the Stillwater Hudson River waterfront (the figure also includes various points of interest and proposed improvements discussed in subsequent sections).

Village Downtown Center (T5 Transect): The area bound approximately by Hallum Road, Colonial Road, Broughton Lane, Ferry Lane, the Hudson River waterfront, and the southern extent of the Village. This area encompasses the Village’s downtown center (the area along Hudson Avenue between Stillwater Bridge and Park Avenue). It encompasses the Community Center, Earl J. Manning American Legion Recreation Fields, Block House, and Admiral’s Marina. Both developed and undeveloped portions of this area offer significant growth opportunities within the Village. Given the existing development patterns of this area, along with its proximity to the downtown center and nearby community assets, it is suggested that more high density, mixed-use development be permitted here.

North Village Neighborhood (T3 & T4 Transects): This area encompasses the remaining northern portions of the Village. Major land uses include single-family residential housing, farmland, vacant properties, the Stillwater Central School

District, former municipal wellhead properties, and Hudson River waterfront. Development in this area could mirror T3 and T4 design principles, whereby the more dense T4 transect parallels Route 4 (perhaps as far north as Stillwater Central School District), and the balance of the area designated as a T3 transect. As a result of breaking the neighborhood into a series of transects, the characteristics of each area is enhanced by fostering context sensitive styles and densities, as opposed to blanketed conventional zoning standards that ignores the existing land use patterns.

South Village Neighborhood (T3 Transect): This area extends from the southern limits of the Village boundary to the Iron Bridge just north of the Riverside Neighborhood. It compasses existing segments of the Stillwater Champlain

Canal Trail. It has significant natural resources, including a large wetland complex located west of Route 4. While these natural resources may inhibit some development, the area immediately along Route 4 and the Hudson River waterfront presents significant infill opportunities. However, given its existing land use patterns, coupled with the nearby natural resources, it is suggested that the Town consider a T3 transect approach for this neighborhood.

Riverside Neighborhood (T3 and T4 Transects): This area is bound by the existing railroad and Hudson River waterfront. It extends to the City of Mechanicville boundary. This area is defined by medium to higher density residential neighborhood, Veterans Park, the proposed Esplanade development, and number of existing business, including



The proposed urban-to-rural transect approach is illustrated in these three views, as the T5 “urban” environment (left) transitions between smaller scale mixed use (T4) to mostly high or moderate density residential (T3). It is important to note that commercial use opportunities exist in all three scenarios.

DeCrescente Distributing. Future growth could include comparable housing densities and allow for neighborhood-oriented mixed uses (e.g., professional offices, corner restaurants, etc.). More specifically, higher densities (T4 transect) could be explored along Route 4 and East Street, while somewhat lower, more residential densities (T4) could be explored from East to West streets.

What Would Transects Look Like?

The Transect Massing Figure and the T5 and T4/T3 Illustrative Renderings Figures (next page) depict the scale and possible type of infill development that could be considered within the Town and Village of Stillwater.

For all transects, the Town and Village could consider the following site design characteristics:

- Improved walking, biking, and transit and options (see Transportation related recommendations below).
- Enhanced landscaping and greenspace. This includes public spaces, storm water management, and green infrastructure features.
- Use of access management to reduce the number of curb cuts (e.g., shared access, connections between adjoin sites, service roads, etc.).

- Thoughtful parking standards that include shared, side, and rear parking. Use of parking management strategies (see transportation related recommendations below).
- Sign requirements that reduce visual clutters and improve the aesthetic environment. This includes use of natural materials, no backlit signs, pedestrian scaled signed, etc.
- Attractive, appropriately scaled, and pedestrian-oriented lighting. This includes the use of fully-shielded, downward directed light fixtures and buildings designed with windows that look out onto walkways, parking lots, and common areas.

2. Promote land use conservation and preservation of Saratoga National Historical Park, nearby farmland, and cultural and visual resources

Currently, zoning around the Study Area's northern agricultural resources and Saratoga National Historical Park (SNHP) consists of several districts. This includes Low Density Residential (LDR), Rural Residential (RR), and General Business District (B2). Based on the Town's buildout analysis that was prepared as part of a town-wide Generic Environmental Impact Statement (GEIS), a significant amount of new development could occur in this area, particularly within the B2 district. More specifically, approximately ±1,900 new homes could be constructed



TRANSECT ZONES
DIAGRAM

TRANSECT MASSING FIGURE



T5 FIGURE 1. ILLUSTRATIVE RENDERING



T4 & T3 FIGURE 2. ILLUSTRATIVE RENDERING

within the vicinity of the SNHP boundary and along the adjacent farmlands. Because of the community's interest in preserving this area as a cultural, natural, and economic resource, the Town could consider revising the current zoning to reflect the community's desire to keep this area an agricultural and natural resource. This may include rezoning B2 to LDR or RR (or some alternative zoning district). Ultimately, the intent of rezoning of this area could greatly reduce achievable densities and restrict possible uses to ensure that the district remains parkland or agricultural in nature.

3. Promote additional conservation measures around Saratoga National Historical Park. This may include a Viewshed Protection Overlay and/or a Transfer of Development Rights (TDR) program

In addition to reducing development potential to maintain the area's existing community character, the Town could incorporate a special overlay zone that advances the farmland protection and SNHP preservation recommendations outlined in the Battle of Saratoga Preservation and Viewshed Protection Plan and Stillwater Farmland Protection and Green Infrastructure Plan. Both planning initiatives identify the importance of preserving the visual character of the area and both recommend the creation of a viewshed protection overlay.

The overlay could include site design standards that minimize the visual impact of development on the SNHP's scenic resources. These standards could include limits on clearing, screening design requirements, locating proposed projects appropriately, and use of lower visibility building materials.

In addition to a viewshed protection overlay, the Town could consider adopting a Transfer of Development Rights (TDR) program. The use of TDR program has been recommend in several Stillwater planning initiatives. This includes the Town's 2006 Comprehensive Plan and 2007 GEIS and Farmland



SNHP's viewshed and nearby agricultural resources are not only important cultural and open space resources, they are vital economic resources well.

Protection and Green Infrastructure Plan. In an effort to further this recommendation, the Town took part in the Market-Based Land Use Control: An Analysis of the Potential for Transfer of Development Rights Programs in the Capital Region (“Capital Region TDR Plan”). The study was prepared by University of Albany in partnership with Saratoga PLAN and the Mohawk and Hudson Land Conservancy (MHLC). The study outlined the various elements of TDR programs and examined how such a program might be implemented in the Town of Stillwater.

How Does TDR Work?

The intent of the TDR program is to shift development from priority preservation areas to designated growth zones that are located closer to municipal services and infrastructure. TDR programs require the designation of “sending” and “receiving” districts in order to transfer development from one part of the community to another. Generally a TDR program requires a developer within a receiving district that wishes to build at maximum densities (or densities beyond the as of right allowances) to accumulate development rights (at a cost that reflects the market value of these right) from landowners in the sending district. Alternatively, landowners in the sending district may sell their rights to a TDR “bank,” which can then be purchased by developers at any given time. To ensure that the development rights are permanently extinguished from the land in the sending district, a conservation easement that

allows for continued use of the property is placed on that land. The developer of property in the receiving district uses the acquired development rights from the sending district to maximize the development potential for their property.

As the Town continues to advance a TDR program, it was awarded a NYS Agriculture and Markets Farmland Protection Implementation Grant (FPIG) in 2015. The FPIG funding will be used to identify sending and receiving zones and preparing a TDR program ordinance. It is recommended that the Town work with Saratoga PLAN when developing the program and consider entering into a Memorandum of Understanding (MOU), whereby Saratoga PLAN serves as the TDR administrator and/or as the TDR bank.

When developing the TDR sending zones, the Town could consider the following areas:

- Areas identified as higher agricultural resource priority and agricultural resource hub areas in the Stillwater Farmland Protection & Green Infrastructure Plan.
- Areas considered preservation priorities in the Battles of Saratoga Preservation and Viewshed Protection Plan.
- Proposed sending zone (S-1) in the Capital Region TDR Plan.

When developing the receiving districts(s), the Town could consider the following areas:

- Areas identified as higher density/mixed use development in the Stillwater Comprehensive Plan Recommendations Map.
- Areas identified as high density commercial and residential nodes in the Stillwater Farmland Protection & Green Infrastructure Plan.
- Proposed receiving zones (R-1 and R-2) in the Capital Region TDR Plan.

4. Promote senior housing within mixed-use areas

Based on the study area, Village, Town, and Saratoga County demographics, a continued increase in senior population is likely. The need to provide senior housing options for this population is not only important from a social perspective, but from an economic perspective as well. For example, an increased preference for high-density, mixed use, and walkable housing among baby boomer (and the millennial generations as well) can be leveraged by encouraging economic growth and development. Furthermore, many seniors indicate that they prefer to remain in their home or communities. However, many municipalities do not define or allow for various senior housing types or forms within their zoning code. Therefore, it is recommended that the Town and Village identify potential zoning impediments to senior housing and create appropriate land use strategies that can incentivize such developments.

Below are some suggested senior housing zoning approaches:

- Adopt the recommended urban-to-rural transect zoning approach (above) in order to provide for increased housing options within a walkable, socially connected, and service-oriented environment.
- Allow for senior housing types in selected zoning district and incorporate specific zoning definition (e.g., multigenerational housing, shared living residence, elder cottages, in-law apartments, elder cohousing, assisted living facility, congregated care facility, continued care retirement community, etc.).
- Consider affordable housing requirements or incentives (see incentive related zoning recommendations below). For example, this may include provisions that require a select percentage (e.g., 20 percent) of housing units within a new development be affordable for seniors.
- Adopt site plan design requirements that accommodate senior citizens (e.g., strong pedestrian connectivity and mobility, enhance building accessibility, etc.).

In addition to the above zoning measures, there are many other “aging in place” strategies identified below that can support seniors within the community.

5. Develop incentive zoning to encourage desired growth and community benefits

By increasing development potential through urban-to-rural transect zoning approach, property owners and developers alike will be more attracted to the area. In order to further encourage economic growth in the area, and provide enhanced community benefits, the Town and Village could explore incentives that attract new development and provide desired amenities and facilities. The Town and Village may allow for greater development densities than those permitted in zoning, reduced review fees, or expedited approvals if the developer provides desired community benefits. Community benefits may include public facilities, municipal or shared parking, infrastructure improvements, streetscape improvements, open spaces, waterfront access, public parks, historic preservation, and affordable or senior housing. It is also recommended that the Town and Village identify specific community benefit goals or targets and their relative priority. This recommendation may be employed in conjunction with Transfer of Development Rights recommendation above.

6. Coordinate Town and Village zoning and services

Ultimately, the urban-to-rural transect approach is an intermunicipal zoning initiative between the Town and Village. It recognizes that the Village downtown center, growth opportunities within the Town, and conservation within the vicinity of SNHP are shared community-wide interests, and that both municipalities will benefit from this approach. In order better organize this approach, it is recommended that the Town and Village identify ways to coordinate land use planning and decision-making. Currently, NYS General Municipal Law requires county referrals and reviews for select project that within 500 feet of a municipal boundary. However, The Town and Village could, as a courtesy or through some other arrangement, directly share information regarding proposed projects that are within the vicinity of one another's boundary. Furthermore, the Town and Village might consider holding regularly scheduled meetings to discuss land use and capital improvements. Finally, the Town and Village could share a number of municipal resources and services. This might include planning, engineering, highway department, and public works staffing and consultants.

Economic Development

As noted in the Stillwater Waterfront Market Analysis (see Appendix C), the study area has many economic assets, including the Hudson River waterfront, downtown Village setting, mix of local businesses, and Saratoga National Historical Park, all of which contribute to the local economy. In order to attract more robust economic growth within the Study Area, it is recommended that the Town and Village take a more proactive approach in order to attract desired local businesses. Although the market analysis indicates that the immediate population may have difficulty supporting new businesses, the nearby population within a 30-minute drive of Stillwater displays spending habits and economic characteristics that could be leveraged to support new businesses in the Study Area. The following recommendations are intended to grow the Study Area's economy by attracting people from throughout the region and increasing tourism.

1. Leverage existing marketing initiatives and

The Town and Village, along with local businesses owners, should take greater advantage of existing regional marketing and promotional initiatives. The most relevant initiative is the Lakes to Locks Passage byway. As noted in the Stillwater Waterfront Market Analysis, the Lakes to Locks Passage is a 501(c)(3) non-profit organization that promotes visitation, interpretation, and revitalization of the Upper Hudson River, Champlain Canal, Lake George, Lake Champlain, Richelieu



River, and Chambly Canal waterways' cultural and natural resources. According to Lakes to Locks Passage, "through the partnership of public, private and non-profit organizations, the scenic, historic, natural, cultural, recreational, and working landscape resources of Lakes to Locks Passage are managed in balance with economic development and tourism promotion."

Ultimately, Locks to Lakes Passage seeks to market the region as a destination by fostering a unified user experience through coordination and a variety of multimedia platforms and wayfinding signage. To that end, the Locks to Lakes Passage website and smartphone application allows visitors, business owners, promoters, non-profits, etc. to upload experiences and events as well as accommodations, restaurants, and store locations for people to explore and plan their trips. Stillwater should encourage the use of this resource in order to promote visitation. This may include education and outreach to local

businesses in partnership with Lakes to Locks Passage. Stillwater should establish a strong working relationship with Lakes to Locks Passage and create an interpretive signage strategy that is based on Lake to Locks Passage designs.

The Town and Village should also collaborate with the Saratoga County Prosperity Partnership (SCPP), Saratoga National Historical Park, Hudson-Mohawk River Heritage Area, and Erie Canal Heritage Area. Given their shared recreational resources (existing and proposed elements of the Champlain Canal) and agriculture heritage, the Town (as well as Saratoga County) should consider discussing cross promotion marketing opportunities with Washington County. The timing of such a discussions could be beneficial to both communities since Washington County is currently redeveloping its tourism promotion strategy.

2. Develop a localized waterfront events and promotional strategy

The Town and Village, in partnership with the Stillwater Central School District, Stillwater Area Community Center, Saratoga National Historical Park, as well as other local institutions and organizations, should develop a Hudson River Waterfront events strategy. The intent of this strategy should be to create a range of activities that leverage existing community, commercial, cultural, and natural resources, with the goal of attracting visitors year-round, particularly from

within a 30-minute drive time and the greater Capital Region. When developing this strategy it is important to consider the “4-Times Rule,” which states that people travel to an activity or event that keeps them four (4) times longer than it took to get there. For example, if the goal is to attract individuals from within a 30-minute drive, events and activities should be at a minimum two (2) hours. Creating a targeted and thoughtful strategy may require the creation of a committee or organization that would be tasked with developing a plan and coordinating reoccurring events.

How Do You Develop a Promotional & Events Strategy?

Traditionally, events are organized by individuals, businesses, groups, and organizations. These events are often singular in nature and are often held to promote a business, raise funds, provide community entertainment, or to celebrate a holiday. However, larger-scale, community events that are designed to increase local revenue involve much more planning, coordination, and promotion.

While the number and types of event opportunities are limitless, people are often most interested in experiences that involve local food and drink, history, art and culture, outdoor

adventures, and theater and music.¹ Authentic, locally connected, and reflective of what is unique to Stillwater are key approaches to creating successful and memorable events. Stillwater should consider the following when developing an events strategy:

- **Saratoga National Historical Park** serves as a widely recognized center of attraction. Heritage-based events that center around the park and its history (physically or thematically) should be considered. This may include multiday Revolutionary Era war reenactments, craft demonstrations, social living activities, etc. that take place throughout the Study Area. Other heritage-based events and activities could occur simultaneously (e.g., historic boat displays and regattas, antique fairs, etc.).
- **The Village's walkable downtown** setting and Hudson River waterfront, coupled with nearby local agricultural resources, could serve as a platform for food-based events. Many communities host harvest fests or signature food related events (e.g., Saratoga Chowderfest). Stillwater may consider working with a variety of local and regional restaurants and food vendors to create a themed-based food event (e.g., seasonal, artisanal, local only, chef competition, etc.).

Such an event, coupled with live entertainment, and other culinary related experiences could be a major attraction.

- **Adventure sports**, including running, cycling, swimming, paddling, etc. continue to enjoy increasing popularity throughout the region and across the US. Events that center on these and similar sports have high participation rates and many positive externalities (e.g., overnight stays, restaurant, and retail spending). Stillwater is well suited (perhaps in partnership with nearby communities) to host a variety of marathons, biathlons, triathlons, road races, fitness-oriented obstacle races, and water related competitions. This includes the use of Hudson River, sections of the Champlain Canal Trail and Route 4 and 32 corridor, Saratoga National Historical Park, and other transportation and recreation resources.

Staging these events requires thoughtful planning and use of existing facilities. The Blockhouse, Stillwater Community Center, Early J. Manning Recreation Fields, Stillwater Central School, Hudson River Park, Saratoga National Historical Park, and Veterans Park could all serve as support sites and staging grounds. Improvements to the Blockhouse, including the provision of restroom facilities, could further help support

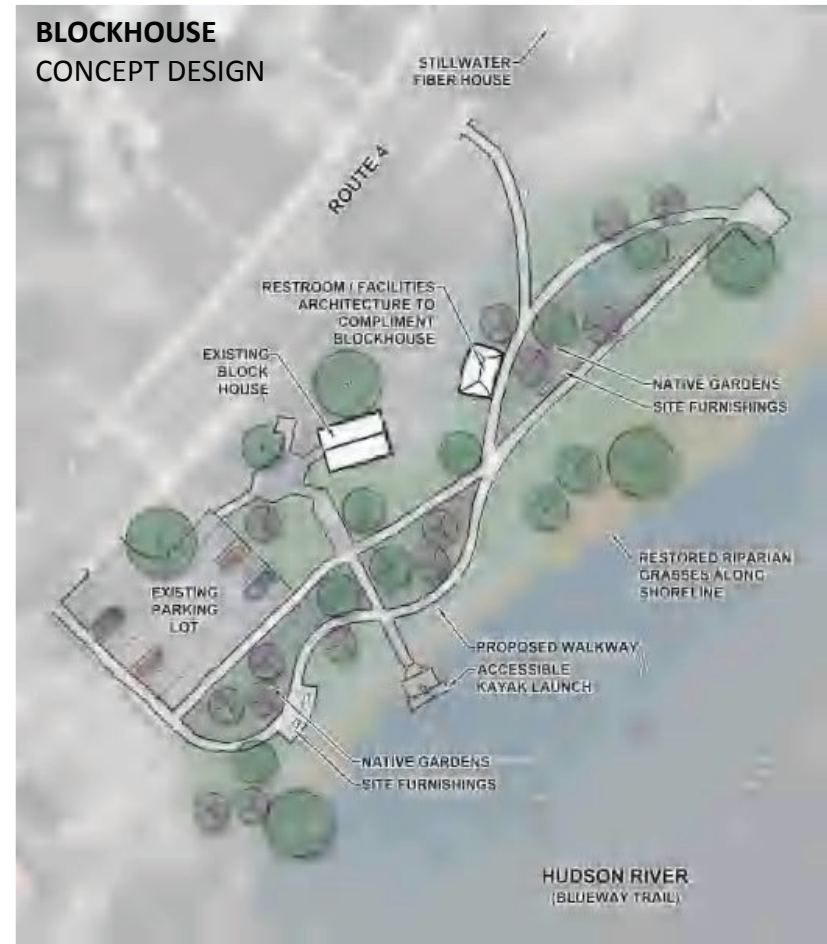
¹ Cornell University School of Hotel Administration, *Consumer Decision Making for Tourism in New York State* 2011

events and visitors (see conceptual Blockhouse improvements figure right). In addition to logistics, the events strategy should identify cross promotion opportunities with local businesses. Finally, in the absence of local accommodations, shuttle services from nearby hotels and even overnight camping arrangements should be considered.

3. Explore ways to support local business startups

Develop strategies to attract businesses that leverage the Village downtown, Hudson River waterfront (and its environs), and nearby cultural and recreational resources (see market study) use existing resources for marketing.

Providing business startup support within the Study Area (as well as the greater community) could have a meaningful economic impact. There are a number of such local resources including the Mechanicville Stillwater IDA, Saratoga County IDA, Saratoga Prosperity Partnership, and Saratoga County Economic Development. These entities and organizations provide a number of technical assistance, tax abatement, and financial support programs. However, in order to attract needed and desired business, including lodging, restaurants, and retail establishments, the Town and Village should explore ways to organize and coordinate business development and support. This effort should, in part, be based on the findings of the Stillwater Waterfront Market Analysis (see Appendix C). Below are several strategies to consider:



Conceptual Blockhouse improvements include public restrooms, waterfront access, landscaping, and shoreline restoration. Extension of the exiting trail north (as proposed in the US Route 4 Corridor Study) could provide waterfront connections nearby housing and business. It may also provide portage around the dam for paddlers.

- **Develop an inventory of potential redevelopment properties** that can be distributed local, county, and regional economic development entities and real estate companies. The list should include existing buildings and vacant sites. When developing this list, preliminary due diligence with regards to zoning and environmental and cultural resources should be conducted.
- **Generate a series of pro formas for desired businesses.** Pro formas are used to estimate financial feasibility results based on a set of assumptions regarding operation costs and cash flow. If the results of the pro formas are positive, they can be marketed to potential business and accompany select property information. When generating pro formas, the Town and Village should incorporate Stillwater Waterfront Market Analysis findings, including relevant population, income, and spending characteristics.
- **Develop online resource for potential businesses** to access and obtain business support and startup information. This should include links to relevant economic development organizations and their respective programs. It should also include a link the Stillwater Waterfront Market Analysis and

recommended property information and business pro formas.

- **Create and provide funding to support an economic development coordinator position.** This position could be a shared service between the Town and Village. It could also be done in partnership with the Mechanicville Stillwater IDA. The economic development coordinator could be tasked with developing the recommended property information, select business pro formas, and maintain online resource. The economic development coordinator could also attend trade associations for desired businesses in order to promote and attract new busies. They could also conduct outreach to individual businesses owners and provide technical support for local startups.

4. Identify strategic sites for redevelopment

As noted above, the Town and Village should identify select redevelopment sites and market them directly to the business community. Several sites were discussed throughout the planning process. This includes the former Town Hall and a handful of vacant building (e.g., former Milt's auto services), and sites (e.g., former Shirt Factory). It may also include large areas of vacant land located along Ferry Lane and south of Stillwater Central School District. Several sites were also



Admirals Marina along NYS Route 4 in the Village

identified as part of the Town and Village's Brownfield Opportunity Area (BOA) Pre-Nomination Study.

One of the most discussed redevelopment opportunities was Admiral's Marina. During the planning process many noted that improved waterfront access for boat tours, new recreation opportunities, entertainment facilities, and economic development (e.g., public private partnerships, new businesses, etc.) were desired. The site could incorporate a tour boat dock/facility that would operate in conjunction with Saratoga National Historical Park planned boat dock (possibly located at the Town Hudson River waterfront park) and battlefield tours (see Hudson River boat tour recommendation above). In order to facilitate revitalization of Admiral's Marina,

the Town and Village could engage the current property owners and discuss possible opportunities. If the current owner is willing, the Town and Village may consider a way to obtain site control (e.g., ownership) in order to facilitate redevelopment. If the Town and Village do decide to take control of (purchase) the property, the following should be considered:

- **Perform appropriate due diligence** including title, survey, and environmental research (e.g., Phase I and Phase II site assessment).
- **Identify ownership approach**, which may be single or intermunicipal. Intermunicipal property ownership may involve the creation of a memorandum of understanding (MOU) and/or a local authority.
- **Identify leadership and approach.** Redevelopment could be driven by a municipality or through a request for proposal (RFP) and selection of a preferred developer that agrees to meet desired project goals/outcomes.
- **Develop long-term management**, cost, and/or revenue sharing agreement.

The proposed concept plan for Admiral's Marina (located at the end of this section) is intended to reflect proposed land use revisions and provide for desired services.

5. Engage in broader economic development initiatives

It is recommended that a Stillwater representative engage in regional and state economic development forums in an effort to identify potential funding opportunities and advocate for funding of local projects. This may range from tax abatements, infrastructure improvements, and grant sponsorship and/or support. One of the greatest sources of funding for both public and private initiatives is New York's Consolidated Funding (CFA) program. The CFA is an annual grant program that includes a variety of state grants. Grants are awarded through a competitive process based on relevant funding source criteria and an area's Regional Economic Development Council economic development plan. Stillwater is within the Capital Region Economic Development Council (CREDC). The CREDC meets regularly and it is recommended that Stillwater attend these meetings and meeting with CREDC stakeholders in order to align local economic development strategies with the CREDC's. In addition to the CREDC, Stillwater should become actively engaged in Saratoga County's evolving Saratoga County Prosperity Partnership (SCPP) initiative. The SCPP is now the County's Economic Development

organization. The origin of the SCPP is the Saratoga County Economic Development Strategic Plan. The plan outlines several trends and economic development strategies for Saratoga County to pursue (see the Stillwater Waterfront Market Analysis in Appendix B for more information). Since its inception, the SCPP has developed The Saratoga Strategy, which spells out a series of specific economic development objectives for Saratoga County.

In addition to attracting new business and supporting existing ones, the SCPP is looking to develop strong relationships with appointed and elected officials in order to "enhance investments" in Saratoga County. A key element to this objective is initiating a "local government and community program for initiating new community and economic development projects for northern, central and southern community, working with local chambers, business and professional associations and local governments." This program could be leveraged by Stillwater to help attract desired businesses (e.g., restaurants, etc.) and offer technical support to start-ups.



Transportation & Infrastructure

Transportation improvements within the Stillwater Hudson River Waterfront focus on providing improved access to regional transportation services (e.g., CDTA busing, etc.) and enhancing multimodal access (e.g., multi-use trails, pedestrian mobility, etc.) within the immediate study area. During the planning process, the need to provide improved access to regional employment centers and enhance nearby walkability (in conjunction with the urban-to-rural transect land use and zoning recommendation above) was identified. It was noted that in order to accommodate changing transportation preferences and trends among the Baby Boomer and Millennial generations (e.g., decline in car ownership, increased use in public transportation, downsizing of homes, desire to live in more compact and walkable communities), the Town and Village should seek to provide transportation options. Public transportation can help to lower pedestrian, driver and passenger safety risks (particularly in the teenage and elderly cohorts) and can also enhance residents' quality of life.

Select improvements and expansion of water, wastewater, and natural gas infrastructure are vital to the economic and environmental suitability of Stillwater's waterfront. Aging or inadequate infrastructure can simultaneously have unintended environmental impacts and discourage private investment. The following infrastructure improvements are intended to encourage the recommended infill development

(see Land Use & Zoning above), which will help to foster desired economic growth (see Economic Development below).

1. Continue to expand and improve upon multimodal trail infrastructure

The Town and Village should continue their efforts to develop their portion of the Champlain Canalway Trail. Ultimately, the trail should extend (at a minimum) from the Town of Saratoga to the City of Mechanicville. In addition to providing excellent health and recreational benefits, it is widely acknowledged that such quality of life infrastructure has significant and positive economic benefits.

According to the Champlain Canalway Trail Action Plan (see below for more information), day users of trail spend approximately \$1 to \$30 per visit and multi day users may spend approximately \$100 to \$300 per day. This spending can greatly benefit the local economy (particularly retail and service based businesses). In addition to direct spending, users may range from local residents to national or international travelers that are long-range cycling enthusiasts. These users ultimately serve as "ambassadors" to the community when they share their positive experiences with others, which essentially provides free marketing that can help attract new residents and businesses.



The existing segments of the Champlain Canalway Trail in Stillwater are a tremendous resource. Further extensions and improved connectivity will increase users and visitor spending (mechanicvillemile.com)

Designated a “priority greenway” in NYS’ Statewide Trails Plan (2010), the Champlain Canal Trail is a region-wide initiative to develop a trail along the historic Champlain Canal corridor. Once complete, the trail will extend from Waterford to Whitehall. Several local and regional planning documents have identified specific and conceptual route locations, as well as adjoining spurs and loops. This includes the:

- Champlain Canalway Trail Action Plan (2011);
- Stillwater Farmland Protection and Green Infrastructure Plan (2007); and the
- Stillwater US Route 4 Corridor Study (2006).

The Champlain Canalway Trail Working Group (CCTWG) serves as an “ad hoc partnership that includes local and regional canal and trail groups, public agencies, and park and preservation organizations,” that is dedicated to advancing development of the Champlain Canalway Trail. The CCTWG meets regularly to discuss the status of the trail’s development and provides trail support through a host of initiatives.

How are Trails Funded & Developed?

Over the last several years the Town of Stillwater has actively sought to develop their portion of the Champlain Canalway Trail. Through thoughtful planning, successful grant writing, strong partnerships, extensive volunteerism, and old fashion hard work, the Town has successfully developed several trail segments. In 2007, it completed the Stillwater Multi Use Trail Segment from the railroad line north of the Riverside Neighborhood to Railroad Avenue.

In 2014, with funding from the Hudson River Valley Greenway, the Town completed the Campbell Park trail segment from Railroad Avenue to Campbell Road. In 2013, the Town was awarded NYS Office of Parks, Recreation, and Historic Preservation (OPRHP) and NYS Canals to construct the Riverside Trail segment from the southern end of the existing Stillwater Multi Use Trail segment (north of the railroad) to the City of Mechanicville, via the proposed Esplanade development project. In 2015, the Town was

again awarded NYS OPRHP and NYS Canals funding to construct the Towpath Trail segment from the Saratoga National Historical Park to the Town of Saratoga's Champlain Canalway Trail network. The Town was recently awarded a grant from Saratoga County to complete a portion of the trail that extends northward from Price Road.

While not specially identified as part of the Champlain Canal Trail, the Village has successfully extended its sidewalk network from its central business district to the Stillwater Central School using NYS Safe Routes to School funding. Coupled with Route 4's designation as a NYS Bike Route, this helps provide some connectivity between the Village and existing and future trail segments.

Moving forward, the Town and Village should coordinate Champlain Canal Trail implementation with the CCTWG and expend the trail network to connect various points of interest, including local businesses and cultural and recreational resources. This effort may include the formation of a local trails committee.

2. Improve streetscape and multimodal infrastructure along roadways

Improvements to the Study Area's road network could further enhance the pedestrian experience and offer multimodal opportunities. Currently, many of the Study Area's roadways offer limited pedestrian and bicycle access or facilities. As such, it is recommended that the Town and

Village adopt a complete streets approach when upgrading roadway infrastructure.

Ultimately, a complete streets approach to roadway designs is centered on the idea that streets should accommodate all users. This includes pedestrians, bicyclists, motorists, and people of all ages and abilities, including children, older adults, and those with physical disabilities. A complete street approach to roadway design includes context-sensitive elements that prioritize bicycle/pedestrian access and safety as well as traditional vehicular needs. This integrated design approach helps to reduce vehicle miles traveled by promoting pedestrian mobility, which complements the desire for mixed-use, higher density infill development. Finally, a complete street design offers more opportunities to improve the aesthetic quality of the community. Complete streets often include the following concepts and features:

- **Pedestrian Access, Safety & Mobility:** includes such features as sidewalks, crosswalks, bike access, landscape buffers between vehicle traffic and pedestrians, and signage. Together, these features make for a safe and pleasant experience for pedestrians.
- **Access Management:** includes orderly and well planned points of access throughout the corridor, reduced number of curb cuts, increased

interconnection between adjacent land uses, and designated turning lanes. Access management, when implemented, will help to reduce the number of potential conflicts between motorist and pedestrians.

- **Traffic Calming Techniques:** include curb “bump-outs,” the narrowing of roadways, pedestrian islands, signage, speed reductions, and textured surface crosswalks. Together, these features are conducive to safe and alert driving.
- **Corridor Beautification:** may include themed lighting, landscaping, gateway treatments, orderly and/or themed signage, and planted medians. These features help to create a sense place and improve the aesthetic quality of the corridor.
- **Green Infrastructure:** includes stormwater designs that focus on infiltration and nutrient uptake by plantings (e.g., raingardens, disconnected curbs, bio-retention basins, pervious surfaces, etc.). These features help to reduce pollutants that may be conveyed by stormwater runoff. Street trees act as carbon sinks and help to preserve road surfaces by shading them from the summer sun and help block the cold winds of winter.

To ensure complete streets implementation, it is recommended that Town and Village consider adopting a complete streets policy and roadway design standard that



Narrowing roadways (road diets), sidewalks, crosswalks, bike lanes, and other complete street measures are intended to improve multimodal access and safety (completestreets.org)

applies to municipal road reconstruction and new development. It is also recommended that the Village improve and expand its sidewalk network, particularly within its central business district. The Town should seek to develop complete streets through the Riverside Neighborhood. Finally, the Town and Village should advocate for and work with the NYS Department of Transportation (NYSDOT) to reconstruct NYS Route 4 in order to better accommodate multimodal access, particularly cyclists. At a minimum, efforts should be made to improve the roadway segments between the Riverside Neighborhood and the Village center and from the northern Village to the Saratoga National Historical Park.

3. Help facilitate Hudson River boat tours

The National Heritage Trust was awarded a \$55,000 grant from the New York State Canal Corporation in December 2012 to help develop a boat dock along the Hudson River. The purpose of the boat dock was to help provide waterfront and boat access to Saratoga National Historical Park (SNHP), however, the dock has not been implemented to date. The opportunity to build a dock for SNHP-related boat tours has been discussed throughout the planning process. A boat tour operation could help tell the story of the Battles of Saratoga from the Hudson River. It would also provide visitors with an interesting and unique waterfront experience.

A successful example of this type of heritage tourism is the Carillon Boat Cruises in Fort Ticonderoga, NY. The Fort operates as an independent, non-profit, 501(c)(3) organization. Visitors can experience a 90-minute, chartered boat tour around the Fort Ticonderoga peninsula to hear 18th century military stories, and learn about 19th and 20th century maritime heritage. Tickets to the venue range in price from ‘no cost’ for young children up to \$25 for an adult ticket.

In addition to the regular boat tour, Carillon also offers sunset cruise tours in July and August, and private, evening boat charters for special events. All charter boat tours, day or night, welcome guests to bring a picnic lunch/meal, or offer the option of reserving a boxed lunch from the facility’s Café. The Carillon tour has been a success for the for the Fort, both in

terms of participation and financially. Because of this, the boat tour continues to play a role in the Fort’s positive economic impact to the region.

How Could a Hudson River Tour boat Operate?

As noted in the Stillwater Waterfront Market Analysis, people are willing to travel 30-minutes for basic goods and services. Furthermore, people are willing to travel to an activity that keeps them four (4) times longer than the travel time. By implementing a multiple hour boat tour component in association with the SNHP, it would attract more visitors from greater distances, creating a positive impact on the community’s economy. The Carillon Boat Cruise offered in conjunction with the Fort Ticonderoga museum tours create a heritage tourism day trip that is well-worth traveling for. Stillwater has the capacity and historic sights to offer such an appealing attraction as well.

It has been previously suggested that the National Heritage Trust collaborate with the Town to develop a dock at the Town’s new Hudson Riverfront Park. The addition of docking facilities at the Hudson Riverfront Park would open a new realm of possibilities for SNHP and the Town to expand cultural and recreation opportunities. It may also offer new private business opportunities. For example, the proposed boat tour could bring passengers from the Village north to the battlefield. This would require installation of a dock facility within the Village, which could be developed as part of the



Many enjoy the Carillon boat tour at Fort Ticonderoga. A similar tour could be developed between SNHP and Village of Stillwater (fortticonderoga.org)

Admiral's Marina revitalization concept plan. With passenger travel between SNHP and Village, shuttle services, bike rentals, retail, dining, and even lodging related business could provide direct or indirect support series. The boat tour could even be tied to special events along the waterfront.

4. Help develop Hudson River Blueway Trail

A number of state agencies and organizations are working to create a Hudson River Blueway Trail. Most of this effort has been focused on a New York City to Troy Dam trail segment. However, there has been growing effort to develop a segment north of the Troy Dam. According to the New York Statewide Trails Plan, a Blueway Trail is a "designated recreational water route" for watercraft. Such routes require designated docks, boat launch sites, day use areas,

and public access opportunities. They also require thoughtful wayfinding signage and mapping for user navigation and use.

With several existing and proposed waterfront access points and resources, the Town and Village should coordinate with these ongoing Blueway trail efforts. Stillwater could develop a Blueway wayfinding system and designate its Hudson River Park as a point of access. Recommended improvements to the Blockhouse and Admiral's Marina could provide additional points of access. Stillwater should also consider additional amenities such as overnight parking, restroom facilities, and designated camping areas.

Similar to the economic benefits of the Champlain Canalway Trail, a Hudson River Blueway trail would attract a wide range of visitors, from day-trippers to overnight visitors. Blueway trail users, including canoeist, kayakers, standup paddlers, and boaters, not only enjoy visiting an area, but often utilize local services and generate local tourism dollars.

5. Promote expanded transit and carpooling options

As of 2015-2016, there are no public transit services available within the study area. As such, it is recommended that Stillwater identify public transit alternatives for residents. Residents have discussed the need and desire for public transit options in workshops and one-on-one interviews during the planning process, explaining that

many residents, particularly the elderly, do not have personal vehicles to use or cannot safely or easily drive themselves to accomplish basic tasks such as attending doctors' appointments, buying groceries, etc.

The Capital District Transportation Authority (CDTA) currently provides public bus service routes as far north as the Village of Waterford and the City of Saratoga Springs, but does not offer bus routes into Stillwater. Based on CDTA's Transit Development Plan's "Transit Propensity Index," the Town and Village do not meet the population, employment, and ridership generator characteristics needed to provide CDTA services. Without increased population and employment, it is unlikely public transit will be extended to Stillwater in the near future.

How Can Stillwater Provides Services?

The City of Mechanicville provides reliable and frequent local bus service to city residents, and at a rate of \$.65 per ride (and no cost to senior citizens), the intracity route is also affordable. The West and South loop routes run Monday through Friday, every hour from 8:00am until about 4:00pm and Saturdays from 9:00am until 5:00pm. It is recommended that the Town and Village work with the City of Mechanicville to develop a regular service from the Village, along US Route 4, that connects with the northernmost CDTA bus stop in Waterford.



Expanded bus services, in partnership with the City of Mechanicville and CDTC, would improve accessibility to the community (cdta.org)

In addition to expanded transit service, the Town and Village should take advantage of the CDTA's www.iPool2.org (iPool2) service, which is an online web portal that enables users to coordinate personal carpools among each other. This type of service is often used to fill the gaps in more rural townships that may not have access to a public transportation system and would likely benefit Stillwater residents. The online service provides regional ride matches for those users who are planning to drive to a particular destination and those users who seek to obtain a carpool ride to that same destination, or another nearby location along the way.

CDTA's vRide program is another similar sustainable transportation option that offers the same services as iPool2, but for a larger number of people in a 'vanpooling' option rather than carpooling. This is typically for a group of five (5) to fifteen (15) individuals who ride to and from work together every day. There is currently a grant from the Capital District Transportation Committee that provides discounts to groups operating a vanpool in Albany, Rensselaer, Schenectady and Saratoga Counties. All participants of the vanpool may also be eligible to receive federal tax incentives for use of the sustainable transportation vanpool service.

The Town and Village can increase usership of these free and existing online services by helping to educate Stillwater residents about iPool2 and vRide and how they can help to fill service gaps, particularly for the elderly. Some options the Town might consider to promote these services to residents include using the local newspapers, posting information about the services on public marquees, engaging the Community Center's Elder Care Program, and any other community-based organization that would be interested in promoting this kind of public service. Additionally, the Town and Village might consider providing a dedicated carpool/vanpool parking lot location with signage and information for prospective users. This would help to show the Town and Village's commitment to providing residents with a form of low-cost, public transportation and promoting sustainable transportation alternatives.

6. Develop short and long term parking management strategy and municipal parking facilities within the Village and proposed infill areas

Parking can be a real or perceived issue. Often, many parking issues may be addressed through improved management of existing parking spaces and planning for future parking demands. While continued growth within the Study Area will add to current parking demand, the use of conventional parking standards that focus primarily on supply is not recommended. Rather, the Town and Village should develop a shared parking approach, coupled with a parking management strategy that focuses on efficient use of parking supply, reflects consumer demand, and includes alternative transportation options. Ultimately, such a strategy is intended to compliment the desired mixed-use, higher density infill development. Specific parking management strategies may include:

- **User Information:** Provide print and web-based parking maps and information for residents and visitors. Improved wayfinding signage should easily direct motorist to designated parking areas
- **Sharing:** Opportunities for shared parking among adjoining and non-conflicting land uses should be sought encouraged or required
- **Efficient Use of Space:** Parking requirements should have both minimum and maximum requirements that are based on likely demand as opposed to estimated

maximum percentiles (e.g., 85 to 90 percent). Furthermore, parking facilities should be designed to maximize underutilized space. This may include smaller parking spaces and designated motorcycle and compact car parking.

- **Prioritization:** The most desirable or convenient spaces should have limited times a vehicle can park to promote turnover. This may also include metered parking if necessary.
- **Quality vs. Quantity:** Parking facility quality should be considered as important as quantity, including aesthetic, securing, and accessibility, and user information.

In addition to improved management of private parking facilities, development of municipal parking facilities should be considered. As previously noted, many are willing to walking approximately 0.25 miles (i.e., a five minute walk) from one destination to another. Thoughtfully located municipal parking facilities could be developed within central location locations. In turn, parking requirements could be reduced or eliminated if land owners can demonstrate that the municipal facilities would satisfy their parking demands. Such facilities could be paid for through public and private partnership, whereby developers pay an in-lieu of fee that covers the cost of municipal parking.

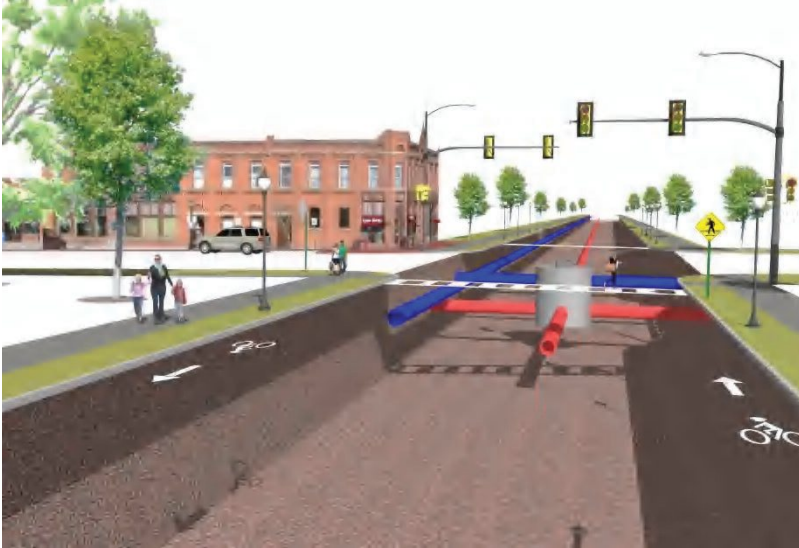
Finally, peak parking demand is most likely to occur during current and proposed special events (see Economic

Development recommendations below). To ensure the success of current and future special events, the Town and Village should develop an event parking plan that includes:

- **Establish designated event parking locations.** This may include the Block House, Stillwater Area Community Center, Earl J. Manning American Legion Recreation Fields, Stillwater Central School, and Veterans Park.
- **Use temporary signs and maps** to direct motorist to event parking locations.
- **Use staff or volunteers** to help direct parking during peak periods
- **Consider use of shuttle vehicles** from parking to event locations (if necessary)

Improve and expand sewer, water, and gas infrastructure

The Town and Village should collaborate on improving and expanding sewer, water, and gas infrastructure. Efforts to improve the Village's wastewater system and provide wastewater service to the southern portion of the Town's Route 4 corridor (between the Riverside Neighborhood and the Village) should be prioritized. Efforts to expand natural gas within the Village and southern portion of the Study Area should also be made. Many residents, property owners, and business owners expressed a desire to have both wastewater and natural gas services. They viewed



Improved streetscapes and community enhancements can be piggybacked on improved water and sewer infrastructure projects

access to such infrastructure as a needed incentive to develop or redevelop their properties.

Currently, the Riverside Neighborhood is within the Saratoga County Sewer District (SCSD). The Village has its own wastewater treatment facility (with the exception of the area around Ferry Lane, which is serviced by onsite septic systems). The Village has worked diligently to improve its wastewater system, including replacing pipeline, slip lining pipes, manhole repairs, repair or replacement of some of its pump stations, and select upgrades to its treatment system.

While the Village has no known capacity issues, extension of the SCSD district along Route 4 would likely be the most logical and cost effective way to provide wastewater services to the area south of the Village. More specifically, the gradient from the Village to the Riverside Neighborhood slopes southward (along the Hudson River). Furthermore, with only minor modifications to the existing pump station along Railroad Avenue, connection to the SCSD, which has both the capacity and treatment capabilities to handle such additional connections, would be relatively straightforward.

However, in order to support growth within the Village, continued upgrades to its wastewater treatment plant are essential. This includes additional slip lining, pump station improvements, and upgrades to its treatment system. The system should also be further studied in order to identify if there are any needed capacity upgrades to support desired growth and development.

With respect to water services, the Town's southern portion of the Study Area (south of the Village) is within Consolidated Water District No. 6, which currently receives water from the Village of Stillwater. A project is currently underway to connect this district with Saratoga County Water Authority (SCWA) system. The Town should continue with this project in order to support the proposed land use and development recommendations within the Study Area.

In addition to the Town's Consolidated Water District No. 6, the Village provides water service to almost all the properties within the Village Boundary. The Village recently made a connection to SCWA. The Village installed approximately nine (9) miles of transmission main to bring SCWA water to the Village. This new water source replaced the Village's well and treatment facilities, which were impacted by PCB's in the Hudson River. The Village also

provides water service to portions of the Town within the Study Area along Lake Avenue. At this time, there are no known capacity issues within the Village boundary, although many sections of the Village's water infrastructure is aged and in need of replacement. As such, it is recommended that the Village continue to improve its water services by replacing waterline and installing meters to ensure efficient delivery and to identify any leaks in the system.

Community Enhancements and Quality of Life

A community's quality of life encompasses many things, some tangible and some intangible. By improving tangible assets such as recreational resources, community facilities and programs, the intangible qualities, including pride and a sense of security, are enhanced as well. Such efforts are often referred to as "placemaking." According to the Project For Public Spaces, "more than just promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution."

Stillwater's Hudson River waterfront has many special places. The following recommendations are intended to enhance several of these places and help to create new ones. The recommendations are also intended to promote visual and physical interconnection between these places, fostering a greater sense of place. An enhanced quality of life can help attract new investments and new residents in addition to promoting a more intimate connection to one's community.

1. Enhance Stillwater Area Community Center

It is recommended that the Town and Village work with the Stillwater Area Community Center (SACC) to provide enhanced services and improved facilities in order to increase usage and attract new residents, visitors, and users to the facility and community.



Stillwater Area Community Center (SACC) provides a wider range of community events, programs, and services

The SACC is a tremendous resource that offers community support and programming for residents of all ages, however, phone interviews revealed that many residents would enjoy access to more activities and opportunities specifically for adults. Current programs offered at the Center include: the School Age Child Care Program, summer camps, Preschool and Learning Center, Youth Theater, music lessons, basketball, t-ball, open gym, men's basketball league, Cub Scouts, Boy Scouts, Girl Scouts, adult fitness classes, and more. These activities provide affordable recreation and social engagement opportunities for all residents. However,

during the planning process residents noted several ways to improve the potential of the SACC.

According to the SACC, the children's programs including various sports camps, pre-school, and before and after school are very well-attended and generally at full capacity. The elder care program, which offers day time activities and free transportation for medical treatments, appointments, shopping, and other local errands is also generally well-attended, but still has capacity for more participants. The SACC also offers a few programs, primarily exercise related (Zumba and Yoga), that are geared toward adults, but attendance in these is generally sporadic and low.

To increase overall usership of the facility's various resources and programs, the SACC is looking to add more activities and increase the diversity of programming. A survey has been developed and posted on the SACC's website to seek public input on what programs are sought in the community, however, few participants have completed. The Town and Village should help distribute this survey in order maximize input. Also of note is that all SACC programs and activities are held on-site, rather than in various places throughout the community. While the Center undoubtedly is well-suited to host programs on-site as it has two gyms, a meeting space, a classroom, a playground, and a yard, it might also consider expanding its reach by hosting various

programs and events off-site in the future to appeal to a wider audience (e.g., yoga in the park).

How Can Stillwater Help the SACC?

Stakeholder interviews revealed that many Stillwater residents believe there are opportunities for more recreational activities for the young-adult to adult population that would help foster a stronger sense of community. While the SACC does in fact offer two to three such programs already, these programs often have quite low attendance rates, as previously discussed. Through an increased marketing scheme and a robust rebranding effort, the SACC could re-position itself to better meet the needs of the community today. Changing the perception of the existing SACC through a rebranding effort would help bolster the existing programs and attract residents who may not have been interested in participating in past events and activities. This rebranding effort could be done in conjunction with waterfront promotion and event strategies and shared recreation services, discussed further in this and the economic development sections of this report.

2. Improve existing and create new recreation opportunities

Both the Town and Village have been working hard to improve and create new recreational opportunities for residents and visitors. From completing the Stillwater portion of the Champlain Canalway Trail to development of parks like the



Improved waterfront access would allow for increased paddling and recreation access to the Hudson River (americancanoe.org)

Major Dickinson Children's Playground and Hudson River Park, the Town and Village recognize the intrinsic community and economic value of these resources.

In addition to trails and complete streets improvements, Stillwater should consider the following recreational improvements:

- **Improve Waterfront access.** A car-top canoe and kayak access was opened at Hudson River Park providing much needed access in this part of the Town. As part of a Blueway trail system or as standalone resources, similar water access is needed within the Village as well. As previously noted, redevelopment and

revitalization of Admiral's Marina could become a major project within the Village, providing new private investment opportunities and Hudson River access within the heart of the mixed-use core. Tourism-based river access should be a priority as it could provide unique economic development and quality of life opportunities that few other communities in the state have available.

- **Continue to foster existing, and create new, recreation-focused partnerships.** The Town and Village are at a critical crossroads where fostering and developing strategic recreation-focused partnerships could prove to be highly beneficial in implementing the vision and projects proposed as part of this plan. The Town and Village should increase their partnering efforts with the Stillwater Central School District, Community Center, Admiral's Marina owners, Lakes to Locks Passage, National Parks Service, Erie Canalway National Heritage Corridor, Capital District Transportation Committee, NYS Canal Corporation, and NYS Department of Transportation.
- **Continue working to improve the park system.** The Town and Village continue to support improvements to their park systems and build on recent work done at the Earl J. Manning American Legion Recreation Fields, Major Dickenson Playground, and Stillwater Hudson River Park. Priorities include developing pocket parks,

increasing access to the waterfront, and completion of the Stillwater Champlain Canalway Trail segments.

Stillwater should consider the establishment of a year-round, intermunicipal (shared service) recreation department to implement these recommendations. With increased recreational opportunities over the last several years, along with recommended recreational improvements, development of a full-time department could help ensure that recreation facilities are well maintained, available to all age groups, and are promoted to residents, visitors, and tourists alike. Such a department could also help facilitate the recommended promotional and events and transportation strategies.

3. Further develop select local amenities and community resources

Saratoga County is a hub of agricultural activity. As such, the Town should take advantage of its ease of access to fresh, local produce and artisan goods by creating a weekly Farmers' Market. Local markets often serve as a cultural amenity for residents and an economic development tool for the host community. The Farmers' Market could help fill service gaps such as coffee shops, restaurants, and sales of other specialty goods (i.e. hand-crafted gifts, cheeses, honey, etc.).

The market should be located in highly visible venue that offers sufficient parking (within walking distance) and allows for leisurely enjoyment of the area. This may include the Blockhouse during the warmer months and at the SACC during

the colder months. It may be incorporated into the proposed Admiral's Marina redevelopment.

Opportunities should be explored that would encourage visitors to the Farmers Market to further enjoy other community amenities such recreation, historical, and cultural resources and local business. This may include cross marketing and way-finding signage and promotion of upcoming events.

As part of the farmers market, or as a separate initiative, the Town and Village should also explore ways to support or encourage small-scale, 'pop-up' businesses, which allows startups, at minimal cost, to operate at temporary locations



The popularity of farmers markets continues to increase. Location and vendor participation is key to successful markets. Saratoga and Washington County's existing agricultural resources should be leveraged when organizing a Stillwater Farmers Market (nafmnp.org)

that maximize their exposure to clientele. If these temporary enterprises prove successful, owners may decide to find a more permanent location for their business in the community. The Town and Village could offer special vending permits during the farmers market, or in partnership with building owners with vacant storefronts.

Stillwater should also consider creating a waterfront recreation link along the Hudson River. According to the Village's draft Comprehensive Plan update, this would include Russell Drive, Clinton Court, Stillwater Central School, the former Stanley Property, the Village Water Works property, NYS Canal lands, and Ferry Lane. Prior ideas for this area include: installation of a boat dock and other facilities that would encourage waterfront access; a lighted walking and biking path that could double as a groomed snowshoe and/or cross country-ski trails in the winter, a snowshoe and ski rental facility, and an ice cream shop. Parking and links to the interior of the Village would be essential elements of the overall plan development. Additional ideas for development in this area could include a year-round, full-service bike, ski, canoe, and kayak shop and/or a temporary 'pop-up' or trailer-based bike and kayak rental shop. Finally, restoring the former swimming beach along the NYS Canal lands was also discussed.

4. Improve Town and Village gateways

Gateways are physical and visual features that help define a jurisdiction, place, or special area. Gateways are fundamental elements of placemaking; a planning and design principal that works to capitalize on existing assets, opportunities, and public support to create public spaces that contribute to improved quality of life. Simply put, it is about making enhancements such as signage, landscaping, and other features that welcomes everyone to Stillwater and potentially provides spaces for residents to gather. Stillwater should design its gateways so that they are integrally tied to the comprehensive wayfinding signage program, as consistency in design is vital to a cohesive placemaking effort:

- **Gateways should be designed and at locations identified on the concept plan:** at the northern end of the Town (North Town Gateway) along Route 4, within the core area of the Village along Route 4, at the southern Village and Town line along Route 4, at the Route 76 and Route 4 intersection, and at the Town and Mechanicville line along Rt. 4. Gateways should have similar designs, layouts and consistency in signage. Currently the Town and Village have attractive signage at several location. However, these should be redesigned to be more prominent.



Conceptual Stillwater gateway signage

- **Gateway design(s) should be coordinated** with and complementary to the comprehensive wayfinding and signage program standards.

Stillwater should ensure Gateway designs are developed utilizing the following considerations:

- **Appropriately scaled signage** (comparable to neighborhood association/subdivision entrance).
- **Landscaping which complements signage.**
Maintenance requirements for any landscaping should also be considered.
- **Educational, wayfinding displays or kiosks for targeted travelers** (as appropriate for each location).

These can also include information on history of the site/area, business/shopping opportunities, and environmental/ecological-related information, as appropriate.

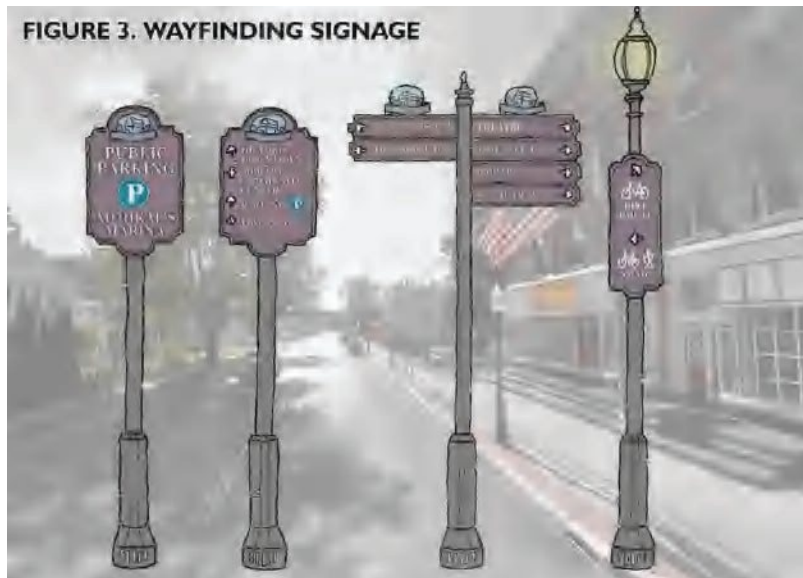
Develop comprehensive wayfinding signage program

In order to establish a strong sense of place and help visitors navigate the community, it is recommended that Stillwater develop an attractive signage system that visually links community resources and tourism infrastructure and is user friendly.

The term signage encompasses an array of functionalities including: regulations, warnings, directions and distances, services and amenities, and interpretation. Key features of a wayfinding signage include:

- **Attractive and coherent fonts, color contrast, logos, symbology,** and the use of high quality materials (e.g., custom woodwork, fabricated metals, stone, high-grade polymers, etc.).
- **Appropriate scale and height** that are designed around the intended user (e.g., vehicular traffic, pedestrians, etc.).
- **Use of landmarks and key sites** to provide orientation cues and memorable locations.

- **Placement of signs at decision points** to help wayfinding decisions.



Conceptual Stillwater wayfinding signage includes pedestrian, places of interest, and parking design elements

The proposed wayfinding signage may be divided into several categories (see below) that are intended to work in concert with one another in order to create a unifying user experience.

- **Pedestrian, parking, and places of interest signage.** Attractive and appropriately scaled directional signage should help direct travelers to places of interest and landmark locations (e.g., Veterans Park, Blockhouse Park, Community Center, trails, etc.). It should also

include signage for cultural and historic sites. Signage should also be located at road intersections and near restroom facilities. Uniform parking signage should be located at shared or public parking facility (separate signage may be used to identify private parking opportunities as well). Secondary signage should include facility specific parking regulations.

- **Information kiosk.** Kiosks should be clearly identifiable and placed at central locations throughout the study area including the Village's central business district, near Saratoga National Historical Park, and other highly visible/visited locations. Kiosks should have permanently mounted information such as maps, business locations, and points of interest. They should also include space to post information about upcoming community events and possibly incorporate display lighting. Kiosks may also include QRC codes for cell phone users. This would allow user to scan the codes and link to up-to-date information and maps.

5. Explore aging in place initiatives

Aging in place is the concept that, as residents age and require additional personal and mobility assistance, they are able to remain in their home or their community. Studies show that there is a strong desire among seniors and retiring baby-boomers to age in place. Based on U.S. Census numbers, the

Town and Village have, and will continue to have, a sizable senior population.

There are many options for improving the ability of seniors to age in place, ranging from housing regulations to medical and transportation services. The ability to age in place falls not just with the desires of seniors, but is also influenced by regulations and decisions made by local jurisdictions or the State, and investments by the private sector.

Zoning regulations can play a significant role in the ability to age in place. From permitting modifications to allow ramps on homes to zoning for senior housing, there are many zoning considerations. Stillwater should consider exploring the following:

- **Modify zoning.** Identify and assess the need to modify existing zoning regulations to allow for modifications to structures that encourage residents to stay in their homes.
- **Allow for senior housing.** As previously noted, review and assess the opportunities to permit or modify existing regulations to allow construction of senior housing, which are typically medium to higher density developments. This type of housing allows those who cannot stay within their home to have the option to remain within their community. Benefits would include the ability of seniors to walk out the front door of their

building into a mixed-use, live, work, and play neighborhood. Higher density buildings with two (2) or more stories are consistent with the design and character of the proposed mixed-use areas and the desire to increase the population base within these areas. Such a population increase, and the resulting increase in businesses, is one of the key elements needed to justify public transit to these areas, which is a service that would benefit everyone, including seniors.

In addition to zoning, Stillwater should prepare a comprehensive aging in place plan and program by working with local (Stillwater Area Community Center), county (Saratoga County Social Services), and state senior assistance, housing, and healthcare providers on the following efforts:

- **Ensure Housing Affordability.** Because many seniors live on fixed incomes, housing affordability is an important part of any aging in place program. The Town and Village should identify ways to help make existing housing more affordable for its seniors. One approach could include the preparation of a fiscal impact analysis that evaluates the feasibility of additional NYS school tax relief (STAR) and senior citizen exemption programs. Both these programs allow local governments and school districts to reduce the amount of property taxes paid by qualifying senior



Senior, workforce, mixed income, or affordable housing can be attractive, higher density, and integrated in the community

citizens. Although senior citizen exception may reduce the taxable assessment of a senior's home by as much as 50 percent (http://www.tax.ny.gov/pit/property/exemption/senior_exempt.htm), such programs should not be implemented unless they are fiscally solvent. As part of the feasibility analysis, potential revenue from new developments should be taken into consideration. In addition, the Town and Village could continue working with state and county agencies and non-profits to help educate seniors on a wider range of housing topics, from predatory lending issues and reverse mortgage opportunities.

- **Ensure quality housing for seniors.** The Town and Village can assist seniors to ensure they have quality rental housing options through consistent code enforcement. The Town and Village could develop a list of contractors who have worked in the municipalities in the past, have a good working relationship with the communities, and who are willing to provide affordable home repairs or offer flexible payment schedules for seniors (and low-income individuals & families).
- **Improve transportation & mobility assistance.** The lack of public transit in the Town and Village is a significant issue based on the input and feedback received during the planning process. Though CDTA does not currently provide public transit, they do support complimentary ADA paratransit service for people living outside the service area for travel within $\frac{3}{4}$ mile of CDTA's fixed route system. Until CDTA bus service is feasible, the Town and Village should work with the City of Mechanicville to discuss extending the existing shuttle service to logical stops, particularly locations that serve seniors, within the municipalities (see transportation & Infrastructure recommendations above for more information).
- **Ensure development and streetscape infrastructure improvements consider the needs of seniors.** Many of the infrastructure changes and improvements that are

made as part of normal maintenance plans, with improvements to property or as part of a development proposal can have a direct impact on mobility, particularly for seniors. Poor sidewalk conditions, missing segments of sidewalk, missing or deteriorated curb ramps, and temporary sidewalk closures can have a significant impact on mobility. Work on roadways and sidewalks should always consider the potential impacts on pedestrians, particularly seniors.

Streetscape revitalization recommendations are intended to make for a safer and universally accessible pedestrian environment that will help to ensure senior mobility throughout the community.

- **Develop a voluntary check-in registry program for seniors.** Particularly during extreme weather events, a check-in registry can help identify those at-risk and provide a plan for ensuring they are safe. The Town and Village should work with Saratoga County and Stillwater Area Community Center (a Red Cross Certified Shelter in the event of a natural disaster) to develop a plan for registering and implementing a check-in program.

IMPLEMENTATION & FUNDING STRATEGY



Implementation & Funding Strategy

Implementation of the Stillwater Hudson River Waterfront Revitalization Plan will depend upon the commitment of local leaders, continued public participation, availability of funding, and successful partnerships. The timing to initiate and complete each recommendation will vary greatly. For example, high priority initiatives may require a significant amount of time and resources to complete, whereas lower priority recommendations might be accomplished in a short period of time with little effort and minimal resources.

As such, the Town and Village, as well as the recommended implementation committee, should continually monitor funding opportunities and evaluate possible implementation strategies. The following implementation strategy is intended

to provide a leadership framework as well as specific steps and requirements for select recommendations. Finally, the list of potential funding opportunities is provided for review and consideration. The Recommendations Table (next page) is intended to be used as a quick reference when evaluating next steps.

Moving forward, the Town and Village Boards should conduct a thorough review of the Hudson River Waterfront Revitalization Plan. Following their review, the Town and Village should a joint meeting to discuss next steps and to initiate an intermunicipal implementation process.



HUDSON RIVER WATERFRONT REVITALIZATION PLAN RECOMMENDATIONS TABLE

| RECOMMENDATIONS | | PRIMARY LEADERSHIP |
|--|--|--------------------|
| LAND USE & ZONING | | |
| 1. PROMOTE APPROPRIATELY SCALED & MIXED-USE DESIGN DEVELOPMENT | | INTERMUNICIPAL |
| 2. PROMOTE LAND USE CONSERVATION OF SNHP, NEARBY FARMLAND, AND VISUAL RESOURCES | | TOWN OF STILLWATER |
| 3. PROMOTE ADDITIONAL CONSERVATION MEASURES AROUND SNHP (TDR PROGRAM) | | TOWN OF STILLWATER |
| 4. PROMOTE SENIOR HOUSING | | INTERMUNICIPAL |
| 5. DEVELOP INCENTIVE ZONING TO ENCOURAGE DESIRED GROWTH | | INTERMUNICIPAL |
| 6. COORDINATE TOWN AND VILLAGE ZONING | | INTERMUNICIPAL |
| ECONOMIC DEVELOPMENT | | |
| 1. LEVERAGE EXISTING MARKETING INITIATIVES | | INTERMUNICIPAL |
| 2. DEVELOP A LOCALIZED WATERFRONT EVENTS & PROMOTIONAL STRATEGY | | INTERMUNICIPAL |
| 3. EXPLORE WAYS TO SUPPORT LOCAL BUSINESS STARTUPS | | INTERMUNICIPAL |
| 4. IDENTIFY STRATEGIC SITES FOR REDEVELOPMENT | | INTERMUNICIPAL |
| TRANSPORTATION & INFRASTRUCTURE | | |
| 1. CONTINUE TO EXPAND & IMPROVE MULTIMODAL TRAIL INFRASTRUCTURE (CANALWAY TRAIL) | | INTERMUNICIPAL |
| 2. IMPROVE STREETSAPES & MULTIMODAL INFRASTRUCTURE ALONG ROADWAYS (COMPLETE STREETS) | | INTERMUNICIPAL |
| 3. HELP FACILITATE HUDSON RIVER BOAT TOUR | | INTERMUNICIPAL |
| 4. HELP DEVELOP HUDSON RIVER BLUEWAY TRAIL | | INTERMUNICIPAL |
| 5. PROMOTE EXPANDED TRANSIT & CARPOOLING OPTIONS | | INTERMUNICIPAL |

| RECOMMENDATIONS | PRIMARY LEADERSHIP |
|---|-----------------------|
| 6. DEVELOP SHORT & LONG TERM PARKING MANAGEMENT STRATEGY | VILLAGE OF STILLWATER |
| 7. IMPROVE & EXPAND SEWER, WATER, & NATURAL GAS INFRASTRUCTURE | INTERMUNICIPAL |
| COMMUNITY ENHANCEMENTS & QUALITY OF LIFE | |
| 1. ENHANCE STILLWATER AREA COMMUNITY CENTER | INTERMUNICIPAL |
| 2. IMPROVE EXISTING & CREATE NEW RECREATION OPPORTUNITIES | INTERMUNICIPAL |
| 3. FURTHER DEVELOP SELECT LOCAL AMENITIES & COMMUNITY RESOURCES | INTERMUNICIPAL |
| 4. DEVELOP COMPREHENSIVE WAYFINDING SIGNAGE PROGRAM | INTERMUNICIPAL |
| 5. IMPROVE TOWN & VILLAGE GATEWAYS | INTERMUNICIPAL |
| 6. EXPLORE AGEING IN PLACE INITIATIVES | INTERMUNICIPAL |

LEADERSHIP INFRASTRUCTURE

Because implementation of Hudson River Waterfront Revitalization Plan will require a long-term commitment from dedicated and knowledgeable members of the community, one of the primary recommendations is the creation of a standing, intermunicipal implementation committee. Created by the Town and Village Boards, the members of the implementation committee would be appointed to serve for a select number of years and tasked with advancing the plan recommendations. The Town and Village may choose to expand the committee's role to help with Village- and Town-wide initiatives. Lastly, the Town and Village may task the implementation committee, or a separate committee, to develop the recommended promotion and events committee.

While the recommended implementation committee would provide the necessary commitment and continuity, given the specific scope, regional scale, and complexity of the Champlain Canalway Trail initiative (particularly with regards to the administration of current funding), additional support may be needed. Therefore, as previously noted, it is recommended that Town and Village create a trails implementation committee. This committee could partner with the Champlain Canalway Trails Working Group. Furthermore, it could help implement other Town and Village trail initiatives.



LAND USE & ZONING

The land use and zoning recommendations represent one of the more complex components of the Hudson River Waterfront Revitalization Plan. As such, it is recommended that the plan's Advisory Committee and/or the proposed implementation committee take a leadership role in preparing draft zoning and design guidelines on behalf of the Town and Village Boards.

Fortunately, funding to revise the Study Area's zoning and prepare design guideline was made available by the Capital District Transportation Committee (CDTC) as part of their Linkage Study Program. Because of this, CDTC representatives have participated in the Hudson River Waterfront Revitalization Plan planning process. This will ensure

continuity as the Town and Village move from planning to implementation of recommended land use revisions.

In addition to CDTC funding, the Town has received funding from NYS Department of Agriculture & Markets to develop a Transfer of Development Rights (TDR) ordinance. This effort should be done in conjunction with the CDTC funded rezoning and design guideline initiative. The CDTC funded portion could help identify TDR sending and receiving zones and include density bonus provisions that reference the TDR ordinance. It is recommended that the Town and Village include Saratoga PLAN, the proposed TDR bank and coordinator, in the rezoning process as well.



CONSTRUCTION REQUIREMENTS & CONSIDERATION

The Hudson River Waterfront Revitalization Plan includes several redevelopment projects. This includes segments of the Champlain Canalway Trail, Blockhouse Park, streetscapes, parks, and Admirals Marina. Appendix D includes estimates for the Riverside Neighborhood and Historic Towpath trail Champlain Canalway Trail segments. Estimates for other projects (e.g., Admirals Marina) can vary significantly based upon site-specific design approaches. In addition to costs, redevelopment projects will require proper due diligence and permitting. For reference purposes, below is range of permissible activities, permits, and/or permitting agencies that the Village and Town will need to consider.

- US Fish & Wildlife Service (USFWS)
 - Endangered, Threatened, or Rare (ETR) species consultation and/or permitting
- US Army Corps of Engineers (USACOE)
 - Wetlands and waterbody disturbance
- NYS Department of Environmental Conservation (NYSDEC)
 - Streams or waterbody disturbance (often within the man high water mark)
 - Wetland disturbance
 - Natural communities disturbance (Natural Heritage Program consultation)
- Stormwater management SPDEs General Permit for Stormwater Discharge and Stormwater Pollution Prevention Plan
- NYS Historic Preservation Office (SHPO)
 - Cultural resource consultation
- NYS Department of Transportation (NYSDOT)
 - Highway work permits
- NYS Thruway Authority (Canals)
 - NYS Canal dock permits and canal disturbance (e.g., dredging)
- NYS Office of General Service (OGS)
 - Bottom water disturbance permits (docks and dredging)
- Town and Village of Stillwater
 - SEQr review and approval
 - Planning Board review and approval
 - Building permit

Because funding assistance will likely be needed for many projects outlined in this plan, it is recommended that the Town and Village build strong partnerships with review and permitting agencies. Early input and participation from these agencies can help expedite the approval process and minimize potential cultural and environmental impacts.

POTENTIAL FUNDING SOURCES

There are several potential funding sources that may be used to implement Stillwater Hudson River Waterfront Revitalization Plan. However, no one source will fund all the plan recommendations. As such, it is important to explore and leverage all funding opportunities. Given the variety of funding sources and strategies, it is important to continually examine priorities, possible alternatives, and implementation strategies to champion the projects that are identified with this plan.

When it comes to funding, New York's Consolidated Funding Application (CFA) process presents the greatest funding opportunities. In 2011, New York made dramatic changes to the grant funding arena by developing 10 Regional Economic Development Councils (REDC) and the CFA process. This resulted in an efficient system for NYS funding agencies, and an innovative approach to community and economic development. The CFA process is highly competitive and includes many funding programs that are due at the same time (typically during the summer). The Town and Village of Stillwater are within the Capital Regional Economic Development Council (CREDC). The CREDC, coupled with select NYS funding agencies, is responsible for reviewing and prioritizing CFA applications based on relevant program criteria and/or CREDC funding priorities. The CFA process

includes the following funding opportunities that the Town and Village consider:

- **Priority Project Funding:** As part of the CFA process, Regional Economic Development Councils may identify priority projects that align with their respective economic development plan. If the REDC identifies your project as a priority for the region, there is a greater likelihood of receiving funding. There is a separate priority project application that is included in the CFA a process.
- **NYS Department of State Local Waterfront Revitalization Program:** Having funded the Hudson River Waterfront Revitalization Plan, the NYSDOS Local Waterfront Revitalization Program (LWRP) can be used to fund a host of waterfront, recreational, and cultural improvements, including trails, waterfront access, streetscapes, etc.
- **NYS Office of Parks, Recreation, and Historic Preservation Municipal Grants:** NYS's Office of Parks, Recreation, and Historic Preservation (OPRHP) offers funding for the acquisition, development, and planning of parks, trails, and recreational facilities, to preserve, rehabilitate or restore lands, waters or structures for park, recreation or conservation purposes and for structural assessments or planning.

- **NYS Canals Matching Grant:** NYS Canal grants is a competitive matching grant program available to eligible municipalities and non-profit organizations along the New York State Canal System. Funding is for Capital Projects that meet the objectives of the Regional Economic Development Councils and the NYS Canal Recreationway Plan.
- **NYSDOT Transportation Alternative Program:** TAP funding can cover alternative transportation project including “on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation.” Because the proposed improvements are primarily focused on transportation alternatives, several aspects of the project may be eligible for funding through TAP program. It is also important to note that River Street provides access to the Warrensburg Elementary School for nearby students. As such, certain aspects of the project may be eligible for TAP funding, specifically the Safe Routes to School funding category.
- **Environmental Facilities Corporation Green Innovation Grant Program:** The Green Innovation Grant Program (GIGP) provides grants on a competitive

basis to projects that improve water quality and demonstrate green stormwater infrastructure. Funding could be used for standalone water quality projects or in conjunction with development project that incorporate green infrastructure practices. This may include porous pavements or landscaping design features (e.g., bioretention basins or rain gardens, etc.).

- **Community Development Block Grant:** The CDBG program is a federally funded program that is administered locally by New York State’s Office of Community Renewal. The CDBG Program provides grants to smaller communities for a variety of project types including public infrastructure.
- **New York Main Street:** The New York Main Street (NYMS) program offers grants to units of government and nonprofits to partner with building owners to provide assistance for commercial and residential improvements to buildings in downtown areas of the community. This program has been used in many communities to renovate or create residential units in former commercial space in downtown areas, meeting the goals of the funding agency and increasing the local supply of decent, affordable housing units.

APPENDIX A: MEETING & PUBLIC INPUT SUMMARIES

Meeting Summary

Stillwater Local Waterfront Revitalization Plan (LWRP)

Advisory Committee Meeting

February 4, 2015

Stillwater Town Hall

Attendees:

Committee: Edward Kinowski (Supervisor, Town of Stillwater), Ernest Martin (Mayor, Village of Stillwater), Rick Nelson (ZBA Member, Village of Stillwater), Ellen Vomacka (Village Trustee, Village of Stillwater), Joe Finan (Superintendent, Saratoga National Historical Park), Carrie Ward (Capital District Transportation Committee), Jeanie Williams (Director, Feeder Canal Alliance), Paul Cummings (The Chazen Companies), Jim Levy (Planning4Places)

The following topics were discussed:

- Introductions

Mr. Cummings opened the meeting by welcoming everyone and introductions followed.

- Review Scope of Work

Mr. Cummings discussed the basis of the plan and how this study is different than much of what has been done in the past. This plan will act as a “mini” comprehensive plan for part of the Town and complete comprehensive plan for the Village. In addition, because this plan has been initiated, zoning recommendations can be implemented in the near future with funding from the Capital District Transportation Committee (CDTC) (previously awarded grant). Ms. Vomacka mentioned the 2004 Comprehensive Plan update and subsequent 2006 plan are good resources for this effort.

- Review Planning Process & Public Participation

Mr. Cummings provided an overview of the planning process and public participation effort. The committee asked that meeting dates be identified as far in advance as possible to ensure maximum potential attendance. Given that there are many different regularly scheduled monthly functions in the Town and Village, meetings should be scheduled around these to the greatest extent possible. Evenings and Saturday mornings were discussed as the best options for public meetings. Mr. Kinowski asked that the consultant team produce a short document describing what the plan is/will be, why it is important, and what the benefits are to the Town and Village.

The discussion transitioned back to the planning process and work already accomplished. Mr. Cummings distributed a list of previously developed plans (via email). In addition to these the Battlefield Stewardship Plan, County Green Infrastructure Plan, Park Comprehensive Plan, 2009 Battlefield Protection Plan, Phase III Alternative Transportation Plan (which included a shuttle bus proposal), the Erie Canalway Plan, and the Trail Gap Analysis were identified as important resources. LIDAR data is available for the Park and will be provided to the consultant team.



*This document was prepared
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the Environmental Protection*



- Discuss Limits of the Study Area

The draft LWRP boundary extends west from the Hudson River a distance varying between 1.0 and 1.5 miles. This boundary was drawn to incorporate relevant assets and development(s), which are potentially key to the focus of the LWRP. It was noted that the boundary is a draft and it could change based on further input and/or information.

There was discussion of including the entire Battlefield in the LWRP boundary instead of just the portion located within the 1-1.5 mile area. There was general consensus that this would make sense given that most data analysis of the Battlefield will include the entire park, not just that area within the LWRP limits. Previous planning for the Battlefield included visual resources areas that extended beyond the park boundary. It was recommended that these resources be taken into consideration when evaluating the LWRP plan boundaries.

- Initial Observations, Issues, and Opportunities Discussion

Specific issues in the Town and Village were discussed. In the Village, there are vacant properties that have the potential to become mixed use, there is an existing commercially zoned parcel that is being considered for development, and there are currently commercial-related needs that the Village residents have discussed, including a need for a diner and laundromat. Parking is seen as a problem in the Village, though it was acknowledged that it may be more of a perceptions issue, as residents and visitors may not realize how much parking exists and/or the ability for the general public to use existing facilities.

There is no public transit in the Town or Village (other than senior-related services). Bus service used to run to the area but was reportedly stopped because there wasn't enough of a critical mass of potential transit users. Some discussion ensued regarding the potential to talk with CDTA in the future if development/redevelopment in the area starts to bring about a potential critical mass. Mechanicville currently runs a shuttle and there may be an opportunity to discuss the possibility of expanding that service into Stillwater.

Regarding bicycle and/or pedestrian access, a review of maps detailing current, proposed, and near-term likely trail and sidewalk improvements showed that when all of these current efforts are completed – generally within the next year or two – there will be a nearly complete north-south route along/near Route 4.

There was discussion regarding waterfront access and potential access points for trailered boats, car-top canoes/kayaks, and where residents were able to swim in the past. Overall it was felt that the Town and Village need a better waterfront presence to entice people to stop, walk around, and hopefully shop and visit the parks, battlefield, and other sites in the study area.

- Next Steps

Mr. Cummings discussed the next steps including conducting an inventory and analysis and development of a Village Comprehensive Plan Sub-Committee.

The meeting ended with agreement to meet in early March. Mr. Cummings will review the existing Town and Village meeting and event schedule(s) and develop an online poll to gather input on availability for the next meeting.

Notes prepared by J. Levy
jlevy@planning4places.com

Meeting Summary

Stillwater Local Waterfront Revitalization Plan (LWRP)

Advisory Committee Meeting

April 9, 2015

Stillwater Town Hall

Attendees:

Committee: Rick Nelson (Village of Stillwater), Ellen Vomacka (Village of Stillwater), Judy Wood-Shaw (Village of Stillwater), Lindsay Zepko (Town of Stillwater), Joe Finan (Saratoga National Historical Park), Christine Valosin (Saratoga National Historical Park), Carrie Ward (Capital District Transportation Committee), Jeanie Williams (Feeder Canal Alliance), Paul Cummings (The Chazen Companies), Jim Levy (Planning4Places)

The following topics were discussed:

- Introductions

P. Cummings opened the meeting by welcoming everyone and introductions followed.

- Review of Meeting Summary

No revisions requested to February meeting summary.

- Review Study Area Existing Conditions Document

J. Levy presented highlights of the document. Discussion regarding some of those items included: increase of young adults moving to Village and the high level of commuting in the Village. C. Ward agreed to look into the IPool2 database to query any available information from the database connected to Stillwater. J. Finan mentioned the National Geographic Tour Corridors website. The website is live, will advertise local institutions for free, and is a great resource to develop further. The Tour Corridor generally overlaps the Lakes to Locks Passage area. E. Vomacka mentioned that the Village Bi-Centennial and Saratoga National Historical Park Centennial are both taking place this year and the tie-in to the website could be very beneficial. J. Finan mentioned that Drew Alberti (Lakes to Locks Passage staffer) is very good at tech-oriented efforts and he may be able to help get information posted to the website. C. Ward asked that additional information be provided on sidewalk existing conditions and building/structure conditions. J. Finan noted some changes required in the listing of Recreation and Waterfront resources section. J. Levy has noted the requested edits and will make the changes for the next draft.

- Review Detailed Infrastructure Existing Conditions Document

P. Cummings provided an overview of the document. He noted the gap in sewer infrastructure from the Riverside area north to the Village and how this is an area that has been identified in the past for future development. However without sewer, development potential is limited. The committee stated that all Combined Sewer



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Overflow issues in the study area have been resolved. The committee also discussed the private water system located in the Town of Stillwater.

- Other Previous Plans

P. Cummings distributed copies of maps from previous plans and provided an overview of the recommendations and ideas detailed in each one. Maps reviewed included the Joint Town and Village Comprehensive Plan, Town of Stillwater Buildout Analysis, U.S. Route 4 Corridor Plan Land Use/Transportation Concepts & Village Center design, and Stillwater Farmland Protection and Green Infrastructure Plan. The Buildout Analysis map shows that there is significant buildout potential in the Town north of the Village but very little potential south of the Village (this is tied to the discussion of sewer infrastructure). This is generally the reverse of what is desired by both the Town and Village in terms of future development. J. Finan noted that two parcels adjacent to the Park off of Rt. 4 are under agreement with Saratoga PLAN which includes specific locations/agreement on potential development and retainage of open space/undeveloped land. The NYS Open Space Institute (OSI) has land also adjacent to the Park which has been turned over to Saratoga PLAN.

J. Wood-Shaw mentioned the need for expanded natural gas to enable growth/development. It was mentioned that expanding natural gas is a decision left up to the provider.

Regarding the absence of sewer south of the Village, the Committee generally agreed that it is limiting development potential. It was mentioned that the slip lining project is nearly complete.

P. Cummings reviewed the land use and zoning maps pointing out specifically the land uses and zoning districts in the area between Riverside and the Village. L. Zepko stated that the Town has considered mixed-use redevelopment in the area. Currently it is primarily zoned industrial, which is a legacy of what used to be located in the area. She stated that there is a proposal to develop land behind the Price Chopper as apartments. P. Cummings discussed the Main Street program as a potential to help redevelop the Rt. 4 corridor.

Both L. Zepko and J. Finan discussed the lack of senior housing in the Town and Village. L. Zepko discussed some of the constraints that she is aware of including significant permitting issues at the state level and expenses related to building senior-only residential. However, it was agreed that this needs to be explored/addressed.

J. Finan also discussed the lack of public transportation. C. Ward explained that the CDTA Transit Development Plan is the document to review regarding CDTA plans for transit in their service area.

- Discuss Village Comprehensive Plan Sub-Committee Logistics

Part of this effort includes the development of a Village Comprehensive Plan. As such, a small sub-committee will be formed to help guide development of a Village Comprehensive Plan update that will be drafted concurrently with the LWRP. P. Cummings will have a discussion with Committee Members offline to organize the sub-committee.

- Discuss Public Workshop Logistics

P. Cummings discussed the need to get in front of the public as quickly as possible to solicit input and thoughts from residents. At the workshop, we will present an overview of existing conditions, some preliminary ideas, and potentially discussion items that have come about in Committee Meetings.

P. Cummings discussed the anticipated stakeholder outreach effort. The Committee should identify 10-15 individuals/businesses in the community with whom the consultants can discuss issues, concerns, needs, etc. Once the discussions are completed, we will present at the public workshop/report back to the Committee with the findings.

- Economic Analysis

P. Cummings provided an overview of the economic analysis that will be undertaken as part of this effort. C. Valosin discussed the need for a Farmer's Market and the Blockhouse being a great location. J. Finan discussed the 2009 Battlefield Protection Plan and recommended that inventory information be pulled directly from the plan for use in this effort.

J. Williams noted that the Study Area is a gateway to the north into Washington County and stated that this effort should also keep the eastern side of the Hudson River in mind as discussions and plan development are undertaken.

- Next Steps

1. Coordinate public workshop logistics
2. Conducting public outreach for workshop
3. Develop public workshop materials
4. Identify stakeholders (with Committee) and conduct interviews
5. Create Village subcommittee

Notes prepared by J. Levy
jlevy@planning4places.com

Committee Meeting Notes

Stillwater Local Waterfront Revitalization Plan (LWRP)

09/03/2015

Attendees: Rick Nelson (Village of Stillwater), Edward Kinowski (Town of Stillwater), Ellen Vomacka (Town of Stillwater), Lindsay Zepko (Town of Stillwater), Carrie Ward (Capital District Transportation Committee), Jeanie Williams (Feeder Canal Alliance), John Murphy (Village Trustee), Paul Male (Acting Director, Building, Planning & Development), Paul Cummings (The Chazen Companies), Shannon Bush, (The Chazen Companies), Jim Levy (Planning4Places)

Background: Committee members met at Town Hall to discuss the on-going LWRP and revised Comprehensive Plan process. Topics discussed included progress on stakeholder interviews, the July 2015 and upcoming workshop, public outreach, advertising/marketing the area and the ESRI economic analysis of Stillwater and surrounding area. Several documents were provided to attendees, including: an agenda for the meeting, a summary from the first public workshop, a summary and complete typed notes from all stakeholder interviews, survey responses, a complete breakdown of the ESRI market conditions, and a draft market analysis and preliminary recommendations.

STAKEHOLDER INTERVIEWS

The primary discussion points and topics of concern during interviews were:

- Need for restaurants and services such as a bakery, laundromat, etc.
- Admiral's Marina as a catalyst for change in the village and town to draw in outsiders and as a possible center for activity/gathering place for locals
- Need recreational opportunities for kids of all ages and adults
- Improvements to community spaces such as Admiral's Marina and Blockhouse
- Improvements to signage around community leading people to tourist attractions
- Generally, all interviewees spoke of their love and attachment to the community

WORKSHOPS

The committee reviewed a summary of the July 7th, 2015 Workshop. The following was discussed:

- Establishing a sense of identity for Stillwater
 - Wayfinding – use Wood & Iron building for signage?
 - Social gathering places
 - Bike racks to better welcome and accommodate
- Admiral's Marina serving as a central gathering place for food, drinks, recreation (or sports bar in another location)
- Signage needed for put-ins to let people know if okay to use, donation, etc.
- Cohesive signage throughout town and village to unify places of interest. The discussion included:
 - Where to place signage
 - Conceptual design of signage (Chazen will prepare)



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- Signage geared toward pedestrian, bike, and vehicular traffic

The next public workshop:

- The committee selected January 11th, 2016 for the next workshop:
 - Draft preliminary recommendations will be presented at next Workshop
 - Develop a solid PR strategy to promote public participation
 - Do internal survey during workshop with real-time voting remotes
 - Simplify the survey (yes/no, multiple choice, etc. with optional room to elaborate)
 - Bring Chazen laptop for people to take survey quickly if they need to leave early
- The committee discussed the following public outreach strategies for the next public workshop:
 - Use public school system to disseminate flyers/newsletter out to parents → draft this letter for Stan Maziejka
 - Ask churches to hand out flyers
 - Use social media (Facebook, Twitter, Instagram, etc.)
 - Begin advertising for next Workshop in November for January 11th date, using:
 - Community center
 - School PTO and PTA
 - Library
 - Newspaper
 - Channel 9 on TWC
 - Churches
 - Social media

EVENTS, PROMOTION, ADVERTISING & MARKETING

The committee discussed the following ways to promote the study area:

- Jim Levy's conversation with NYS Canals – several ideas to promote water tourism
 - Use Lakes to Locks for free marketing!
 - Get local businesses and even start-ups to host an event
- Arrange weekly BBQs at Marina, Blockhouse or School grounds to serve as temporary food outlet in absence of institutional restaurant (i.e. Wednesdays and Sundays during tourist season)
 - Use local meat products, vegetables and fruit to highlight local agriculture
 - Consider food trucks or pop-ups

ECONOMIC/MARKET ANALYSIS

The committee reviewed a preliminary draft of the study area market analysis:

- ESRI Market analysis indicates the residents of the study area may not have enough internal spending power to sustain many of the businesses residents are seeking. In order to attract these businesses, the following was discussed:
 - Market to residents within ~30 miles



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- Encourage/facilitate development of select business types (e.g., specialty foods and shops) that leverage the waterfront and downtown
 - Consider increasing density in strategic areas to increase population/nearby consumers
 - Consider implementing progressive economic development strategies (allowing pop-up businesses, etc.)
 - Leverage existing tourism opportunities (Battlefield, Cemetery, Blockhouse, etc.) nearby and within Saratoga County more generally
- Some committee members feel strongly that nearby town and village residents could sustain a small local sports bar
- Committee members seem generally supportive of doing what it takes to increase number of small businesses and services
- Add a section to report discussing what existing zoning conditions prohibit what we want to see here, such as:
 - Shared parking
 - Pop-ups
 - Special event permitting

OTHER

- Use school grounds as a temporary/interim food vendor or staging ground for events
 - Has ample parking
 - Playground facilities
 - Plenty of open space for kids to run and families to picnic
- Rent a bus to shuttle visitors from parking areas to food vendor area and to drop off at various tourist destinations (Blockhouse, Cemetery, Battleground, etc.)
- Suggest ways to lighten the load of local government to implement all these ideas, events, marketing, etc.
- Consider identifying an alternative site for docks and put-ins in case Admiral's Marina doesn't work out

ACTION ITEMS:

- Contact school Superintendent (Stan Maziejka) re: joining committee
- Revise/finalize market analysis and send to Committee
- Develop public participation plan for January 11th public workshop
- Develop preliminary draft plan
- Conduct site visits and explore concept improvements for inclusion in draft plan
- Contact key stakeholders (including owners of Admirals Marina) to discuss future use of site
- Select fall committee meeting date

Public Workshop Summary

Stillwater Local Waterfront Revitalization Plan (LWRP)

Public Workshop #1

Meeting Date: July 7, 2015

Stillwater Town Hall

Presenters & Facilitators: Paul Cummings (Chazen), Shannon Bush (Chazen), Kathy Ember (Planning4Places), Jim Levy (Planning4Places)

- Meeting Introduction

Paul Cummings (Chazen) presented a PowerPoint to the audience, detailing the project background, planning efforts coordinated thus far, the planning process, the Study Area overview, and preliminary findings and ideas. He asked that the audience engage in a discussion to shed light on the ways in which both the Village and Town of Stillwater, NY could be improved and enhanced.

The group discussed the following topics: quality of life, land use & zoning, economic development, transportation & infrastructure. He guided the public discussion with several questions such as 'what are some of the existing features and amenities you enjoy and appreciate,' 'what features is the town currently lacking,' 'what would make the village and town more attractive both to visitors and residents alike,' and 'what are some of the inhibitors to development today,' among several others.

The following reflects the responses and discussion amongst participants.

ECONOMIC DEVELOPMENT

1. Lack of restaurants, places to eat, need:
 - a. Coffee places
 - b. Sit down restaurants with views of the Hudson River (outdoor dining, decks with waterfront views)
 - c. Something quick – i.e. fast food or primarily a take-out restaurant
 - d. A well-established eatery in the village/town
2. There are more opportunities in the village than in the town
3. Is there a microenterprise business incubator?
 - a. Yes, it's not well known. Needs additional marketing promotion to attract an audience but that costs money
 - b. There are tax incentives available from the IDA but that also needs promotion
4. Continue working with the Prosperity Partnership and the Chamber
5. Leverage proximity of tech industry to encourage business development
6. "Structural unemployment" – existing local workforce skills don't match employment demand
 - a. Should train residents at the local level through high school and community college programs
 - b. Schools do have a college outreach program



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7. National Cemetery could bring visitors along with Battlefield but it needs more advertising and promotion. More visitors visit the Cemetery than the Park.
8. Create gateways at the main roadway entrances - Lake Street, Route 4/32, across the bridge/Stewart's
9. Look at targeting the tech industry for business development
10. Schuylerville will have a new welcome center in near future that could be leveraged
11. "Business follows beds" – commercial investment follows residential investment
12. Stillwater Wood & Iron shop is one of the top destinations in the Village
 - a. Capitalize on this identifiable feature
 - b. Enhance more features to create identity
13. Consider options for temporary pop-up businesses
14. Admiral's Marina is a CRITICAL asset
 - a. Many people go hang out there
 - b. Quality of the ramps makes a big difference
 - c. Needs significant capital improvement
 - d. How do we influence the existing property owner to rehab it or sell it?
 - i. Possibility a public-private partnership
15. Marina is the perfect place for a nice banquet hall – we have no nice gathering places nearby (i.e. for weddings and special events)
16. There are at least two informal boat launches between here and Schuylerville and informal swimming holes too
 - a. Boaters would really appreciate a place to stop and eat, drink and use the bathroom along the water
17. Kayaking, biking rentals are a potential option to bring in tourists (i.e. temporary or pop-up type retail)
18. Create an opportunity to paddle down the river and get a shuttle back up to the starting location (possibly as part of the proposed Battlefield dock/tour boat)
19. Antiques could be a big business here
20. Farmer's Market at Block House or nearby
21. Other Events in the area to bring visitors
22. One official sports field available in the town and village
 - a. Could use this field for other purposes to improve economy such as sporting event (can also use the school as a staging area)
 - b. Family Day is held at Veterans Park, but it could be moved to another location if needed
23. Need to have more destination points before people will make the effort to come here, all we really have now is a few pizza shops and Wood & Iron shop, not much of a tourist draw
24. Need to create an authentic experience to draw people in
25. Need a vision for the future!
26. Get acquainted with increased in higher density development, but they don't have to be huge developments
 - a. Interlaken is a local example
 - b. Row housing
 - c. Mixed use buildings

- i. Where would these developments go? Aesthetics/appearance?
- 27. Help various businesses to work together for benefit of entire community
 - a. i.e. Rent kayaks at National Historical Park, paddle down to Marina for a day trip (See #18 above)
- 28. Lakes to Locks website: blog for travelers to discuss unique experiences they encounter along the Hudson, helps promote more tourism. Encourage Stillwater residents and businesses to use this site.
- 29. Should the Post Office leave, it would be a great site to redevelop with access/views to the waterfront.
- 30. Need tax incentives

LAND USE & ZONING

- 1. Zoning laws have “teeth”
 - a. Ordinances have to create architectural feel/theme
 - b. Architectural Review
 - c. Incentivize the conformance to the established theme
 - i. Can use design guidelines to achieve this
 - ii. Can use TDRs
 - iii. Can use tax incentives
- 2. Some homes are too close to the road
- 3. Is there commercial zoning in the village? Where is there open property?
 - a. The Village recently expanded their Village business district.
- 4. Fast track development - Help developers cut through all the red tape, time, money and headaches – this would greatly incentivize new development
- 5. Rezone to allow mixed use development by right
- 6. Look at design - Can use form-based codes or design guidelines

QUALITY OF LIFE

- 1. Need identity branding – signage, public art, etc.
- 2. EDUCATION is a huge positive aspect of life here – good schools should be touted as a reason to locate here
- 3. Village has accessible and affordable housing units compared to the rest of Saratoga County
- 4. Consider ways to break up and identify the various ‘neighborhoods’ within the overall Hudson River Waterfront study area – could help to create unique identifiers and help people to know they have ‘entered’ such and such part of the waterfront
- 5. Village well area could offer waterfront access
- 6. Explore access for kayak/canoe launches in other areas (Block House)
- 7. Old canal system has big potential:
 - a. Offers trail heads
 - b. Pedestrian and bike routes
 - c. Drainage/help mitigate flooding

TRANSPORTATION & INFRASTRUCTURE

1. Need a cohesive streetscape
2. No sewer, water on south end of town
 - a. Connect the Village sewer system to the County system
3. Sewer and water infrastructure is inhibiting growth
4. Infrastructure issue is very important
5. Entrances into town and village need improvements
 - a. Make these intersections pop
 - b. Incentivize people to make personal improvements to their own property
6. Need 'Welcome' signage as one approaches town and village
 - a. Wayfinding signs toward the various attractions and features
7. Currently working to place bike racks in the village to be more inviting
8. Parking is a big issue in the village, no convenient parking
 - a. But is this a real issue or perception?
 - b. Can we partner and share facilities so as not to build new parking when there is already enough. Utilize community center, American legion, school lots
 - c. Parking signage at intersections/entrances helps
 - d. Have parking options clearly available online for visitors to check out in advance
 - e. Parking in lieu of fees
9. Homes with inadequate septic systems need connections to the sewer system
10. Need a utility company to establish a franchise area for natural gas

SUGGESTIONS

1. May need more localized income surveys to help trigger USDA grant money
 2. Send out a joint village and town newsletter to provide a synopsis of these public workshops/ meetings
 - a. Could also send details about a survey component (online survey) that could be developed for this project
 3. In the future to get a higher turn out to these public meetings, it may be more effective to strategically target particular stakeholders/groups to get more engagement (i.e. bicyclists, snowmobilers, retirees, parents, etc.)
- Next Steps
 1. Consider developing a survey for study area residents.
 2. Engage additional stakeholders.
 3. Coordinate meeting between Admiral's Marina property owner, village and town officials to discuss possibility of a public-private partnership or other alternatives to re-development of marina area and transitioning into a public access boat launch with restaurant.

Public Workshop Summary

Stillwater Local Waterfront Revitalization Plan (LWRP)

Public Workshop #2

Meeting Date: January 11, 2016

Stillwater Town Hall

Attendees: See the attached sign in sheets

Presenters & Facilitators: Paul Cummings (Chazen), Shannon Bush (Chazen), Kathy Ember (Planning4Places), Jim Levy (Planning4Places)

Meeting Introduction

Chazen presented a PowerPoint that began with a review of project related background information. Following this review, Chazen presented the study area's market analysis and the plan's preliminary recommendations. The preliminary recommendations included concept plans for site-specific improvements, including Admiral's Marina and Blockhouse. Concepts that illustrated a proposed "Transect District" zoning approach were also presented. The presentation included many other recommendations that will be included in the final draft plan. Following the presentation, Chazen briefly answered questions from the attendees.

The following reflects a summary of the initial questions posed by attendees after the presentation.

Question #1: Is Stillwater closer now to a successful Transfer of Development Rights ("TDR") Program today than ten years ago when we tried this approach?

Answer: Yes, the Town of Stillwater participated in a follow up TDR study in order to determine the feasibility of the program. Stillwater has since been awarded a TDR preparation grant from NYS Agriculture & Market. Following the LWRP process, the Town will use the TDR grant along with funding from CDTC Linkage Study program, to develop study area zoning revision that will include a draft TDR provision.

Question #2: What is the current status of the property along the River? Is it owned by DOS or Canal Corp or another entity? Has anyone ever pursued it? Is there any possibility of a trail traversing it?

Answer: It is owned by the NYS Canal Corporation. According to the Village, the US Environmental Protection Agency ("EPA") is currently reviewing the environmental conditions on the property (as well as nearby properties). Following their analysis, the Village will have a better understanding regarding how best to use the property. The idea of a trail or some other public amenity such as a waterfront park or beach has been discussed extensively.

Question #3: How might this LWRP affect a childcare business? For example, if there is a need to expand the building footprint - can this plan help with that?

Answer: Eventual adoption of a transect district zoning code would likely allow most property owners greater flexibility to expand building footprints. Current zoning is focused on use



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allowances and has small bulk area requirements that are being proposed. There are many instances where property owners must obtain a use or area variance or special use permit to expand and/or change uses. From a business aspect, increases in local population as a result of more housing would likely create in a higher demand for services. With respect to assistance with business startups, growth, and/or development, the LWRP identifies several different ways the town and village can leverage existing services to help business owners. The plan also includes a recommendation to develop a small business assistance committee.

The following topics were discussed during the break-out sessions:

ECONOMIC DEVELOPMENT

- Resident would like to see: restaurants, small shops, a place to store boats, revitalization of Admiral's Marina.
- Property owners noted that they had some uncertainty regarding how best to develop their property. The lack of sewer and/or water infrastructure and existing land use regulations (i.e., traditional zoning districts that do not supported flexible, mixed-use development). They also noted that the lack of a community vision for further growth and development in the area was also an issue.
- It was noted that some properties might have environmental issues (e.g., abandoned underground fuel tanks) that hinder sales and/or redevelopment. Assistance with addressing these unknowns would be helpful.

LAND USE & ZONING

- Allow/encourage small business uses off Route 4 within adjoining residential areas (as used to be). This may include neighborhood restaurant, professional offices, etc.
- It was noted that some would like to see a zoning ordinance that is not too restrictive, more about design rather than uses.
- Explore mixed-use zoning in Village center.
- There has been discussion about subdividing cemetery property to build senior housing.
- Some property owners were interested in redeveloping their properties into mixed use and/or multifamily housing.
- Redevelopment opportunities for lands near the Cemetery should be explored.

QUALITY OF LIFE

- Create a passive recreation trail on property along Hudson River; it can be low maintenance and inexpensive
- An opportunity to use adjoining Blockhouse properties for river access should be explored.

TRANSPORTATION & INFRASTRUCTURE

- Interest and support of trail system in the Town
- Additional trail connections should be considered, including connections to nearby communities (e.g., Ballston Spa via the Zim Smith Trail, etc.).
- Good example of trail design – rail bikes in Saranac (<http://www.railexplorers.net/tours.html>)
- A Boy Scout leader indicated that the troop would like to get involved in local projects that include conservation and passive recreation (e.g., trail development, etc.)
- Next Steps:
 1. Chazen and Planning4Places will incorporate the feedback and suggestions from the second Public Workshop into the LWRP written document and conceptual design renderings.
 2. Chazen and Planning4Places provide a copy of the revised plan prior to next committee meeting.
 3. Chazen and Planning4Places will work with the committee to schedule the next meeting. A targeted date in early February will be provided via email.

Stakeholder Interviews Summary

Stillwater Local Waterfront Revitalization Plan (LWRP) Summary of Phone Interviews

Background: Several residents of the Town and Village of Stillwater were identified as stakeholders of the LWRP process, and ultimately, the outcome of the Village Comprehensive Plan and the implementation of recommendations therein. Interviewees were contacted by phone and were asked to participate in an informal and candid conversation about the existing conditions of the Town and Village and asked to help identify what issues and opportunities exist. The following reflects the responses and discussion amongst participants.

ECONOMIC DEVELOPMENT

- Promote agricultural aspect of the Town
- “Many of the rental units in the Village are in poor condition at this point”
- “(re)development is difficult to do because we’re in the floodplain which causes additional fees”
- Housing stock seems to be primarily mobile home parks and pockets, need housing developments with tax base
- Public access marina, restaurants, simple diner for inexpensive meals, bakery, laundromat, groceries – people now have to travel out of Town for these things, would like them here
- A visitor’s bureau could help to promote tourism, could be within Blockhouse
- If Admiral’s made public, could host Town pig roasts, ski shows, etc. to make it an annual money maker
- Incentive from businesses to get people to come out and see the area (i.e. collaborate and market some kind of event)
- Insurance company left due to previous Mayor, they’d probably like to come back now
- “The Blockhouse is a huge opportunity for the community. It’s one of the only place to stop and pull over and it has a picnic area with beautiful scenery – but it could really be improved to become a bigger amenity for the Village by extending and resurfacing the land area so it could be used by the public at all times, especially for special events. It’d also be great to have some complimentary businesses nearby like restaurants and shops.”

LAND USE & ZONING

- Unite zoning between Town & Village for uniformity, then help people understand it
- A lot of land available for development by St. Peter’s – restaurant, fast food chain, there are no small businesses now selling any kind of sundries

QUALITY OF LIFE

- Continue to connect and add to few little parks we have, canal trail, Battlefield, etc.
- Historic housing stock in village seems to be deteriorating quickly – what can be done?
- “The Village and Town have been an abysmal failure for recreation” – need an established Recreation Dept. with several, well-organized recreational opportunities for all ages
- Need dedicated park space(s), particularly in village, that’s accessible
- Village street improvements (beautification) would be nice, need more code enforcement
- Trail connecting Battlefield to Village and Mechanicville but some pieces missing in Stillwater – try to complete

TRANSPORTATION & INFRASTRUCTURE

- Need access to sewer and utilities to encourage development
- Need a full understanding of what utilities currently exist and what is lacking then what to do to address it
- Hudson-Hoosic Partnership is promoting tourism in Schuylerville, 4 & 32 corridor will be directly affected
- No quick, easy, direct route to get to Stillwater
- Many sidewalks are incomplete or nonexistent
- Signage needed to direct Battlefield visitors into Village
- “We have some big infrastructure problems in Stillwater - you have to have infrastructure there in place to get new businesses, then you have to make [the place] look good for people to want to come in and stop.”
- River flooding is a problem, affects sewer and water quality
- Need complete sidewalks on 4&32 – good for businesses and residents
- Need streetlamps and sidewalks on east side of 4&32, only other side of road has them
- Need garbage receptacles and portable bathrooms when there are public events (people now using Stillwater Wood’s and littering on their property)
- Those without cars have no real transportation options

SUGGESTIONS

- Do a survey of quality/condition of housing stock
- Schools would be open to sharing facilities with a Recreation Dept. during summer to help promote activities, especially for kids, adults could also use our fitness center
- Bring in real estate developers to have them look around, get ideas, maybe they’ll have a vision. 6-8 new businesses in Mechanicville from that
- In Mechanicville, nice, big dock, boaters can empty sewage for free, water for free, they come in and spend money there – emulate this
- Stillwater Wood owners complained that patrons of other businesses use their parking lot which can be problematic when they have deliveries – opportunity for village-wide discussion of shared parking facilities and forging partnerships



- The Community Center seems underused, should be better incorporated into community
- Librarian would love to help and work with new businesses
- Use the Library & Legion to advertise future community workshops



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APPENDIX B: EXISTING CONDITIONS ANALYSIS & MAPS



EXISTING CONDITIONS ANALYSIS

INTRODUCTION: OVERVIEW OF THE VILLAGE

The Town and Village of Stillwater are located in Saratoga County, NY along the picturesque and historic banks of the Hudson River. Like many communities throughout the Hudson and Mohawk Valleys, the river(s) were the driving force in their development, commerce and transportation, and importance throughout history. While the importance of the river to the communities has waned from a commerce and transportation perspective, it is still a vital piece of the fabric of the Town and Village (communities), an asset only a handful of communities in the State have, and increasingly a positive influence and draw for development/redevelopment.

History abounds in the communities as noted with the tagline for the Town “The Turning Point of the American Revolution”, with the Saratoga National Historical Park – a 3,400 acre park drawing over 100,000 visitors annually, and the Hudson River running along the western boundary. The Village which is bordered by the Town and Hudson River covers an area of 1.46 sq. miles and has approximately 2.5 linear miles of frontage on the Hudson River. The Town covers an area of 43.57 sq. miles and has approximately 9 miles of frontage on the Hudson River. Combined, the Communities have over 33% of the total river frontage of Saratoga County.

Figure 1

| | Overall Area | Land Area | Water Area | Approximate River Frontage |
|------------------------------|---------------------|------------------|-------------------|-----------------------------------|
| Town of Stillwater | 43.6 sq. mi | 41.2 sq. mi | 2.4 sq. mi | 9.0 linear miles |
| Village of Stillwater | 1.5 sq. mi | 1.3 sq. mi | 0.2 sq. mi | 2.5 linear miles |
| Saratoga County | 843.8 sq. mi | 810.0 sq. mi | 33.8 sq. mi | 34.5 linear miles |

Source: Saratoga County Planning Department, GIS Data

From their start, the Town and Villages’ ties to the Hudson River have helped shape and focus the way of life in the Communities. Water, especially rivers, have played a prominent role in the development of much of the Hudson and Mohawk Valleys, initially being used for transport of both people and cargo. Still today the Hudson River has and holds a prominent place in the character and focus of the Communities.

Much of the analysis found within this document details statistics for the Town and Village – the communities within which this effort is being undertaken. The entire Village is located within the LWRP Study Area however the Town covers an area larger than the study area boundaries. To help focus in on some of the more vital statistics of the geographic area of the Town included in the Study Area, blue-shaded call-out boxes are provided. These boxes detail relevant 2013 U.S. Census American Community Survey (ACS) Block Group (a geographic area defined by the U.S. Census) statistics and are provided for statistics on population and housing counts.

There are 3 Block Groups within the LWRP Study Area. One covers the entire Village of Stillwater so the numbers detailed in the charts for the Village are the same as those of that particular Block Group (and thus there isn’t a separate Village Block Group number provided). The remaining two which have been utilized in helping to shape the study area boundary are both located within the Town and include Block Group 1 and Block Group 4.

POPULATION CHARACTERISTICS

The Communities are located in Saratoga County within the Albany-Schenectady-Troy (MSA).¹ The chart below shows the population change for the Communities compared to Saratoga County and the MSA. While the population of the Village did not increase between 2000 and 2010 at the same level as the

ACS Block Group Statistics -Population-

Town Block Group 1: 3,156

Town Block Group 4: 975

Source: U.S. Census

Town of Stillwater and Saratoga County as a whole – which has experienced significant growth for an Upstate area at twice the percentage change of the region – it was consistent with the growth level of the region. The ACS estimates that the population of the Town grew to 8,307, an increase of less than 0.5%. At the same time the population of the Village grew to 1,962, an increase of 224 persons and 12.8% from the 2010 U.S. Census – a significant increase in a short period of time (it is important to note that the 2013 ACS numbers are an estimate so some caution must be taken with these numbers).

Figure 2

| | 1990 | 2000 | 2010 | 2000 - 2010 | | ACS Estimated 2013 Population |
|------------------------------------|---------|---------|---------|-------------|----------|----------------------------------|
| | | | | # Change | % Change | |
| Town of Stillwater | 7,233 | 7,522 | 8,287 | 765 | 10.2% | 8,307 |
| Village of Stillwater | 1,531 | 1,644 | 1,738 | 94 | 5.4% | 1,962 |
| Saratoga County | 181,276 | 200,635 | 219,607 | 18,972 | 9.5% | 221,169 |
| Albany-Schenectady-Troy MSA | 861,424 | 825,875 | 870,716 | 44,841 | 5.4% | 877,905 |

Source: U.S. Census, Decennial Census 1990, 2000, 2010, 5-Year Estimates 2009-2013 ACS

There are some interesting differences in the median age trends between the Town and Village that will be discussed in more detail in the following paragraphs.

¹ U.S. Census Bureau defines an MSA as a geographic entity delineated by the Office of Management and Budget (OMB) for use by Federal statistical agencies in collecting, tabulating, and publishing federal statistics. A Metro area contains a core urban area of 50,000 or more population and consists of one or more counties. The Albany-Schenectady-Troy MSA includes the counties of Saratoga, Schenectady, Schoharie, Albany, and Rensselaer.

In the Town of Stillwater, the median age of residents in the increased from 36.5 in 2000 to 41.0 in 2010 according to the U.S. Census. As stated above, this trend is generally consistent with communities across Upstate New York which are seeing the aging of the baby-boomer generation. The population pyramid below shows the breakdown of population and the spike representing the baby-

**ACS Block Group Statistics
-Median Age-**

Town Block Group 1: 32.6 Years

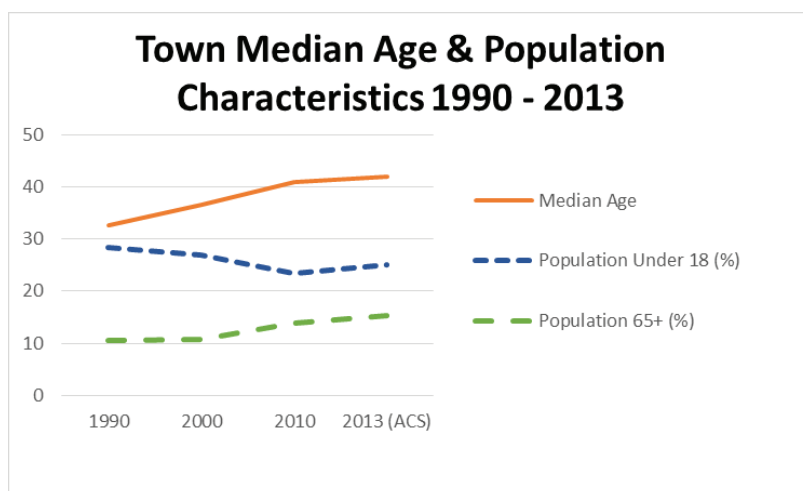
Town Block Group 4: 44.6 Years

Source: U.S. Census

boomer generation which makes up the largest population cohort in the Town. The U.S. Census 2013 ACS estimates showed the median age in the Town continuing to increase.

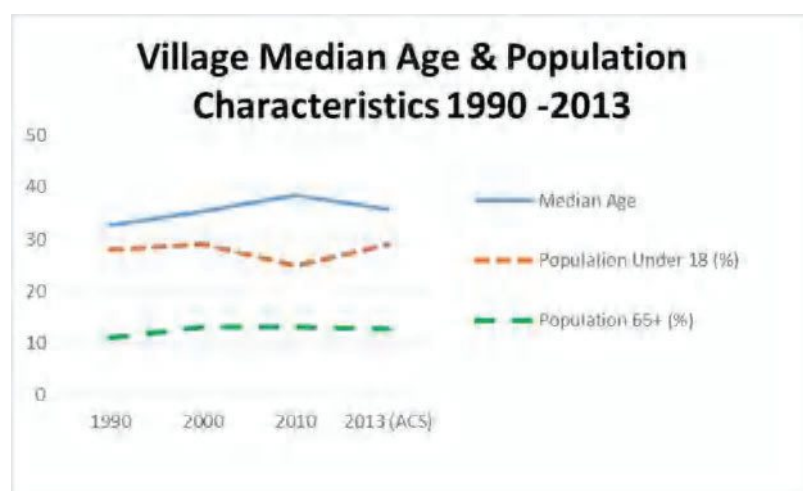
In the Village, the median age of residents increased from 35.4 in 2000 to 38.4 in 2010 according to the U.S. Census. This trend is generally consistent with Upstate New York communities which are seeing the aging of the baby-boomer generation (people born between 1946 and 1964). As can be seen from the population pyramid below, the baby-boomer generation makes up the largest population cohort in the Village. However, the ACS 2013 estimate details a significant dip in the median age in the Village and a corresponding increase in the population under 18.

Figure 3



Source: U.S. Census, Decennial Census 1990, 2000, 2010, 5-Year Estimates 2009-2013 ACS

Figure 4



Source: U.S. Census, Decennial Census 1990, 2000, 2010, 5-Year Estimates 2009-2013 ACS

The ACS estimates of the median age in the Village details a decrease to 35.8 years of age. Based on other U.S. Census data reviewed, this decrease was associated with the increasing population of younger people either moving to or being born and living in the Village in recent years. However, this reduction in median age should also be taken with a bit of caution as it too is an estimate and a relatively new phenomenon – having occurred since the 2010 U.S. Census count.

If the ACS estimate for the Village is correct about the increase in younger people living in the Village and this trend continues into the future, it could create a somewhat unique situation where the aging of the baby boomers is being met by an increase in the numbers of younger population and as such the overall median age will not be driven higher each and every year. That said, in the Town there is still a trend of an aging population. Even with potential changes in the Village there is and will still be a significant percentage of the population that is in the baby-boomer generation in both Communities.

Figure 5

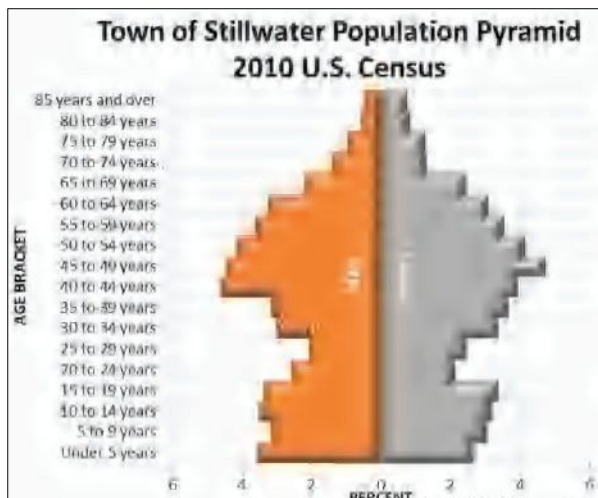
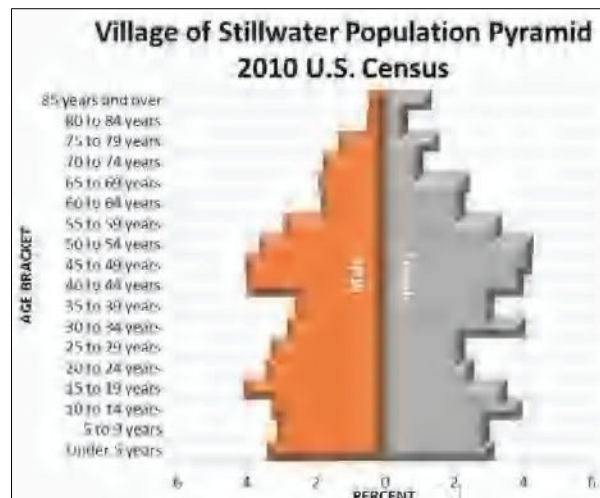


Figure 6



Source: U.S. Census 2010 Decennial Census

This is an important consideration because currently many of the baby-boomer generation have reached retirement age or are likely to retire within the next several years. This generation will increasingly need services and assistance such as medical and health care, and transportation assistance, that was not necessarily as needed in the past. Services such as Elder Care Transportation currently provided by the Stillwater Area Community Center will likely be increasingly in demand. This particular service will pick-up residents in the Village and Town of Stillwater and City of Mechanicville in Saratoga County for medical appointments; and for residents in the Town and Village of Stillwater only, for shopping if drivers are available. Though there are no public transit route(s) in the Town or Village of Stillwater, the Capital District Transportation Authority (CDTA) provides complimentary ADA paratransit service for people living outside the service area for travel within the service area.

ECONOMIC PROFILE & VILLAGE ECONOMIC CHARACTERISTICS

The economy and economic well-being of the communities is directly tied to housing, employment, income, land use and tourism within the Town, Village and Region. These are not only vital to the communities and create a direct impact on activities taking place within the communities borders, but are vital to the adjacent municipalities, the county and the entire Capital District.

Employment: According to the 2013 ACS, there were a total of 6,505 people in the Town age 16 and over and 1,484 people in the Village age 16 and over. Of those, 70.8% (4,607) in the Town and 69.7% (1,035) in the Village were considered to be in the labor force (the remaining 1,898 in the Town and 449 in the Village were not considered to be in the labor force). Of the combined 5,642 people in the labor force in both the Town and Village, all but 14 (all in the Town) were in the Civilian labor force. A combined total of 90.5% (5,104 people) in the Civilian labor force were employed with 9.3% (524 people) unemployed. This was slightly down from the combined 5,142 employed persons in the 2012 ACS but up from the 4,870 combined employed persons in the 2000 U.S. Census.

The top two occupations for both Town and Village residents according to the 2013 ACS were the same - sales and office occupations followed by management, business, science, and arts occupations. The breakdown of civilian employed population 16 years of age and over for the years 2000 and 2013 for the Town and Village follows below.

Figure 7

| | 2000 | | 2013 | |
|---|------------------|-----------------|-------------------|-----------------|
| | Town | Village | Town | Village |
| Civilian employed population 16 years of age and over | 4,080 | 790 | 4,161 | 943 |
| Management, business, science, and arts occupations | 1,222 (30.0%) | 171 (21.6 %) | 1,339 (32.2%) | 247 (26.2%) |
| Service occupations | 489 (12.0%) | 104 (13.2%) | 643 (15.5%) | 134 (14.2%) |
| Sales and office occupations | 1,313 (32.2%) | 261 (33.0%) | 1,353 (32.5 %) | 317 (33.6 %) |
| Natural resources, construction, and maintenance occupations | 474 (11.6 %) | 111 (14.1%) | 316 (7.6 %) | 100 (10.6 %) |
| Production, transportation, and material moving occupations | 582 (14.3%) | 143 (18.1%) | 510 (12.3%) | 145 (15.4%) |

Source: U.S. Census, Decennial Census 2000, 5-Year Estimates 2009-2013 ACS

As would be expected, the ACS shows most of the labor force was estimated to work in New York State (approximately 99.5% for both the Town and Village). Of those residents, 53.7% of Town residents and 69.5% of Village residents work in Saratoga County, and 18.3% of Village residents were estimated to work in the Village (statistics are not available for residents of the Town that work in the Town). The table below details selected means of transportation to work and travel times. In summary, most of the labor force (over 90%) in the community drives to work with a somewhat surprisingly high 18.1% carpool in the Village compared to the Town of Stillwater and Saratoga County at 9.4% and 7.9%, respectively.

The majority of the labor force travels more than 20 minutes to reach work with the mean travel time to work coming in at nearly 29 minutes for residents of the Town and just over 25 minutes for residents of the Village.

Figure 8

| | Town | Village | Saratoga County |
|---|----------|----------|-----------------|
| Selected Means of Transportation to Work | | | |
| Car, Truck, Van | 93.1% | 94.2% | 91.1% |
| <i>Carpooled</i> | 9.4% | 18.1% | 7.9% |
| Public Transportation | 0.3% | 0.0% | 0.9% |
| Walked | 0.8% | 1.9% | 2.1% |
| Worked at Home | 5.4% | 3.9% | 5.0% |
| Travel Times | | | |
| Less than 10 minutes | 6.7% | 6.7% | 11.8% |
| 10-19 minutes | 19.0% | 28.1% | 27.7% |
| 20+ minutes | 74.3% | 65.2% | 60.5% |
| Mean Travel Time to Work | 28.7 min | 25.1 min | 24.5 min |

Source: U.S. Census 5-Year Estimates 2009-2013 ACS

For the labor force living in the Village, a total of 18.3% were estimated to also work there according to the ACS. Nearly 70% of Village residents in the labor force worked in Saratoga County and nearly all worked within New York State (99.6%). For labor force individuals living in the Town, the 2013 ACS does

not calculate those that also work within the Town, however it does estimate that 53.7% of residents work within Saratoga County and like the Village, nearly all worked within New York State (99.4%).

Income: Income includes wages, salary, commissions, bonuses, tips, self-employment income, interest, dividends, net rental income, royalty income, income from estates and trusts, public assistance or welfare payments, retirement, survivor, or disability pensions, other income such as VA payments, unemployment, child support or alimony. It counts income of the householder and all other individuals age 15 and older in a household, whether related or not.

Earnings: A component of income (wages, salaries and self-employment income)

Source: U.S. Census

Income: According to the ACS, the estimated median household income (in the past 12 months) for the 3,124 households in the Town was \$71,772 and for the 668 households in the Village \$60,476. The median household income for Saratoga County according to the ACS was \$69,826.

ACS Block Group Statistics -Income-

Town Block Group 1: \$77,695

Town Block Group 4: \$83,500

Source: U.S. Census

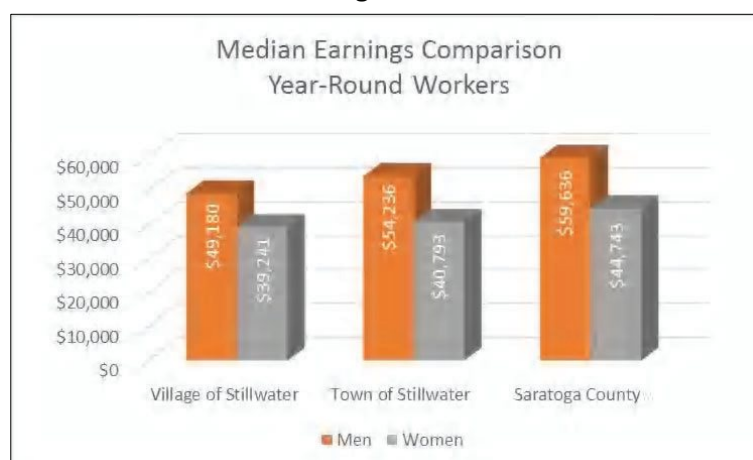
The Town of Stillwater had an ACS estimated 943 nonfamily households which had the lowest estimated median income at \$35,694. An estimated 2,281 family household types had a higher income of \$81,550 and within this household type married couple families had the highest estimated household income at \$87,382.

In the Village, the median household income had a similar pattern of nonfamily households having the lowest median income and married couple households having the highest median income. There were an ACS estimated 172 nonfamily households which had the lowest estimated median income at \$39,375. There were an estimated 496 family household types which had a higher income

of \$67,143 and an estimated 341 married-couple families who had the highest household income at \$73,125.

Earnings: For all 3,124 households in the Town, approximately 82.5% (2,578) had earnings, approximately 31.0% (969) had social security, and approximately 19.7% (615) had retirement income. For all 668 households in the Village, approximately 82.2% (549) had earnings, approximately 30.8% (206) had social security, and approximately 24.7% (165) had retirement income. These percentages closely mirror those of Saratoga County which recorded approximately 79.6% of residents county-wide with earnings, approximately 29.5% with social security, and 21.8% with retirement income.

Median earnings for full-time, year round workers in the communities are estimated by the ACS to be lower than those of Saratoga County. The earnings estimates by gender (the only available median earnings data for full-time year round workers) are shown in the graph below. In summary, they show that men are statistically making more than women and that residents of the Town are making more than those living in the Village.

Figure 9

Source: U.S. Census 5-Year Estimates 2009-2013 ACS

TOURISM

Tourism is a major element of the economy of Saratoga County and the entire region. From the Saratoga Race Track and SPAC, the Saratoga National Historical Park and other cultural and historic attractions, to shopping along the many Main Streets, at farmers markets and shopping centers, and recreational opportunities on the Hudson River, Saratoga Lake, tourism opportunities abound in this area.

According to a 2011 ILOVENY Tourism Survey conducted by the Cornell University School of Hotel Administration, domestic visitors to areas of New York State other than New York City are primarily driving to their destinations – a good statistic for the communities as they are most easily accessible by vehicle. They are significantly more familiar with and interested in visiting tourism regions than counties and cities – yet again a good statistic for the communities with their location on the Hudson River, near the historic Saratoga National Historical Park, Saratoga Race Track, and numerous other destinations.

The same 2011 ILOVENY/Cornell University study found that the top influence on respondents for taking a trip was a desire to see new places and experience new things. The most frequently mentioned purpose for a trip was to go sightseeing, followed by eating at a restaurant or going shopping. The most frequent method used to research a trip was a general search engine search, followed by state tourism-region websites. According to the Survey, New York State primarily attracts the leisure market with respondents noting that they are looking for activities and experiences. The most frequent purpose for a leisure trip was to go sightseeing.

Note: A more detailed tourism analysis was developed separately from this document.

HOUSING

Housing in the Communities consists of many different types, prices, and types of owners. Housing types are identified and tracked by the ACS which provides us with an estimate of the types of housing in both the Town and Village. Housing in the Communities was primarily owner-occupied with renter occupied, four season, recreational, or occasional housing unit types, and some vacant housing types.

ACS Block Group Statistics -Housing Unit Counts-

Town Block Group 1: 1,126

Town Block Group 4: 382

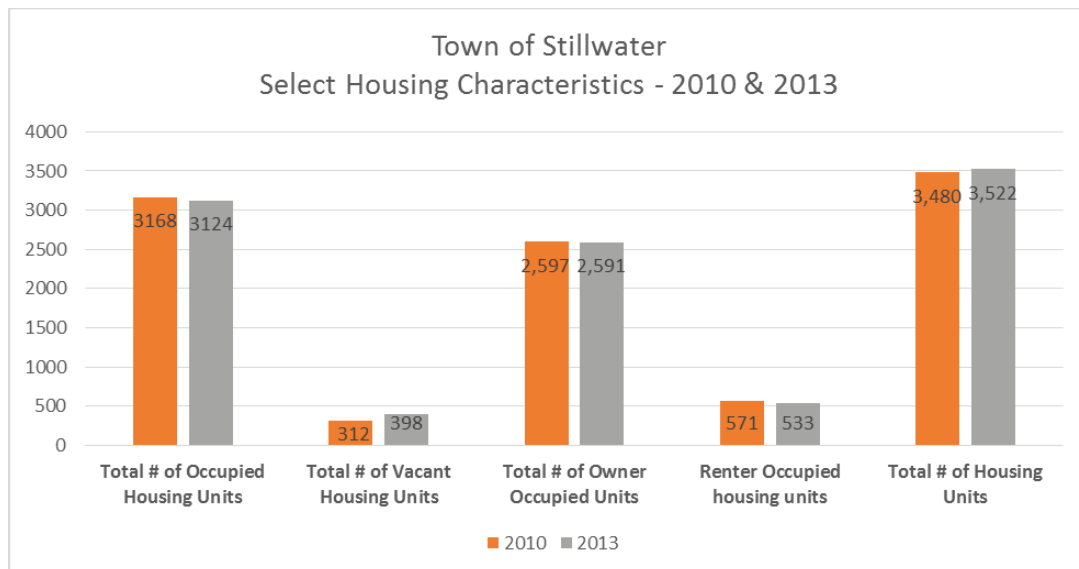
Source: U.S. Census

Based on the ACS, the Town had 3,522 housing units (and increase of 42 units from 2010) of which 3,124 were occupied and 398 were vacant. There were 2,591 owner occupied housing units and 533 renter occupied housing units. The effective homeowner vacancy rate was 0% while the rental vacancy rate was 8.9%.

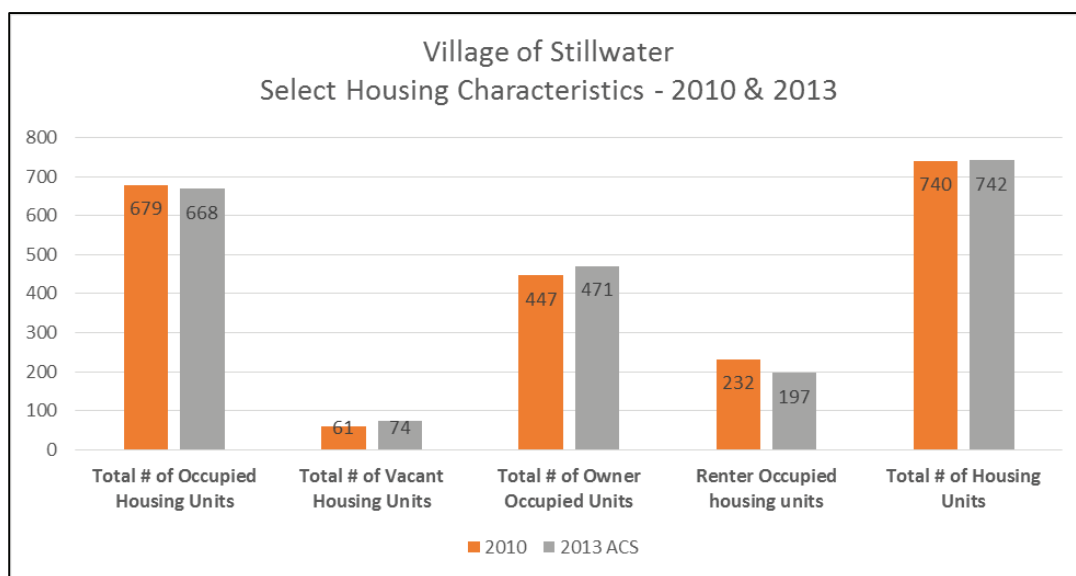
In the Village, there were 742 total housing units (an increase of 2 units from 2010) of which 668 were occupied and 74 were vacant. There were 471 owner occupied housing units and 197 renter occupied housing units. The effective homeowner vacancy rate in

the Village was 0% while the renter vacancy rate was estimated at 20.5% (Note: This rate is high but based on previous ACS estimates it is down from 22.4% in 2012, up from 15.5% in 2011).

Figure 10



Source: U.S. Census 2000 Decennial Census, 5-Year Estimates 2009-2013 ACS

Figure 11

Source: U.S. Census 2000 Decennial Census, 5-Year Estimates 2009-2013 ACS

The ACS also provides data on housing values. In the Town of Stillwater the ACS estimated median housing value was \$210,600, an increase of 9.9% (\$18,900) from the 2010 estimate. In the Village of Stillwater, the ACS estimate was \$186,500, an increase of 4.4% (\$7,800) from the 2010 estimate. The increased value in the Village was consistent with Saratoga County as a whole which saw a 4.3% increase but less than half that estimated for the Town of Stillwater. With the median housing value of \$186,500 in the Village, \$191,700 in the Town, and \$221,100 for Saratoga County as a whole, homeownership in the Communities was statistically somewhat more affordable than that of other locations in Saratoga County.

The increase in value can be associated with many factors but likely includes an improving overall housing market locally, regionally, and nationally, increased interest in living in Saratoga County in recent years (as evidenced from the population increase in Saratoga County at 9.5% vs. the 5.4% for the Capital Region/MSA), the relatively recent introduction of high-tech jobs in the area, and the overall quality-of-life and desirable characteristics of the Village, Town and County which is vital in supporting a healthy and robust housing market – because as the longstanding real estate phrase states, it’s all about “location, location, location.”

Figure 12

| | 2010 Housing Value Estimate | 2013 Housing Value Estimate |
|------------------------------|-----------------------------|-----------------------------|
| Town of Stillwater | \$191,700 | \$210,600 |
| Village of Stillwater | \$178,700 | \$186,500 |
| Saratoga County | \$221,100 | \$230,700 |

Source: U.S. Census 2010 Decennial Census, 5-Year Estimates 2009-2013 ACS

While the U.S. Census data provides a consistent analysis with figures that can confidently be utilized and compared to one another, their estimates of the current median housing values are always a few years behind and not necessarily that which people in the market for housing will find when they look for a home in a particular community. With that, it is important to not only consider median housing values but also where prices stand in the current marketplace. A review of the Greater Capital Association of REALTORS listings of properties in the Village was conducted in January 2015 and showed that asking prices (which are not median housing values or necessarily what a property will be sold for) are well above the U.S. Census estimated median housing values.

To be fair, there is an issue with the comparison of U.S. Census data to real estate property listings in that a direct comparison cannot be made as they utilize different data sets and are queried at different times, among other factors, however the real estate asking prices summarizes a more up-to-date estimate of generally what the market seems to believe prices in the area to be and thus it has value in that it provides an additional resource for assessing the status of housing within the Communities.

The review of the Greater Capital Association of REALTORS online listings yielded statistics regarding homes and property for sale within the Town of Stillwater and the Village of Stillwater. It is important to note that the characteristics and features of homes in the Town and Village are often different and as such prices are going to be different – the Village is mostly smaller, older housing stock on smaller lots while the Town, with a much larger housing stock, generally has a more suburban and rural development pattern containing larger homes on larger lots. The median residential unit sales asking price in the Town of Stillwater based on the online review was \$330,000, while the Village of Stillwater was \$199,700. This is more than \$119,400 and \$13,000 over the ACS estimates, respectively.

There are many possible reasons for the difference including, but not limited to, the following: 1) The housing market seems to generally be growing in the region and the real estate information is new whereas the ACS is now several years old and uses different data for its calculation; 2) the listings show asking prices for homes, not necessarily what their actual value is, what someone might pay, or the value based on the data used by the U.S. Census; 3) in the Town in particular, there were several high-priced properties: 3 listed over \$1M and almost 2 dozen listed over \$500,000 – these played a major role in the residential real estate asking price calculations and this scenario could easily change if the review was done at a different time; and 4) the U.S. Census number was an estimate based on a 5-year periods from 2009-2012 which includes the economic slowdown and real-estate downturn.

The information below provides a summary of the sales information for the communities:

Figure 13

| | Number of Listings | Lowest Price | Highest Price | Median | Average |
|-------------------------------------|-----------------------|-----------------|------------------|-----------|-----------|
| Town of Stillwater | | | | | |
| Residential Parcels for Sale | 101 | \$50,000 | \$1,750,000 | \$330,000 | \$402,403 |
| Commercial Parcels for Sale | 4 | \$139,900 | \$775,000 | \$199,700 | \$213,390 |
| Vacant Land for Sale | 31 | \$39,000 | \$650,000 | \$672,500 | \$564,975 |
| Village of Stillwater | | | | | |
| Residential Parcels for Sale | 15 | \$64,900 | \$346,250 | \$199,700 | \$213,390 |
| Commercial Parcels for Sale | 1 | \$384,900 | | - | - |
| Vacant Land for Sale | 3 | \$40,000 | \$50,000 | \$124,950 | |

Source: Greater Capital Association of REALTORS website

Another source for information on housing is the NYS Office of Taxation and Finance which calculates several statistics regarding taxes and home sales. For the year 2013 they recorded a total of 2,679 homes sold in Saratoga County at a median sales price of \$261,000. This is significantly more than the median housing value reported by the U.S. Census for the communities and more than the median asking price for residential units in the Village (but less than that of the Town) found during the scan of the Greater Capital Association of REALTORS website listing.

The information above details owner-occupied housing statistics though in the communities there was a moderate amount of rental housing as well. In the Town, the ACS estimated a total of 17.1% of the occupied housing units (533 units) were rentals, a decrease from the 2010 U.S. Census, and consistent with the increase in the rental vacancy rate (which was estimated to be 8.9% in 2013 by the ACS). The median gross rent in the Town according to the ACS was \$882 with most of the units (76.1% or 393 units) ranging between \$750 and \$1,499.

In the Village, the ACS estimated a significant percentage of rental housing (26.5% or 197 units). The median gross rent for these units at \$894 was nearly the same as the Town according to the ACS and most of the units (76.8% or 149 units) ranged between \$750 and \$1,499, also the same rental range categories as the Town.

All of this information is valuable in assessing the health of the housing stock, trends in housing, and comparisons across municipal borders. That said, the data can be even more useful in identifying the financial health of families and the people living in the Communities. To do this, the United States Department of Housing and Urban Development (HUD) provides guidance on how to assess housing-related cost burden on residents.

HUD defines families who pay more than 30% of their income for housing (including utilities) to be cost-burdened. The U.S. Census provides an assessment of the "Selected Monthly Owner Costs" which are defined as the sum of payments for mortgages, real estate taxes, insurance, utilities, fuels, mobile home costs, and condominium fees. When looked at as a percentage of household income, it can be used as a measure of housing affordability. This is important as many people throughout the U.S. struggle to make

mortgage or rent payments because their income is not high enough to afford local fair-market rent or they are in housing that is too expensive for their income.

Based on the ACS estimates, 1,672 of the 2,591 owner-occupied housing units had a mortgage (the median mortgage was \$1,648) and of those with a mortgage, 27.5% (461 units) had selected monthly owner costs of 30% or more. Even for the 919 housing units without a mortgage, 15.0% (138 units) had costs of 30% or more.

For the Village, ACS estimates showed that 300 of the 471 owner-occupied units had a mortgage (the median mortgage was \$1,546) and of those 27.6% (83 units) had selected monthly owner costs of 30% or more. Even for the 171 housing units without a mortgage, 14.9% (25 units) had costs of 30% or more.

For renters, the numbers are significantly higher. In the Town, there were 516 occupied units paying rent and 49.4% (255 units) had a gross rent as a percentage of household income of 30% or greater. In the Village, there were 194 occupied units paying rent and 43.8% (85 units) had a gross rent as a percentage of household income that was 30% or greater. Effectively, when you combine the owner-occupied (with and without a mortgage) and renter-occupied units together, it results in a rather substantial percentage units in the Communities that are considered to be housing cost-burdened. While this is not unusual, it is nonetheless a potential concern as many residents are technically living in housing that is too expensive for their income.

LAND USE & ZONING

Land use and zoning data help show the pattern of development within the communities and how the communities envision future development, respectively.

Land Use: A review of the land use data for the Study Area provided by Saratoga County yielded results that would probably be expected by those who know the community best. While there weren't any significant surprises, the total acreage counts and vast differences between some of the land use categories is eye opening.

Looking at the entire Study Area, while the largest land area consists of vacant land, residential land use has the largest number of parcels. There is just a single industrial classified parcel of just over 10 acres and a handful of parcels in each of the other categories. Overall, the majority of land in the Communities is undeveloped (73.4%) with 21.1% classified as residential. The total acreage and number of parcels by land use type is detailed in the chart below.

Figure 14

| Land Use Code & Type | Acreage | Parcel Count |
|---|----------------|---------------------|
| 100's (Agriculture) | 1,587.5 | 16 |
| 200's (Residential) | 1,923.6 | 400 |
| 300's (Vacant) | 2,728.1 | 12 |
| 400's (Commercial) | 275.5 | 19 |
| 500's (Recreation & Entertainment) | 18.4 | 3 |
| 600's (Community Services) | 122.4 | 9 |
| 700's (Industrial) | 10.0 | 1 |
| 800's (Public Services) | 75.5 | 5 |
| 900's (Wild, Forested, Conservation Lands, Public Parks) | 2,361.5 | 3 |

Source: Saratoga County Planning Department, GIS Data

Saratoga County Planning Department: The Saratoga County Planning Department reviews land development proposals, comprehensive plans, zoning ordinance or local laws, special permit applications, site plans, and use or area variances subject to the General Municipal Law Section 239 related to impacts to State and County resources. The Department also offers technical assistance and training to local governments within the County including at an annual Planning and Zoning Conference. In addition, the Department administers Saratoga County's Farmland and Open Space Program, the Snowmobile Grants Program, and also staffs the Saratoga County Industrial Development Authority.

Town of Stillwater Planning Board: The Town of Stillwater Code states that the Planning Board shall consist of seven members appointed by the Town Board and the Town Board shall appoint the Chairperson. The Planning Board shall have all the powers and perform all the duties prescribed by statute and by Chapter 210. The Planning Board shall have original jurisdiction for all matters pertaining to Chapter 210 for which such jurisdiction is granted.

Town of Stillwater Zoning Districts

- **B-1: Neighborhood Business District:** To provide for commercial and business development at a scale compatible with serving the needs of neighborhoods and rural residential areas of the Town.
- **B-2: General Business District:** To provide for highway-oriented commercial and business development that is attractively designed and compatible with surrounding uses and that minimizes congestion.
- **BP: Business Park District:** To provide an area for planned office, light industrial and warehouse development.
- **ID: Industrial District:** To provide an area in which industrial uses may be located in an environment designed for them. By locating in such an area, these uses are protected from conflicts with neighboring uses.
- **LDR: Low-Density Residential District:** To protect low density single- and two- family residential uses while allowing compatible agricultural uses.
- **RM: Moderate-Density Residential District:** To provide neighborhoods for one- to four-family dwelling units and to protect the character of such neighborhoods.
- **R-R: Rural Residential District:** To protect and promote agriculture and related uses while allowing compatible low-density residential development.
- **RRD: Residential Resort District:** To encourage the development of seasonal and year-round waterfront development in a manner that protects water quality and minimizes congestion and adverse impacts on water bodies.
- **MUD: Mixed-Use District:** To provide housing in combination with ancillary commercial services to serve the present and future needs of the Town residents.
- **R67 Overlay: Route 67 Overlay District:** To provide opportunity for commercial, light industrial and mixed-use development along a portion of Route 67 where adequate infrastructure exists and development is complementary to establishing a gateway to the Town.
- **R67 West: Route 67 West Business District:** To provide opportunity for commercial, light industrial and mixed-use development along western portions of Route 67 where adequate land use and infrastructure exist and development is complementary to the Town's economic development interests.

Town of Stillwater Zoning: The Town of Stillwater has 11 zoning districts in Chapter 210 of the Town Code. Planned Development Districts are detailed in Chapter 211. The following table summarizes the purpose of each of the 11 zoning districts.

Planned Development Districts (PDD) may be adopted by the Town Board pursuant to Article IV, Chapter 211. There are currently 20 Planned Development Districts in the Town. These include the following:

- Hillside Mobile Home Park
- Pine Ridge
- Brown's Landing
- Turning Point
- Cedar Bluff
- Gurba Estates
- Winding Brook
- Saratoga Lake Golf Course
- Saratoga Lake
- Saratoga Glen
- Luther Forest Technology Campus
- Saratoga Lake Cluster
- Saratoga Pointe

Village Zoning Districts

Residential – 1 District (R1)

Residential – 2 District (R2)

Business District (B)

Residential – 1 Overlay District (O)

Village of Stillwater Zoning Districts: The Village of Stillwater Board of Trustees serves as the Village's Planning Board. The Village has four zoning districts listed in the gray call-out box.

The Residential -1 District (R1) has traditional single-family residential development. The intent of the district is to ensure that the general character of these neighborhoods is protected where possible and to encourage new structures to blend in with the residential character of the

neighborhood. The Residential – 2 District (R2) encourages a mixture of housing types while maintaining and protecting residential and neighborhood qualities including preserving the traditional Village streetscape and enhancing pedestrian linkages to the surrounding neighborhoods and to limit conversions to non-residential uses out of scale with the neighborhood. The purpose of the Business District (B) is to allow for economic development through mixed use development, infill, adaptive reuse, and expansion of businesses in the Village's downtown and Hudson Avenue in keeping with the historic character and promoting pedestrian activity. The purpose of Residential – 1 Overlay District (O) is to allow for additional economic development consistent with the Business (B) District while accommodating traditional single-family development and retaining historic character.

TRANSPORTATION

When it comes to roadway infrastructure, there are good north/south and east/west connections. U.S. Route 4 (U.S. 4), a major north-south route generally paralleling the Hudson River, bisects the Village and runs along the easternmost portion of the Town. U.S. 4 connects the Village of Stillwater with the Town of Stillwater. It continues south to the Town of Halfmoon and Village of Waterford on the western shore of the Hudson River, where it then crosses the river into the cities of Troy and Rensselaer, eventually crosses I-90 and meets up with US 20 east of the City of Albany. To the north U.S. 4 continues to generally parallel the Hudson River and connect to the Towns of Greenwich, Fort Edward, Kingsbury, Fort Ann, and Whitehall.

The major roadway through the area is Interstate 87 (I-87 – Adirondack Northway) which is located just 20 minutes to the west of the Town of Stillwater. The interstate south of Exit 12 at Route 67 carries an Annual Average Daily Traffic (AADT) count of nearly 77,000 and drops down to nearly 57,000 to the north of the exit. This interstate is the backbone of north-south travel in, out and through this part of the Capital Region and north into the Adirondacks and to the Canadian border. It connects with the NYS Thruway (I-90), the City of Albany, and suburbs of Albany via an approximately 30 minute drive to the south and Glens Falls 30 minutes to the north.

Other main routes include east-west Route 67 which connects with the Town of Malta and City of Mechanicville, State Route 423 connecting State Route 9P at Saratoga Lake with State Route 32 and eventually U.S. Route 4 and Lake Road connecting State Route 9P with the Village of Stillwater. Running north-south are State Route 9P which parallels the eastern side of Saratoga Lake from the municipal line with the Town of Saratoga to the municipal line with the Town of Malta, State Route 32 bordering the western side of the Saratoga National Historical Park from the municipal line with the Town of Saratoga to U.S. 4 north of the Village of Stillwater, County Route 75 (Meeting House Road) connects the Village of Mechanicville to the south with State Route 423, and County Route 70 connecting state Route 423 with the Town of Saratoga.

Accessibility is also available via bike/pedestrian infrastructure which, though still not an interconnected system through the communities, is very close to providing a near-complete north-south off- and on-road system generally parallel to Route 4. Though not located in the Communities, nearby by public transit, rail and plane options are available. The Communities have two relatively close connections to AMTRAK and there are three general aviation airports and two Primary Commercial Service airports in the region.

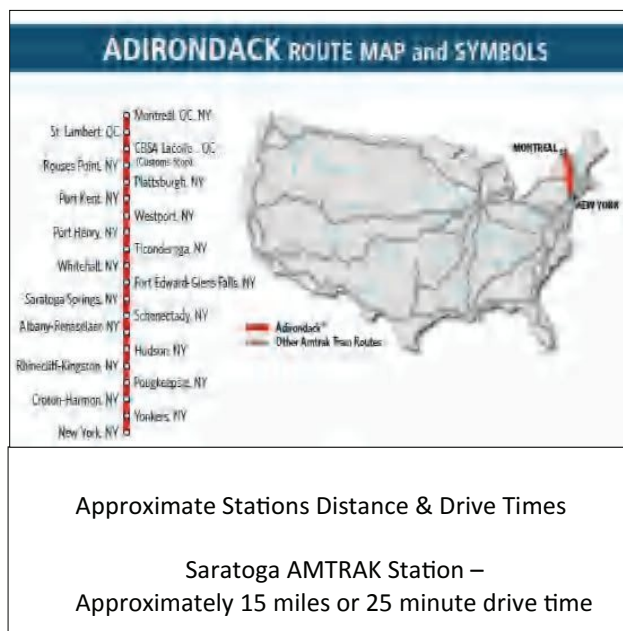
Transit Service: Public transit is not provided within the communities though it is available nearby via the Capital District Transportation Agency (CDTA) to the south and west and to the north via the Greater Glens Falls Transit (GGFT). CDTA covers the Greater Capital District including Albany, Rensselaer, Schenectady, and Saratoga Counties while the GGFT provides service to Warren, Washington and Saratoga County.

AMTRAK runs nearby as well but not within the communities. The AMTRAK Adirondack Line travels daily (2 trips per day – 1 northbound and 1 southbound) between New York City, Albany, and Montreal, Canada. The two closest station stops are Fort Edward/Glens Falls but the closest to the Communities that provides the fastest access is in Saratoga Springs. The largest passenger rail station in the region and one of the busiest on the east coast is located in Rensselaer, NY (just across the Hudson River from Albany, NY) and is the junction for trains running north, south, east and west.

Aviation: There are three general aviation airports in the region including Floyd Bennett Memorial, Argyle, and Saratoga County, and two Primary Commercial Service airports including Albany International and Adirondack Regional.² Each airport has various carriers and routes with connections throughout the Northeast and beyond. In addition, though it is several hours away by vehicle or train, JFK airport in New York City provides travelers with routes to just about anywhere in the U.S. and world, with many destinations having a direct connection to/from JFK. This is a resource and option available only to a handful of regions throughout the United States and is a very unique situation available to residents of the Northeast.

Bicycle & Pedestrian Trails: Within the community there are numerous bicycle and pedestrian trails. Though not all are connected to one another, significant efforts are underway to make this happen. State Bike Route 9 runs along State Route 4 connecting the Town with the Town of Halfmoon to the South and the Town of Saratoga to the North. Riders utilizing State Bicycle Route 9 are connected to the Glens Falls area to the north where there are many on- and off-road trails including the Saratoga County Heritage Trail, Feeder Canal Park Heritage Trail, Old Champlain Canal Towpath and several other smaller trail/path segments which can be accessed via direct connections or on-street connections.

Figure 15



² NYSDOT Aviation Bureau, Public Use Airport Map – 2013, www.dot.ny.gov

To the south, State Bicycle Route 9 can connect riders to the Old Champlain Canal Trail in the Towns of Halfmoon and Waterford, Waterford's Old Champlain Canal Trail, the Uncle Sam Bikeway in the City of Troy and the Mohawk-Hudson Bike-Hike Trail running parallel to the Mohawk and Hudson Rivers. From the Bike-Hike Trail cyclists and long-distance hikers can head west to Buffalo and South to New York City, among other locations.

The Saratoga National Historical Park not only permits but encourages cycling on the roads throughout the site. The Park contains approximately 3,400 acres of land which includes open fields, paths and trails. It also includes the Wilkinson National Recreation Trail – an approximately 4 mile long trail through the northern section of the Park. In addition, a two mile off-road trail runs along the old rail alignment and connects with State Bike Route 9 (State Route 4) near West Street to the south and in the Village of Stillwater on Railroad Avenue to the north. A portion of the Old Champlain Canal towpath is located near the Route 4 entrance but is only open to pedestrians. As detailed, there are many bicycle and pedestrian facilities within the study area.

In 2006, at the recommendation of the Comprehensive Plan, the Town undertook a detailed study of the State Route 4 corridor to addresses bicycle and pedestrian safety, visual and aesthetic treatments, and connections and waterfront access.

Snowmobile Trails: Official off-road snowmobile trails are found throughout Saratoga County but only a few are located within the Town of Stillwater – one main generally north-south route and several branch trails. These do not run within the Study area. The Country Trailblazers Snowmobile Club, based in Stillwater, oversees snowmobiling on the trails located generally south and east of Saratoga Lake. The main branch connects with a trail overseen by the Charlton Snowmobile Club just south of Route 67 and the east side of Round Lake. This trail heads east around the south end of Round Lake, onto the Zim Smith Trail, and into Ballston, continuing west toward Glenville/Galway.

SEWER AND WATER INFRASTRUCTURE

The sewer and water systems in the communities provide centralized sewer and water connections to homes and businesses. Details of the systems and upgrades are provided below.

Sewer Infrastructure: The Town of Stillwater does not operate any wastewater treatment facilities and the majority of properties use individual on-site septic systems. Some small areas of the Town have sewer service provided by Saratoga County Sewer District #1 including Saratoga Ridge, Route 9P (Saratoga Lake), Riverside, Turning Point, and areas adjacent to the Village of Stillwater as well as some private system in mobile home parks. The Village of Stillwater has a wastewater treatment facility that services the entire Village and the Castle Cliff mobile home park in the Town of Stillwater. The Village wastewater treatment facility will be ongoing repairs and upgrades in 2015 which will complete the three-year system overall that began in 2012. Improvements include: replacing pipeline throughout the Village and at Castle Cliffs, manholes, repairs to some of the eight pump stations throughout the Village, installing some backup pumps, pipe liners, and modernizing and improving the wastewater treatment plant.³

³ "Trustees approve final contracts for long-time sewer project." December 20, 2014 available at: http://villageofstillwater.org/VillageBdMeetings/2014Stories/12_20_14sewerplantfinalcontracts.html

Water Infrastructure: The Town of Stillwater receives water supplies from groundwater sources from the following entities: the Village of Stillwater (through the Saratoga County Water Authority), the Saratoga Glen Hollow Water Supply Corporation, and the Saratoga Water Service Corporation. The Saratoga National Historical Park and the Hillside Colony Mobile Home Park also have their own systems.

The Town of Stillwater Water District #1 has an interconnection with the Village of Stillwater (as well as the City of Mechanicville. As of 2012, the Village connected its system to the Saratoga County Water Authority (SCWA) system. According to the 2013 Water Quality Report, customers in Water District #1 uses 88,500 gallons per day (gpd).⁴ The Town of Stillwater Water District #3 and #4 supplies come from the City of Mechanicville which utilizes the Mechanicville and Terminal Reservoirs. In 2013, Water District #3 and #4 combined utilized 46,300 gpd. Water District #5 utilizes water from the Village of Stillwater and as of 2013, customers used 1,700 gpd. In 2013, the Town of Stillwater created a consolidated Water District #6 to connect to the SCWA system which includes the existing Water District #1, #3, #4, and #4 No.4 Ext. Water District #5 would continue to be served from the Village of Stillwater.

The Village of Stillwater utilizes shallow wells located on property adjacent to the Hudson River as a source of its municipal supplies. The Saratoga Glen Hollow Water Supply Corporation and the Saratoga Water Service Corporation have wells and treatment facilities on the western perimeter of the Town in close proximity to Saratoga Lake. The Saratoga National Historical Park operates its own wells to operate its facilities and supply water to visitors to the park.

INSTITUTIONAL RESOURCES

Schools: Children in the Town and Village of Stillwater attend four school districts including: the Stillwater Central School District, the Mechanicville City School District, the Shenendehowa Central School District, and the Schuylerville Central School District. The majority of children in the Town and Village attend the Stillwater Central School District. The Mechanicville City School District covers a small portion of the southern part of the Town of Stillwater, the Shenendehowa Central School District covers a small area in the southwest part of the Town, and the Schuylerville Central School District covers part of the northern area in the Town of Stillwater.

Library: The Stillwater Free Library is located at 662 Hudson Avenue in the Village of Stillwater and is part of the Southern Adirondack Library System. This system serves public libraries within Hamilton, Saratoga, Washington, and Warren Counties.

Emergency Services: Emergency services are provided by the Stillwater Police Department, the Saratoga County Sheriff's Office (County Sheriff), the New York State Police (NYSP), Park Rangers at the Saratoga National Historical Park, two volunteer fire departments, and one rescue squad.

Stillwater is served by two volunteer fire departments and a rescue squad. Mutual aid agreements with fire and EMS services including Saratoga County EMS provide additional assistance when needed. The Newland-Wood Fire Company serves the Village of Stillwater. This volunteer fire department was formed in 1865. The apparatus that they use is as follows:

⁴ Annual Drinking Water Quality Report for 2013 available at: <http://www.stillwaterny.org/departments/water-department/annual-water-quality-report/2013-water-quality-report-pdf/>

- E-59-3 1987 American Eagle carries 500 gallons of water with a 1500 GPM pump
- ETA-59-4 1997 International Engine Tanker 1000 gpm pump 1500 gal tank w/quick dump and 2000 gal portable tank
- F-59-5 Ford 4x4 2005 wild fire apparatus mfg.
- F-59-2 Ford 4 x 4 crew cab pickup

The Arvin Hart Fire Company formed in 1954 and has four fire stations and serves the Town of Stillwater. The Company has ten apparatus including five pumper trucks, one heavy duty rescue, a brush fire unit, an air boat, and a general utility vehicle.

The Stillwater Rescue Squad provides EMS services in addition to aid which comes through the Saratoga County EMS.

NATURAL RESOURCES

Stillwater is located among some of the most scenic lands within the Capital Region. Bordered on the east by the Hudson River, to the North by the Saratoga National Historical Park, and Saratoga Lake along much of the western municipal Town line, the communities and their environs encapsulate significant scenic vistas, water resources, and recreational resources. The communities are also home to significant other natural resources such as wetlands, creeks and streams, and agricultural soils which are valuable for their fertility and ability to support agricultural uses.

There are five significant and notable waterbodies within the Town of Stillwater including the Anthony Kill, Hudson River, Mechanicville Reservoir, Old Champlain Canal, and Saratoga Lake. In the Village of Stillwater, the Hudson River and the Old Champlain Canal are notable waterbodies.

Saratoga Lake and the Hudson River are both major recreational waterbodies. Year-round and summer homes line Saratoga Lake while the Hudson River is utilized for boating, fishing, and is the connector for waterborne traffic headed to Lake Champlain through the Champlain Canal.

Within the Study Area, there are 70,994.6 linear feet of creeks and streams varying in water quality from B to C. Almost 26% of the Study Area (2,361.5 acres) is categorized as wild, forested, conservation lands and public parks. The largest land holder is the United States of America with the Saratoga National Historical Park. Other landowners within this category including the State of New York and the Town and Village of Stillwater. In addition, there are 2,240.8 acres of wetlands discussed further below.

Conservation & Environmental Groups: A number of organizations operate in the Town and Village of Stillwater area including the Friends of the Saratoga Battlefield, the Historic Hudson & Hoosick Rivers Partnership (formerly the Historic Saratoga – Washington on the Hudson Partnership), and Saratoga PLAN. Short descriptions of each of these organizations follows below:

Friends of the Saratoga Battlefield: This group is a 501c (3) not-for-profit volunteer organization focused on stimulating interest in the History of the National Historical Park, advocating on behalf of the Park, and working to generate appreciation of its history and heritage. The group fundraises and collects donations to go toward improvements to the park and they are currently involved in an effort to raise \$35,000 to develop the first phase – a memorial wall and circulation paths - of a new park feature which will include a central memorial wall, interpretative displays, cannon, rail fencing, nature trails and other improvements.

Historic Hudson & Hoosick Rivers Partnership: The mission of this group is to “...preserve, enhance and develop the historic, agricultural, scenic, natural and recreational resources and the significant waterways within the Partnership region.” The Town and Village of Stillwater is an active member of this Partnership along with many of the other communities in the area.

Saratoga PLAN: This group is a 501c (3) not-for-profit volunteer organization whose mission is to “preserve rural character, natural habitats and scenic beauty of Saratoga County so that these irreplaceable assets are accessible to all and survive for future generations.”

Wetlands: Wetlands provide important ecosystems for fish, wildlife habitats, and vegetation and enhance water quality. Wetlands are regulated by the Army Corps of Engineers, the NYS Department of Environmental Conservation (NYS DEC) as well as by local municipalities within New York State. The National Wetlands Inventory (NWI) program, maps federally regulated wetlands. Within the Study Area, there are 875.3 acres of NYS DEC wetlands and 1,365.5 acres of NWI wetlands. A more detailed breakdown is found below.

Figure 15

| Study Area | Acreage |
|-----------------------------------|---------|
| NWI Wetlands | |
| Freshwater Emergent Wetland | 138.2 |
| Freshwater Forested/Shrub Wetland | 670.0 |
| Freshwater Pond | 38.1 |
| Lake | 456.1 |
| Riverine | 8.3 |
| Other | 54.8 |
| DEC Wetlands | 875.3 |

Source: Saratoga County Planning Department, GIS Data

Water Resources: The communities’ water resources include the Hudson River, the Mechanicville Reservoir, Saratoga Lake, the Anthony Kill, Mill Creek, Kroma Kill, Schuyler Creek, and the Old Champlain Canal. These water bodies are part of the Upper Hudson River Watershed which starts in the Adirondack Mountains and flows south to where it meets the Mohawk River at the Troy Dam. The Upper Hudson River Watershed accounts for nearly 1/3 of the larger Hudson River Basin.⁵

While this section of the Hudson River is used quite actively for recreation and some waterborne commerce, there are water quality concerns for the overall watershed related to the historic PCB discharges into the Hudson River, acid rain, and mercury deposition.⁶

⁵ <http://www.dec.ny.gov/lands/48019.html>

⁶ Ibid.

Regarding water quality, rivers, creeks, and streams are classified by their overall water quality into the following stream classifications: AA, AA-S, B, and C. The stream classifications are defined as follows:

- AA or A: waters that are a source of drinking water (also considered a “protected stream”)
- B : used for swimming and contact recreation but not for drinking water (also considered a “protected stream”)
- C: waters that support fisheries and are suitable for non-contact activities (also considered a “protected stream”)
- D: the lowest classification
- A, B, and C, with (T): indicates supporting a Trout population
- A, B, and C, with (TS): indicates supporting a Trout spawning population

Within the Study Area, the 70,994.6 linear feet of streams are classified as follows:

Figure 16

| Study Area DEC Stream Classification | Total Length (Linear feet) |
|---|-----------------------------------|
| B | 9,593.8 |
| C | 61,400.8 |

CULTURAL AND OPEN SPACE RESOURCES

Cultural and Historic Resources: The communities are steeped in history with a key role in the American Revolution. Father Isaac Jogues was the first visitor to Stillwater in 1646. The King's Highway was used to travel between Montreal and Albany. Fort Ingoldsby, built in 1709 with a blockhouse and stockade, was built by Col. Peter Philip Schuyler. This fort was replaced by Fort Winslow in 1756. Between the 1750s and 1760s the Stillwater area began to be settled as gristmills, sawmills, and other industry developed along the Hudson River. General Philip Schuyler (Commander of the Northern Department of the Army), had his headquarters at the Dirck Swart House.

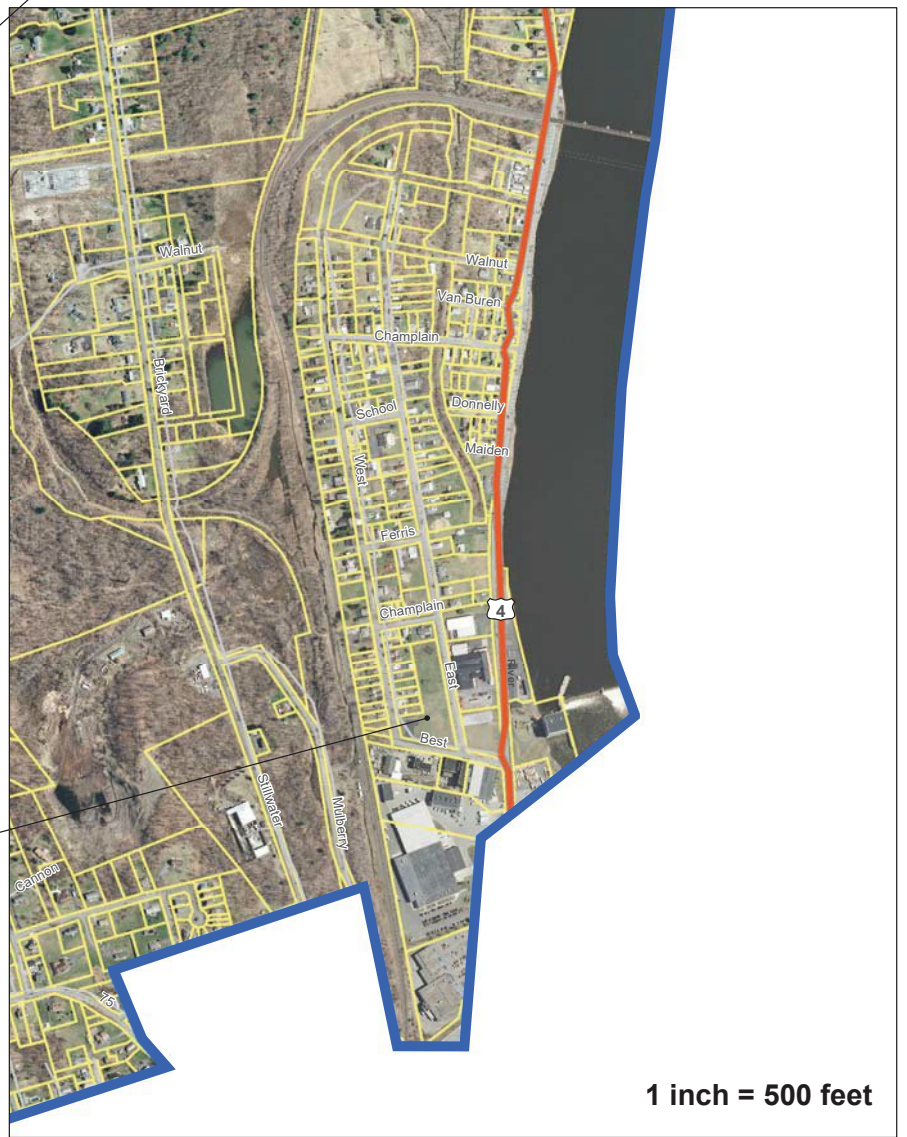
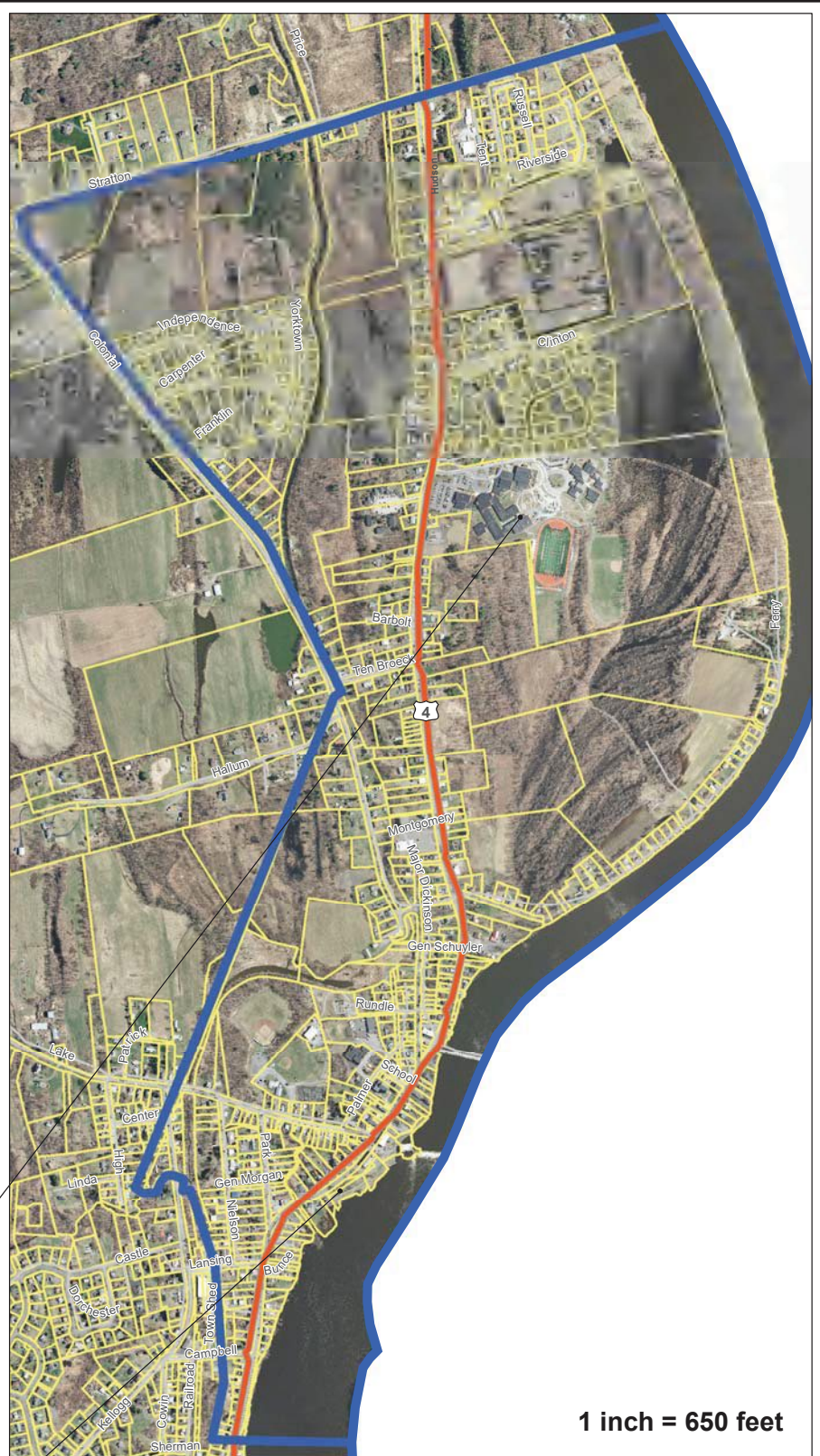
The Town was the site of the two Battles of Saratoga fought on September 19, 1777 and October 7, 1777 where the British were defeated (now home to the Saratoga National Historical Park). The Saratoga National Historical Park opened in 1927 at the Freeman Farm and the Barber Wheatfield.

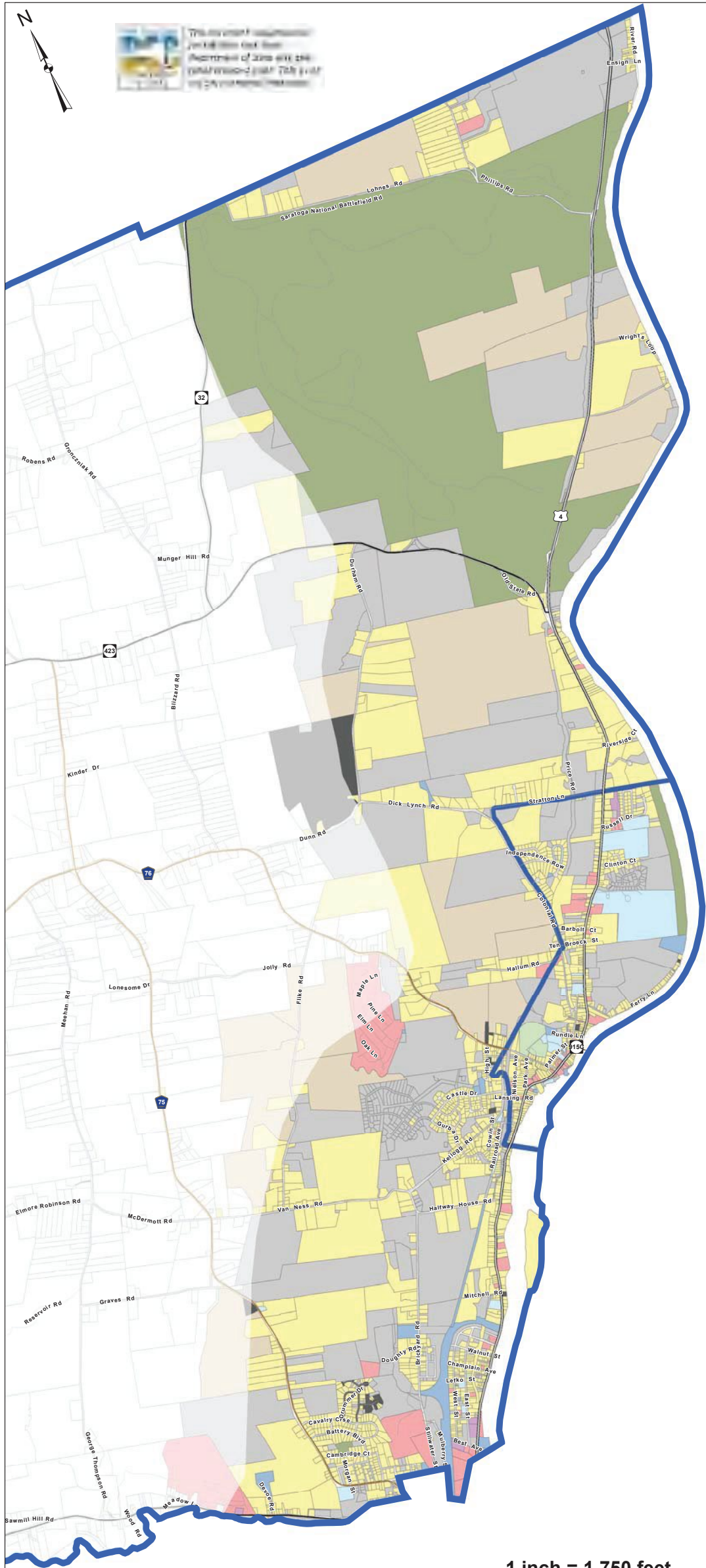
The Town of Stillwater was founded in 1790 and the Village was incorporated in 1816. Soon thereafter in 1823, the Champlain Canal opened leading to increased settlement and development in Stillwater. The railroad also contributed to increased development and in the 1880s, Stillwater was the industrial hub of Saratoga County. Significant industry was established including the Ballston/Stillwater Knitting Company (1924 to 1964) and the Stillwater Tissue Mills (1938 to 1950). By 1974 the American Linen Company was the only remaining industry. Today Stillwater is more of a bedroom community for people commuting to the Capital District however it's numerous historic sites are an important part of the Town's history. The Saratoga National Historical Park, the Old Champlain Canal, and the Stillwater United Church located at 135 Hudson Avenue are listed on the National Register of Historic Places. The Stillwater Blockhouse Museum located on Hudson Avenue was built in 1927 as an 18th Century replica and was the original visitor's center at the Saratoga Battlefield until it was moved in 1999.

Recreation and Waterfront Resources: The Town and Village of Stillwater have a number of recreational resources and several waterfront resources along the shoreline of Saratoga Lake and the Hudson River. These resources include the following:

- American Legion – Located on American Legion Road, this recreation area has a multi-use field used for football, soccer, baseball and softball
- Blockhouse Museum and Park
- Cambridge Court – This is a 6 acre neighborhood park that has two half-court basketball courts, one half-field soccer field, one sand volley ball court and playground equipment.
- Champlain Canal Lock 3
- Champlain Canal Lock 4 – This area has a picnic area, overlook, and trails.
- Glen Hollow Park – This 6 acre park on Lake Road in the Town includes a playground, basketball court, and volleyball court.
- Gurba North – This is a 4 acre park that has some wetland area as well as a basketball court.
- Gurba South – This is a 1 acre site.
- Lilac Park
- Mullah Hill – This is a 6 acre parcel on East Street
- Riverfront Park – This park is adjacent to the Saratoga National Historical Park. It is an 18 acre parcel.
- Stillwater Area Community Center (SACC) – Located on almost 3 acres on Palmer Street in the former Stillwater Elementary Building, the SACC houses provides activities and services including preschool, elder care transportation, camps, school sports, and healthcare clinics.
- Town Hudson River Park – This park has a natural beach.

- Riverside Veteran's Park – This park is located on East Street in the Town of Stillwater. It is 2.5 acres and includes a playground, softball field, basketball court, and a Veteran's memorial/monument. The park is adjacent to the "Boiler House" property.
- Turning Point Park – This is a 6 acre site located on Abele Road.
- Admiral's Marina – This is a privately owned marina.



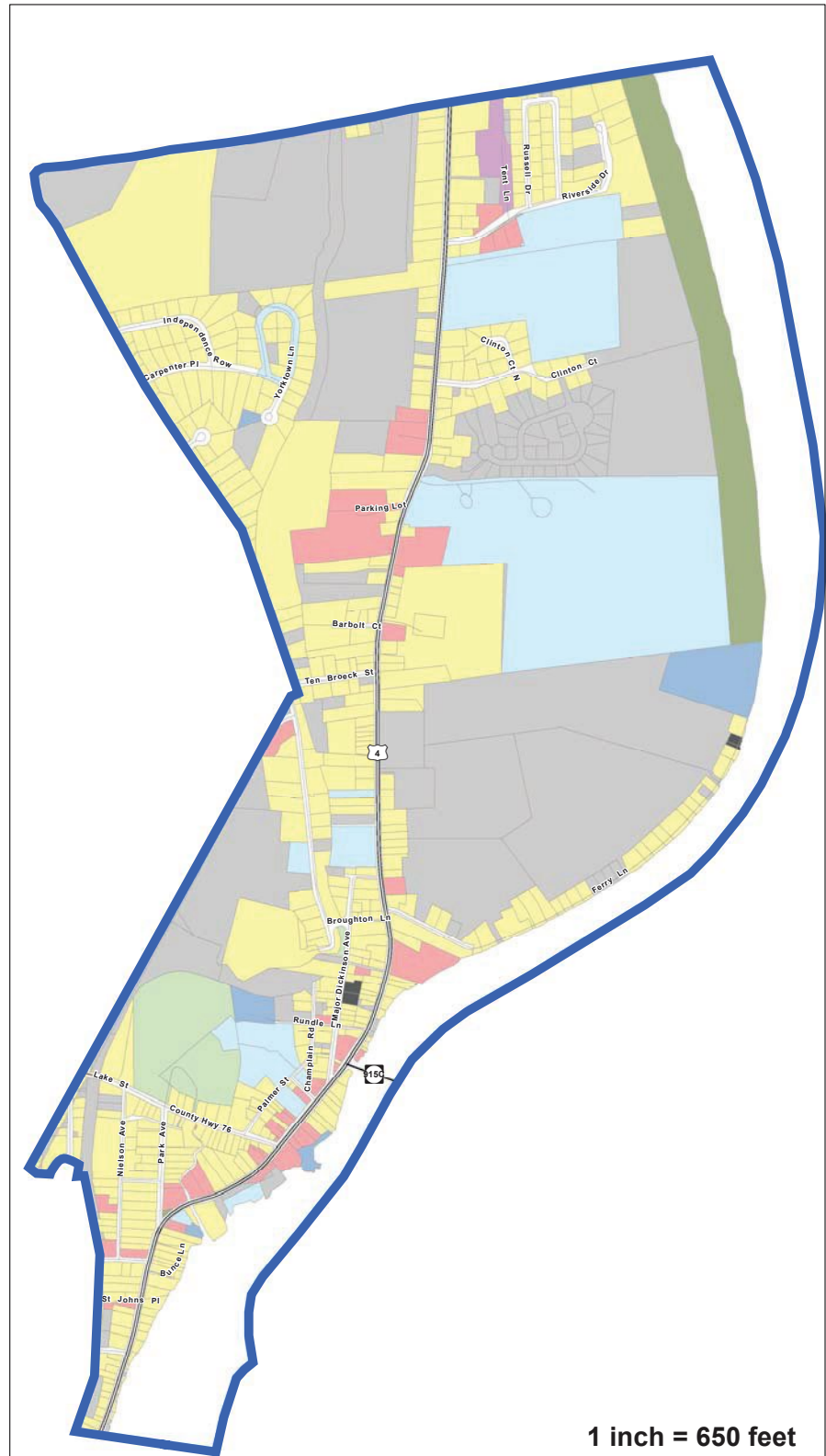


1 inch = 1,750 feet

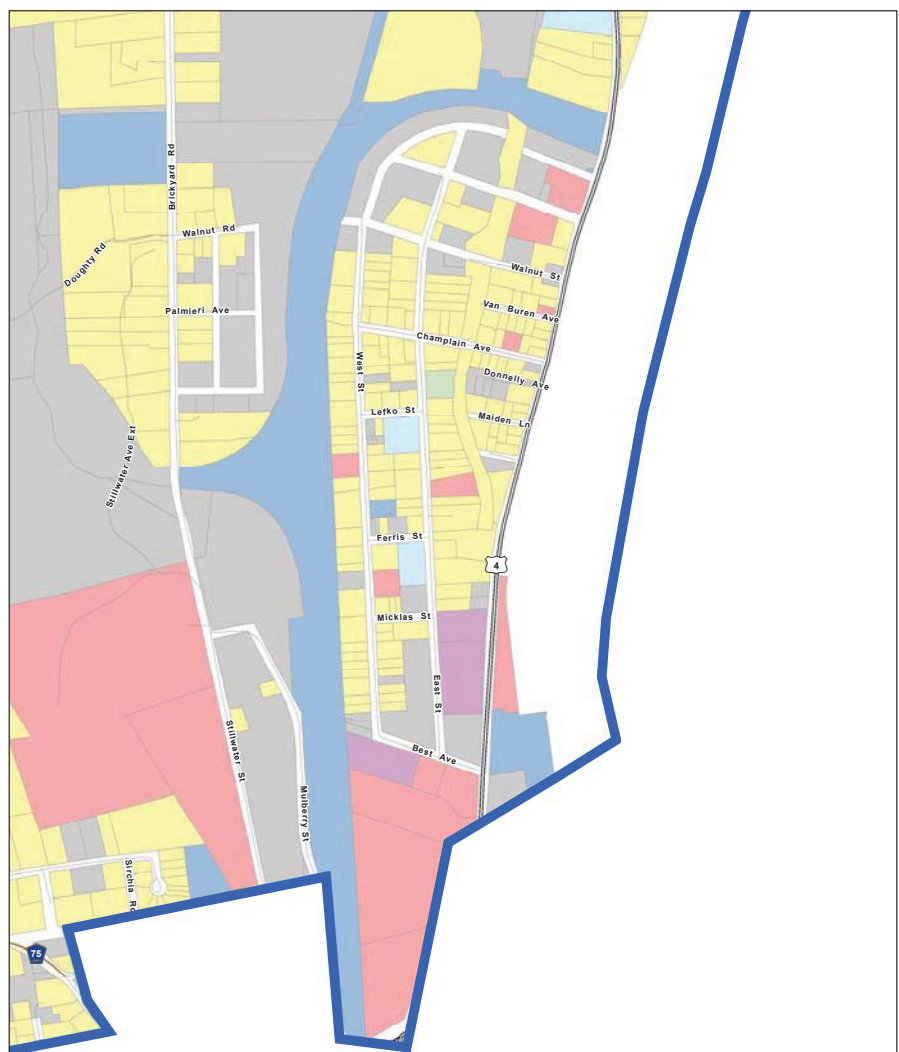
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Land Use

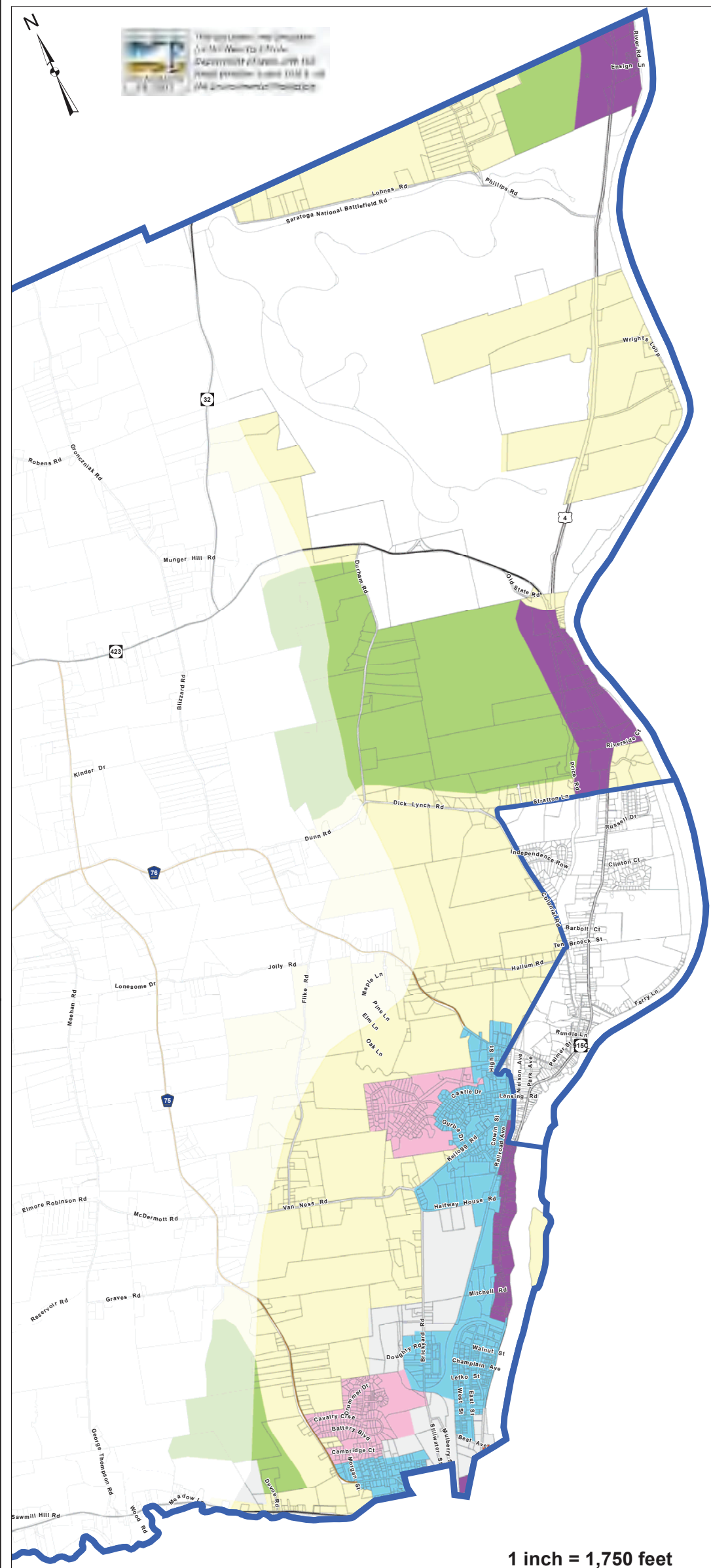
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|--|------------------------------|--|--|
| | Agricultural | | Community Services |
| | Residential | | Industrial |
| | Vacant Land | | Public Services |
| | Commercial | | Wild Forested, Conservation Lands and Public Parks |
| | Recreation and Entertainment | | Unclassified |



1 inch = 650 feet



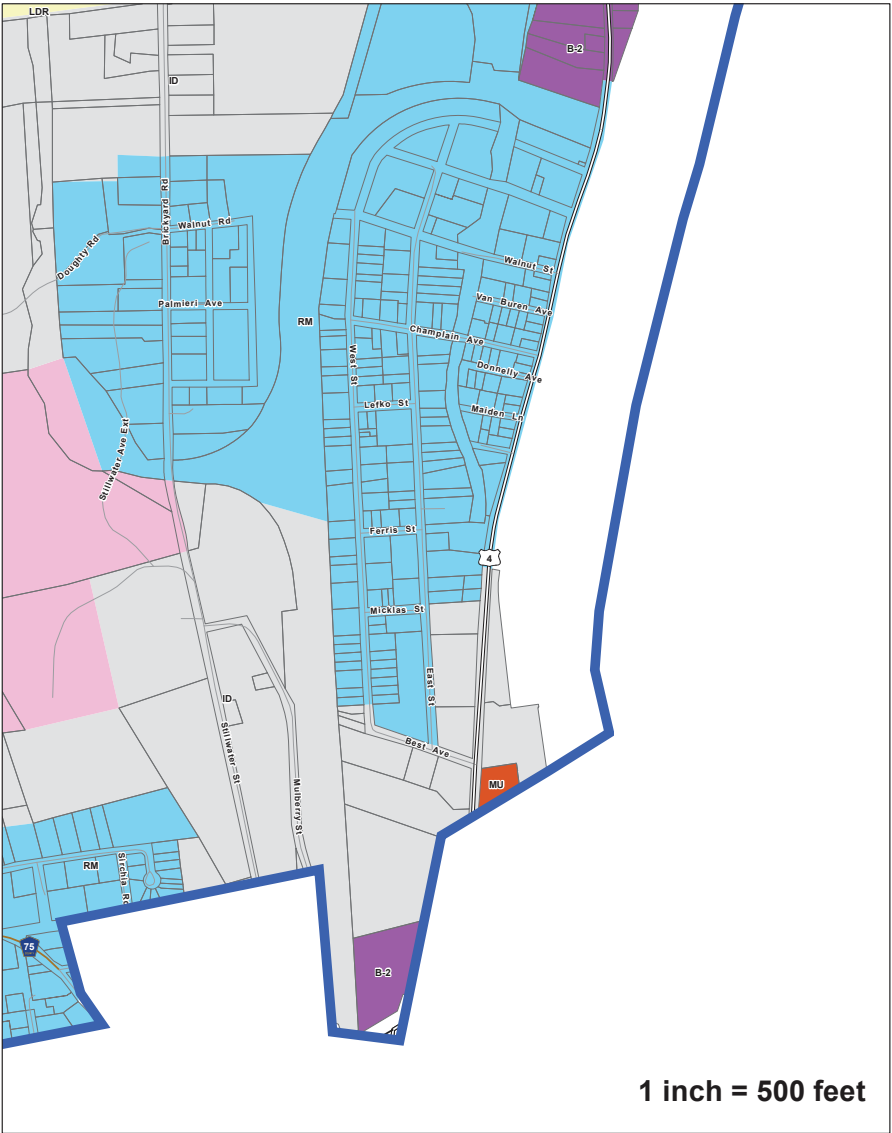
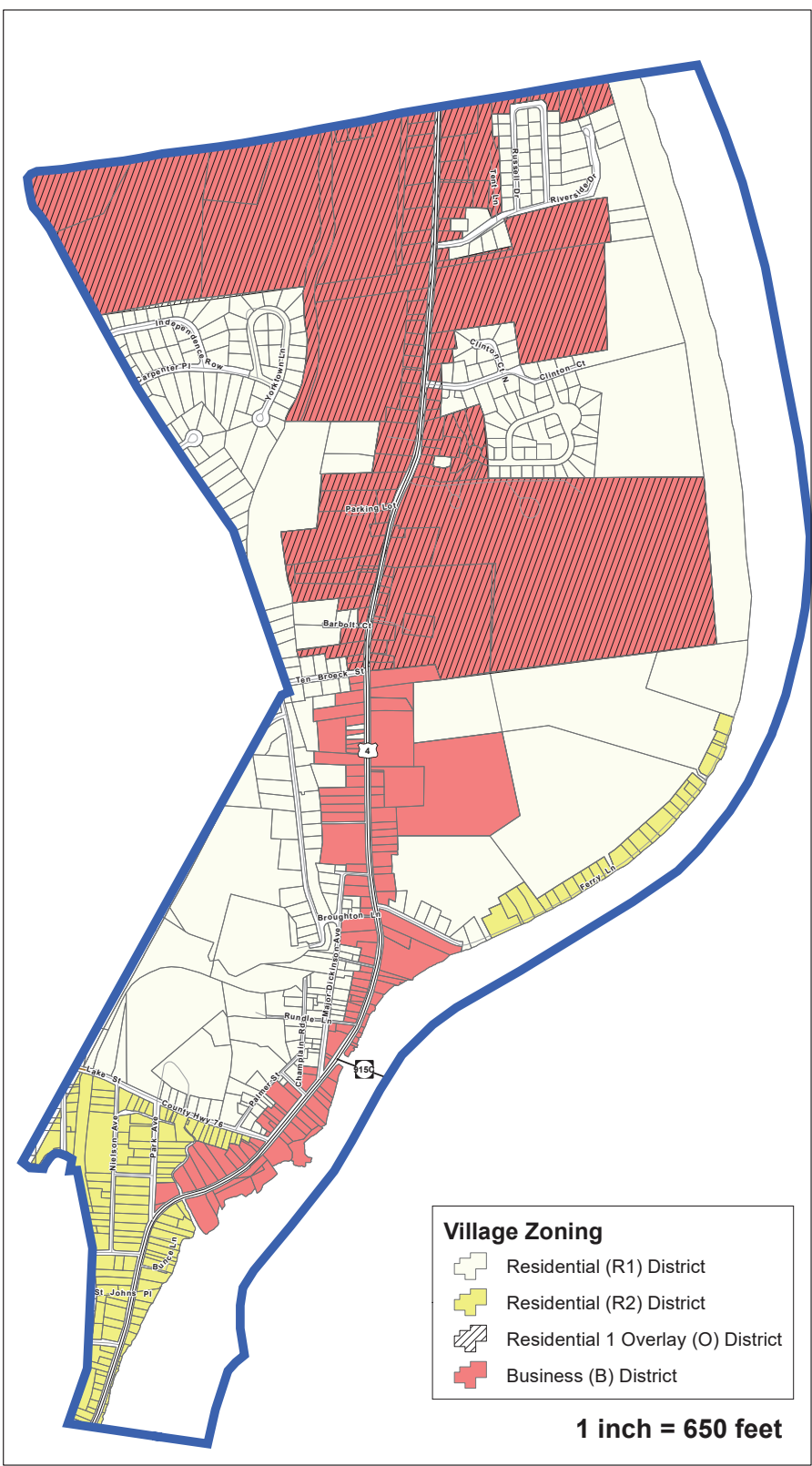
1 inch = 500 feet

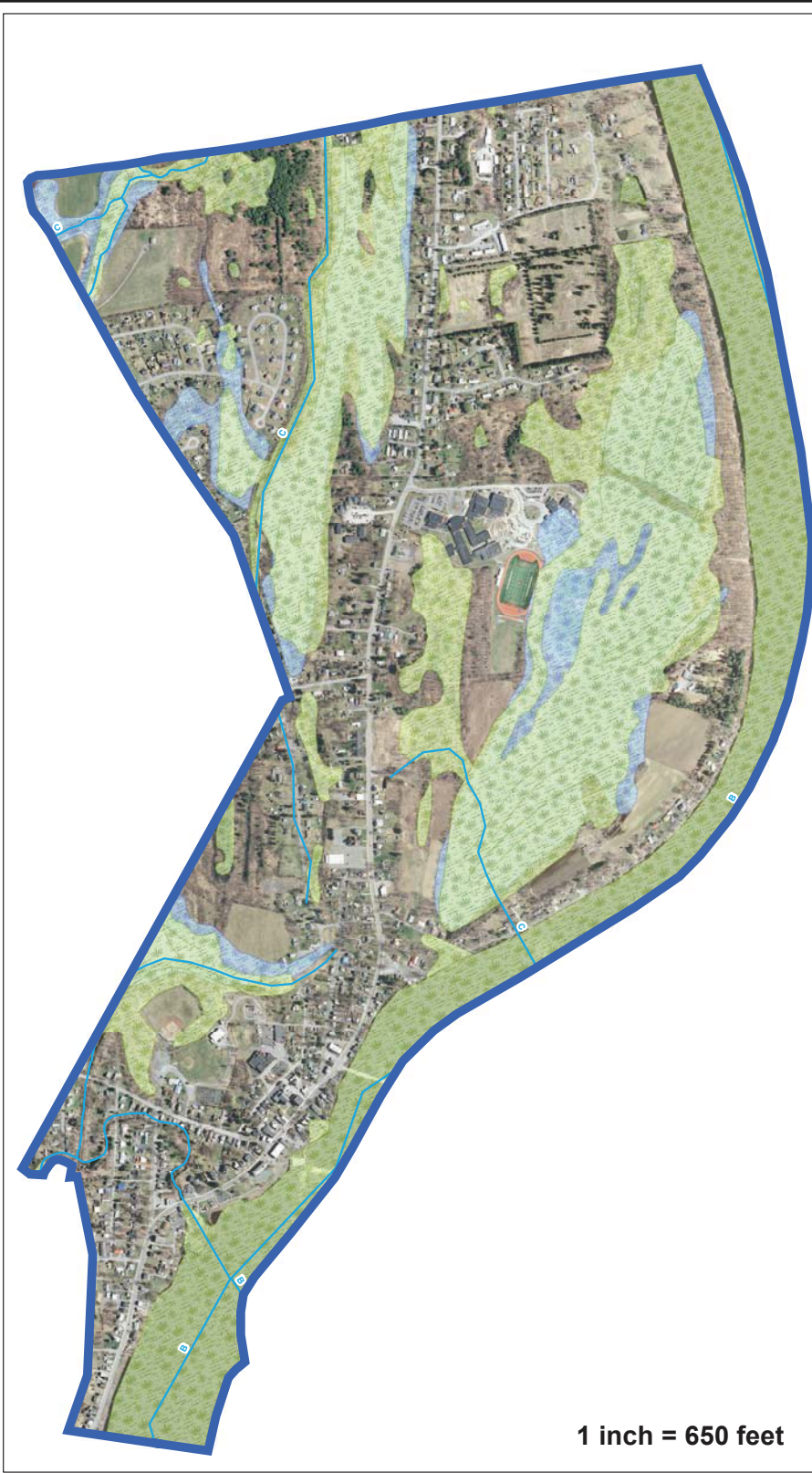
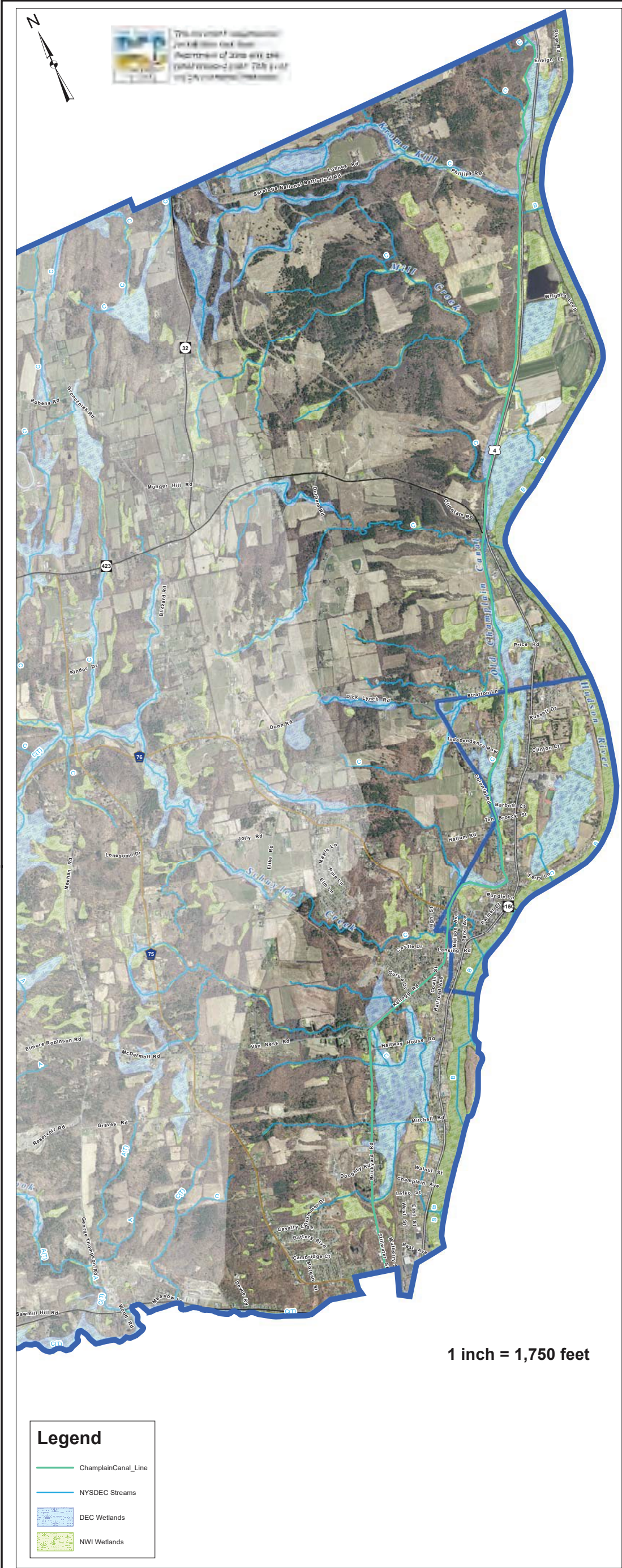


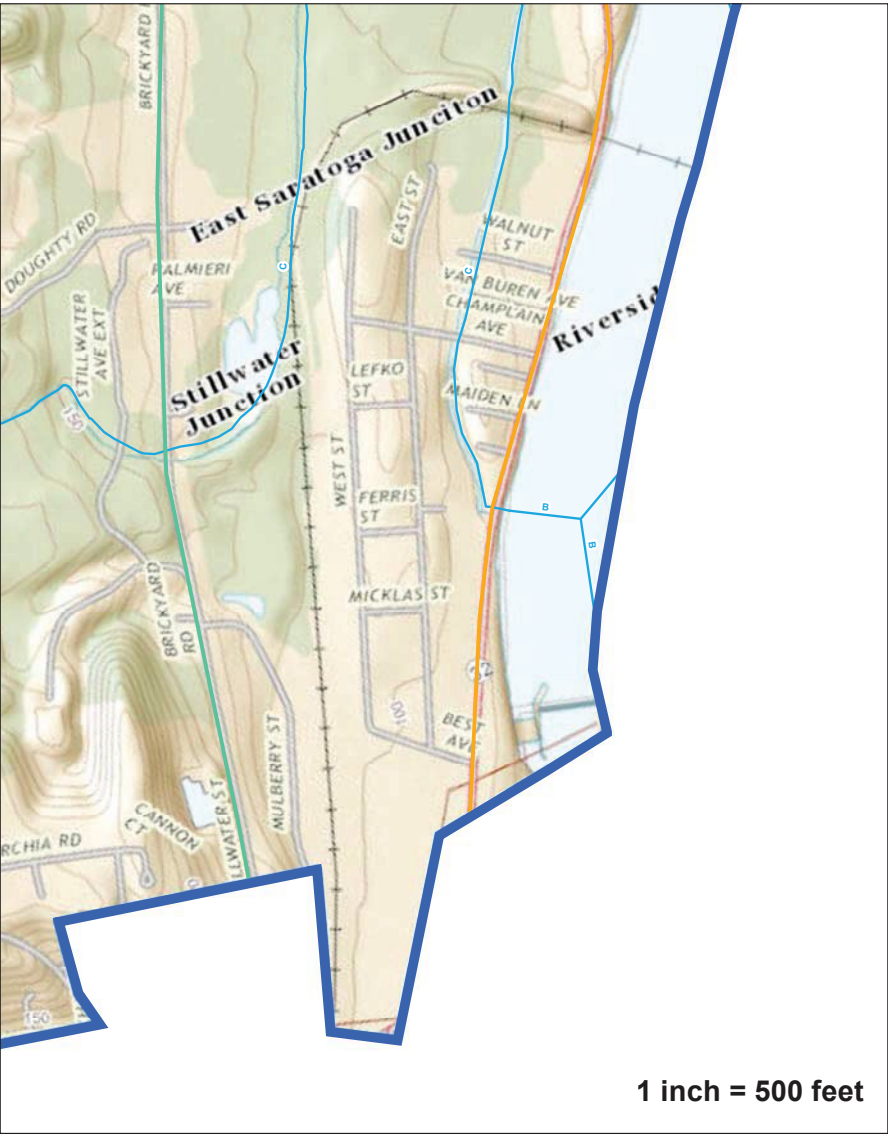
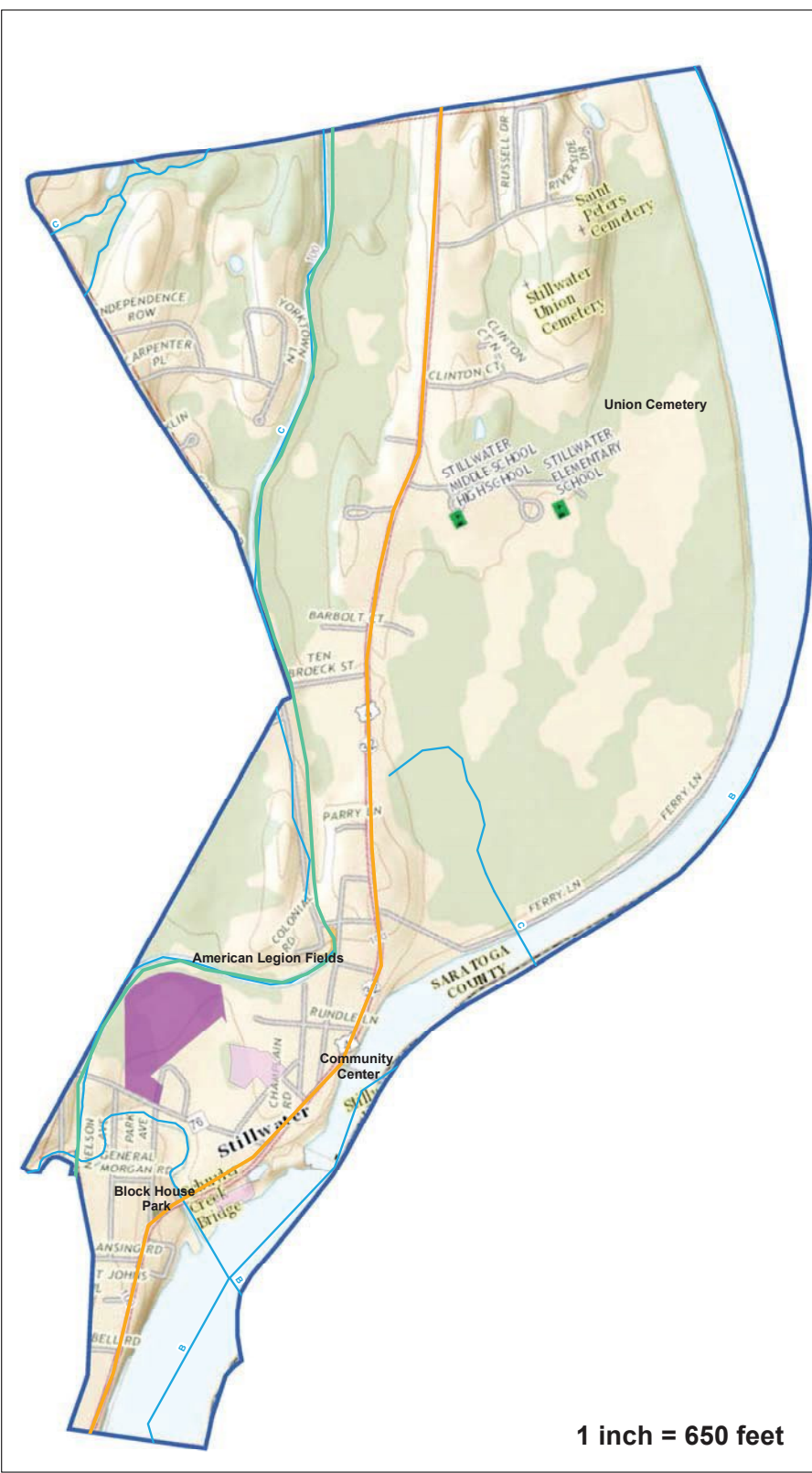
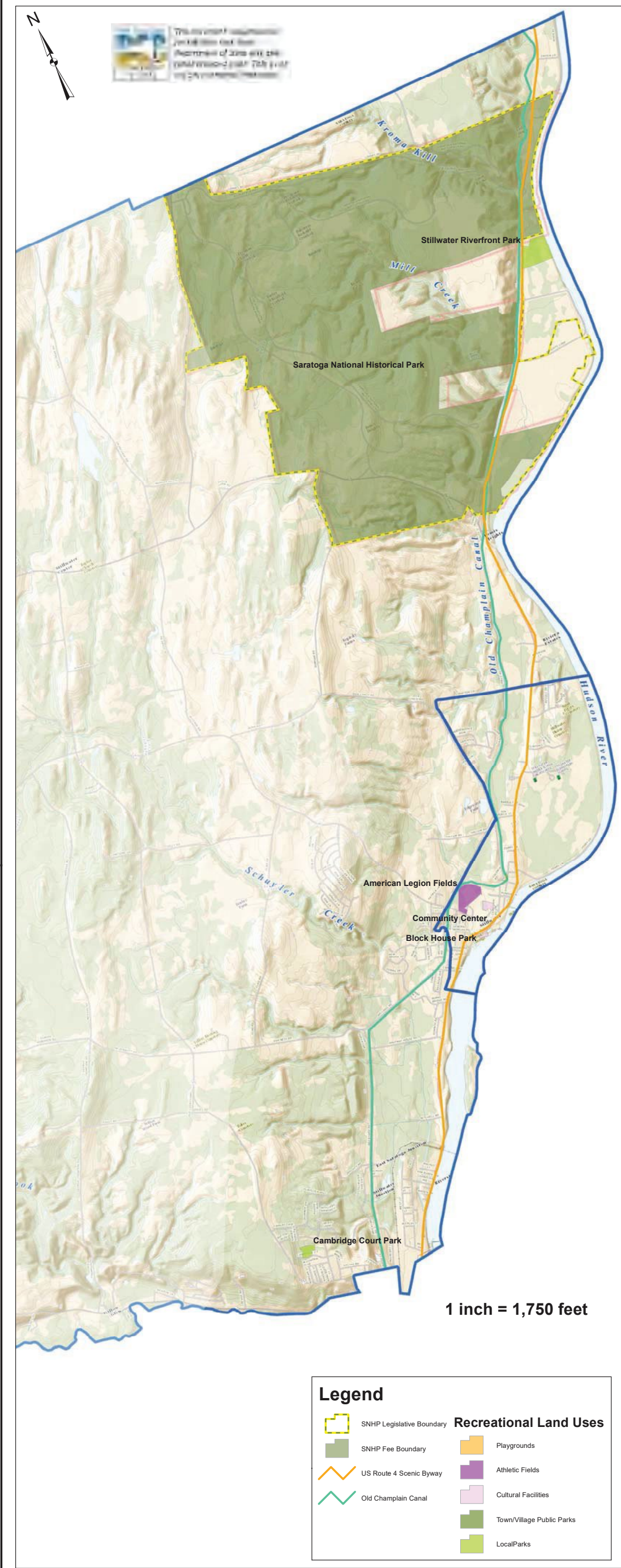
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Town Zoning Districts & Overlay Zones

- B-1, Neighborhood Business District
- B-2, General Business District
- BP, Business Park
- ID, Industrial District
- LDR, Low Density Residential District
- MU, Mixed Use
- PDD, Planned Development District
- R-R, Rural Residential District
- R67 West, Route 67 West Business District
- RM, Moderate Density Residential District
- RRD, Residential Resort District







APPENDIX C: MARKET ANALYSIS

STILLWATER WATERFRONT MARKET ANALYSIS



9/28/2015

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Stillwater Waterfront Market Analysis

LOCAL WATERFRONT REVITALIZATION PLAN



INTRODUCTION

This report is intended to provide a market analysis in support of the Village and Town of Stillwater Local Waterfront Revitalization Plan (LWRP) that is currently being developed. This analysis summarizes the existing regional and local market trends that should be considered as the Town and Village explore and develop economic revitalization and development strategies for the Study Area. The analysis begins with an overview of the Capital Region and Saratoga County's economic development trends and strategies, includes a review of local and regional business and employment characteristics, and given the importance of tourism to the local economy, concludes with a review of regional and local tourism characteristics. Finally, the analysis provides a series of the observation, consideration, and recommendations that should be included the overall planning process and future economic development decisions.

REGIONAL TRENDS & DEVELOPMENT STRATEGIES

Economic Trends

The Capital Region Economic Development Council ("CREDC") and Saratoga County identified overarching economic trends in separate reports published in 2011 and 2014, respectively. Saratoga County's *Economic Development Strategic Plan* and CREDC's *Strategic Plan for the Capital Region* noted that both the Capital Region and Saratoga County's population and economic base are growing. They also noted that in order to preserve the region's character, this anticipated growth must occur in a well-planned, responsible manner. Saratoga County found that, while its overall population and economic base are growing, such growth is distributed somewhat unequally and that it continues to experience a daily net loss in the working population. Specifically, more individuals leave Saratoga County each day for work, typically traveling to Albany, Rensselaer, and Schenectady counties, than individuals come to work in the county from elsewhere. As such, the county acknowledges that it would benefit from new industries and jobs in order to retain the workforce and subsequent tax benefits. In addition to countywide benefits, the Town and Village of Stillwater would benefit from job retention and workforce development, particularly within the Stillwater LWRP study area.

However, according to Saratoga County, a coordinated approach to economic development is somewhat hampered by the fact that it is being handled independently amongst a multitude of organizations. As such, the County concluded that its residents would likely benefit from a more inclusive, better-orchestrated strategy that would enable more collaboration and large-scale planning efforts in the economic development forum. Additionally, such a strategy would directly benefit the Town and Village of Stillwater.

SWOT Summary

Qualitative input from the public in conjunction with quantitative data obtained while preparing Saratoga County's *Economic Development Strategic Plan* was used to inform an analysis of the predominant strengths, weaknesses, opportunities, and threats to the county's economy. The following is a summary of this analysis:

- Strengths within Saratoga County include infrastructural assets such as the water and sewer system and several transportation options. The county also offers desirable amenities to residents and tourists such as a strong recreational and tourism base, a comparatively favorable tax climate, and strong and diverse educational institutions and employment bases such as GlobalFoundries, Tec-SMART of the Hudson Valley Community College, Luther Forest Technology Campus, and the New York State Energy and Research Development Authority (NYSERDA).
- In addition to being a net exporter of labor each day, weaknesses that were identified include the lack of enough employment opportunities for professionals and a difficult tax environment in New York State. The county also suffers from the perception that it is “not a team player” when it comes to economic development.
- Opportunities for Saratoga County were primarily related to possibilities for additional economic development by way of regional coordination efforts. Expansion of GlobalFoundries, educational institutions, and Start-Up NY efforts were also identified, as were strengthening relationships with existing businesses and improving the county's business climate.
- Threats to Saratoga County include uncertainties related to GlobalFoundries as well as “intra-county” politics that result in a competitive economic development environment. Lack of skilled labor to support high-tech industries and predictability of the development process in surrounding areas were also cited.

Tech Industries: Trends & Observations

The CREDC noted that “continued state investment has accelerated the momentum of the Capital Region's role as a center for the development and manufacture of next generation computer chip technology.” Within Saratoga County, GlobalFoundries has grown to become one of the leading employers. However, according to Saratoga County, GlobalFoundries, as well as other local businesses, would likely benefit from a higher concentration of skilled, technical workers able to contribute directly to the high-tech business.



While GlobalFoundries contributes directly and indirectly to the local and regional economy, Saratoga County notes that the semiconductor industry does not have “place-dependent requirements,” or rely upon tier one or tier two companies. Therefore, opportunities for related supply companies are limited. As such, Saratoga County recognizes the need to develop a strategy that recruits advanced manufacturing as well as research and development related industries.

Luther Forest Technology Campus (LFTC), the home of GlobalFoundries, could certainly be an asset when it comes to recruiting new industries. However, according to Saratoga County, it is lacking a competitive edge in terms of lessee

recruitment. LFTC is struggling to find and retain tenants at its current premium prices. Saratoga County has recommended that LFTC pursue a leasing structure that creates opportunities for both premium and discount real estate leases. If these changes were made, the Town and Village would certainly benefit from new LFTC development that resulted in new jobs, residents, and supply chain companies within the Stillwater LWRP.

Relevant Regional Goals & Recommendations

The *Economic Development Strategic Plan* and the CREDC's *Strategic Plan for the Capital Region*, suggests the following to accelerate economic growth in Saratoga County:

- **Business Development:** Among the suggestions to expand and improve business opportunities, Saratoga County recommends utilizing regional business incubators and organizations to encourage collaborative efforts in capital investments and promoting conditions for business investment and growth. The county further recommends creating a system to help identify new, prospective projects and to provide these new entities with management assistance as needed. Next, the county recommends increasing collaboration among farmers, distributors, wholesalers, retailers, restaurants and supply chains for a more efficient distribution network, and generally, connecting services in workforce development. Engaging a strong program of business expansion and retention specifically by targeting key industries will likely prove successful. For business improvements, a simple recommendation is to expand high-speed broadband internet access across the region. These various strategies would certainly help the Town and Village attract needed or desired goods and services to the Study Area.
- **Agricultural Development:** Agricultural opportunities abound in the region. In order to promote growth in this sector, both Saratoga County and CREDC suggest collaborating to form regional and inter-regional partnerships within the agribusiness community, enabling investments in infrastructure, and branding and marketing to increase the impact of local food purchases. Further, this partnership will help to encourage public and private investment that supports farming and food-related businesses and to support existing and new programs that preserve agricultural land. Because a large portion of the Study Area consists of agricultural businesses (see Existing Business Summary below), the Town and Village should take part in these regional efforts.
- **Education:** For educational advancement promoting the Science, Technology, Engineering, and Mathematics (STEM) curriculum in schools is strongly recommended. This educational training would improve the area's labor force by helping to prepare children for careers in regional, high-tech industries such as GlobalFoundries. The Stillwater Central School District (SCSD) is an important part of the Study Area. As such, the Town and Village should work with the SCSD to develop and/or expand their STEM curriculum.
- **Recreation & Tourism:** Recreational and tourism recommendations include prioritizing the restoration of main streets, waterfronts, and waterways, regional collaboration to link tourism clusters and amenities, improved tourism promotion and marketing, and building a better connected sports and recreation center and/or cluster. Finally, to attract tourists and residents alike, Saratoga County suggests developing "social centers of gravity," that offer options for entertainment, dining out and cultural activities. Stillwater's Village is the epitome of a waterfront main street that can be revitalized and expanded upon to become an even greater social center of gravity.

Regional Trends & Development Strategies Summary

The following summarizes relevant Saratoga County and CREDC observations and recommendations:

- Saratoga County's population is expected to have the highest growth rate of all the counties in the Capital Region. It is among the fastest growing counties in the state.
- Saratoga County's economy is built upon three pillars: agriculture, tourism, and business and industry.
- Among its many strengths, growth in the technological industry has increased employment and the overall economy greatly. This includes the development of GlobalFoundries.

- A coordinated effort to recruit new advanced technology and research and development industries within the county is needed.
- There is a need to promote Science, Technology, Engineering, and Mathematics (STEM) curriculum in schools.
- With over 40 organizations that are focused on economic growth, economic development in the County is fragmented.
- The agricultural economy is vitally important to Saratoga County. Improved coordination and economic growth within this sector is needed.
- In order to improve business opportunities, it is recommended that regional business incubators and organizations are developed to encourage collaborative efforts in capital investments and promoting conditions for business investment and growth.
- There is a need to prioritize regional collaboration between tourism clusters and amenities, and improved tourism promotion and marketing; and the revitalization of downtowns, waterfronts, and waterways.
- Develop “social centers of gravity” that offer options for entertainment, dining out, and cultural activities.

MARKETPLACE CHARACTERISTICS ANALYSIS

It is important to examine select characteristics of Study Area residents and existing businesses (and their respective employees) in order to understand the area's capacity to attract and/or support economic development. Because consumers are willing to regularly travel as much as 30 minutes for various goods and services, it is equally important to explore the characteristics of those that live within the vicinity of the Study Area as well. According to a recent study conducted by BrightLocal, an online marketing research firm, "the average time that a consumer is willing to travel to a local business is 17 minutes."¹ The Study also notes that travel distances may vary based on the type of businesses. For example, consumers may travel further for specialty shops, clothing, and healthcare, but they will travel less for leisure related pursuits (e.g., pub, gym, yoga, etc.). It is important to note that people in more rural areas are likely to travel a bit further.

Tapestry Segmentation

According to ESRI, *Tapestry Segmentations* "provide an accurate, detailed description of America's neighborhoods. The tapestries divide U.S. residential areas into 67 distinctive segments "based on their socioeconomic and demographic composition." It then further classifies the segments into "LifeModes," or markets that "share a common experience" (e.g., age, marital status, housing type, location, education, employment, income, etc.). ESRI Tapestry Segmentation data within a 10-, 20-, and 30-minute drive from the Village of Stillwater was used to identify residential characteristics that relate to consumer spending and the economic development potential of the Study Area (see Figure 1). The complete ESRI Tapestry Segment Area Profile is included in Appendix A.

10 Minute Drive Tapestry Segmentation Characteristics



Within a 10-minute drive from the Village of Stillwater (an area that encompasses northern portions of Mechanicville, County Route 75, and Stillwater Bridge Road towards Schaghticoke), the largest tapestry segment is Green Acres comprising 39.6 percent of the population.² According to ESRI, Green Acres tapestry segment is defined by "country living and self-reliance." The Green Acres lifestyle includes "avid do-it-yourselfers" and "self-described conservatives." Outdoor living and recreation occupy much of their free time. Green Acres have a high rate of home ownership, typically in single-family housing. As a percentage of their household budget, Green Acres spend

slightly above the U.S. average on housing, transportation, health care, and entertainment and recreation. See Appendix A for the complete Green Acres profile.

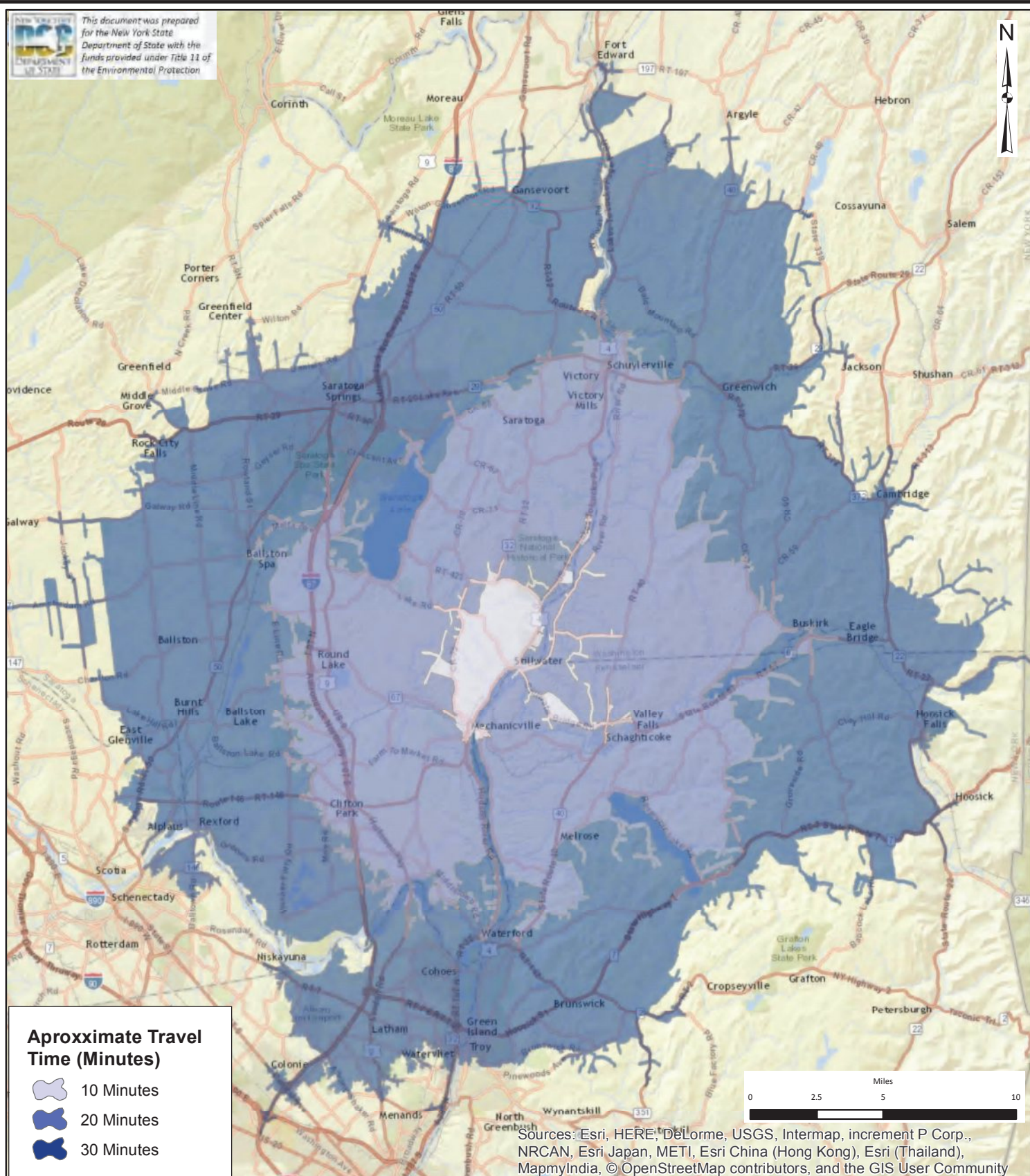
The next most common tapestry segment is Front Porches, comprising 22 percent of the population. This tapestry segment "blends household types, with more younger families with children or single household than average." Front porches have a young median age (34) and incomes that are well below the U.S. average. Friends and family are a priority. Many live within rental housing units, including single family and multiunit. Front Porches typically spend well below the U.S. average on all goods and services. When it comes to purchasing goods, price is

¹ Source: <https://www.brightlocal.com/2014/05/01/local-business-travel-times/>

² This area encompasses the entire study area as well as portions of the City of Mechanicville, Town of Easton, and the Town of Schaghticoke, there are approximately 9,300 people and 3,800 households



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Aproximate Travel Time (Minutes)

- 10 Minutes
- 20 Minutes
- 30 Minutes

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



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Stillwater LWRP

Drive time area from Village of Stillwater

Town and Village of Stillwater - Saratoga County, New York

| | |
|----------|------------------|
| Drawn: | RL-B |
| Date: | 09/01/2015 |
| Scale: | 1 inch = 5 miles |
| Project: | 31400.14 |
| Figure: | NA |

more important than brand names or style. According to ESRI, many enjoy leisure activities “including sports, indoor water parks, bingo, and video games.” See Appendix A for the complete Front Porches profile.

The Parks and Rec tapestry segment accounts for approximately 15 percent of the population within a 10-minute drive. The Parks and Rec tapestry segment is characterized as “practical suburbanites that have



achieved the dream of home ownership.” Families tend to be two-income married couples that are approaching retirement. The median age is approximately 40 years old. ESRI notes that they generally reside in well-established neighborhoods with the amenities and programs that were “enjoyed by their now independent children.” However, “the appeal of these kid-friendly neighborhoods is now attracting a new generation of young couples.” The Parks and Rec tapestry segment’s market profile is defined as thoughtful, practical, and budget-conscious consumers. They carefully research big-ticket items. During their free time, they enjoy dining out in family-style restaurants,

attending movies, and taking advantage of local parks and recreational activities. See Appendix A for the complete Parks and Rec profile.

Ten percent of the population within a 10-minute drive is classified as the Old and Newcomers tapestry segment. According to ESRI, “Old and Newcomers is composed of neighborhoods in transition, populated by renters who are just beginning their careers or retiring.” Typical housing includes single-family and multiunit. Many are renters. They prefer cell phones over landlines, use the internet for entertainment, and support environmental causes. Old and Newcomers tend to be in their late 30s and are more focused on convenience than consumerism. See Appendix A for the complete Old Newcomers profile.



Eight (8) percent of the population within the 10-minute drive is classified as Set to Impress tapestry segment. Those within the Set to Impress tapestry segment are “very conscious of their image and seek to bolster status with the latest fashion.” Nearly one in three residents is 20 to 34 years old. Many rent apartments (multiunit or complexes) that are close to existing neighborhoods and other businesses. Set to Impress individuals are up to date on the latest trends and music. They are always looking for a sale and prefer name brands. They use the internet and social media, prefer cell phones, drive used, imported vehicles and enjoy going to concerts and night clubs.

See Appendix A for the complete Set to Impress profile.

Top Fiver (5) Tapestry Segmentations w/in 10 Minute Drive¹

| Tapestry Segmentation | Percent of Households | Median Age ² | Median Household Income ² |
|-----------------------|-----------------------|-------------------------|--------------------------------------|
| Green Acres | 39.6% | 43 | \$72,000 |
| Front Porches | 22.1% | 34.2 | \$39,000 |
| Parks and Rec | 15.1% | 40.3 | \$55,000 |
| Old and Newcomers | 10.7% | 38.5 | \$39,000 |
| Set to Impress | 8.1% | 33.1 | \$29,000 |

¹ESRI Tapestry based data <http://www.esri.com/landing-pages/tapestry>. Based on 3,880 households

²Base on U.S. Tapestry average

20 & 30 Minute Drive Tapestry Segmentation Characteristics

In comparison, within a 20-minute drive (an area that extends north to Schuylerville, south to Waterford, east to Eagle Bridge, and west to the Malta/Ballston boundary), the tapestry segment population (79,000 people) becomes slightly more diverse. While Green Acres (13%), Parks and Rec (8.4%), and Old and Newcomers (8.8%) are among the top five (5) tapestry segments, In Style (12.3) and Soccer Moms (8.2) tapestry segments make up a significant percentage of the population. The In Style tapestry segment “embraces an urbane lifestyle that includes support of the arts, travel, and extensive reading.” The Soccer Moms tapestry segment is “an affluent, family-oriented market with a country flavor...they are partial to new housing away from the bustle of the city but close enough to commute to professional job centers.” With higher education rates and household incomes, In Style and Soccer Moms spend slightly more than the U.S. average on housing, entertainment and recreation, food, and education.

Within a 30-minute drive (an area that includes portions of Moreau and Fort Edward, Glaway, Hoosick Falls, and Troy, Latham, and norther Albany and has a population of 337,111), such additional tapestry segments as Savvy Suburbanites (8.2%) and Comfortable Empty Nesters (6.9%) are among the top five (as are In Style, Green Acres, and Old and Newcomers). Savvy Suburbanites enjoy home remodeling and gardening as well as sports and exercise. Household spending is significantly higher than the U.S. average, particularly on education, entertainment and recreation, health care, and food. Comfortable Empty Nesters are Baby Boomers that are earnings “comfortable living and benefiting from years of prudent investing and saving.” They are physically and financially active, but prefer eating at home instead of dining out.”

Top Fiver (5) Tapestry Segmentations w/in 20 Minute Drive¹

| Tapestry Segmentation | Percent of Households | Median Age ² | Median Household Income ² |
|-----------------------|-----------------------|-------------------------|--------------------------------------|
| Green Acres | 13.3% | 43 | \$72,000 |
| In Style | 12.3% | 41.4 | \$66,000 |
| Old and Newcomers | 8.8% | 38.5 | \$39,000 |
| Parks and Rec | 8.4% | 40.3 | \$55,000 |
| Soccer Moms | 8.2% | 36.6 | \$84,000 |

¹ESRI Tapestry based data <http://www.esri.com/landing-pages/tapestry>. Based on 33,127 households.

²Base on U.S. Tapestry average

Top Fiver (5) Tapestry Segmentations w/in 30 Minute Drive¹

| Tapestry Segmentation | Percent of Households ¹ | Median Age ² | Median Household Income ² |
|---------------------------|------------------------------------|-------------------------|--------------------------------------|
| In Style | 9.3% | 41.1 | \$66,000 |
| Green Acres | 9.1% | 43.0 | \$72,000 |
| Savvy Suburbanites | 8.2% | 44.1 | \$104,000 |
| Old and Newcomers | 7.6% | 38.5 | \$39,000 |
| Comfortable Empty Nesters | 6.9% | 46.8 | \$68,000 |

¹ESRI Tapestry based data <http://www.esri.com/landing-pages/tapestry>. Based on 138,810 households.

²Base on U.S. Tapestry average

Tapestry Segmentation Observations

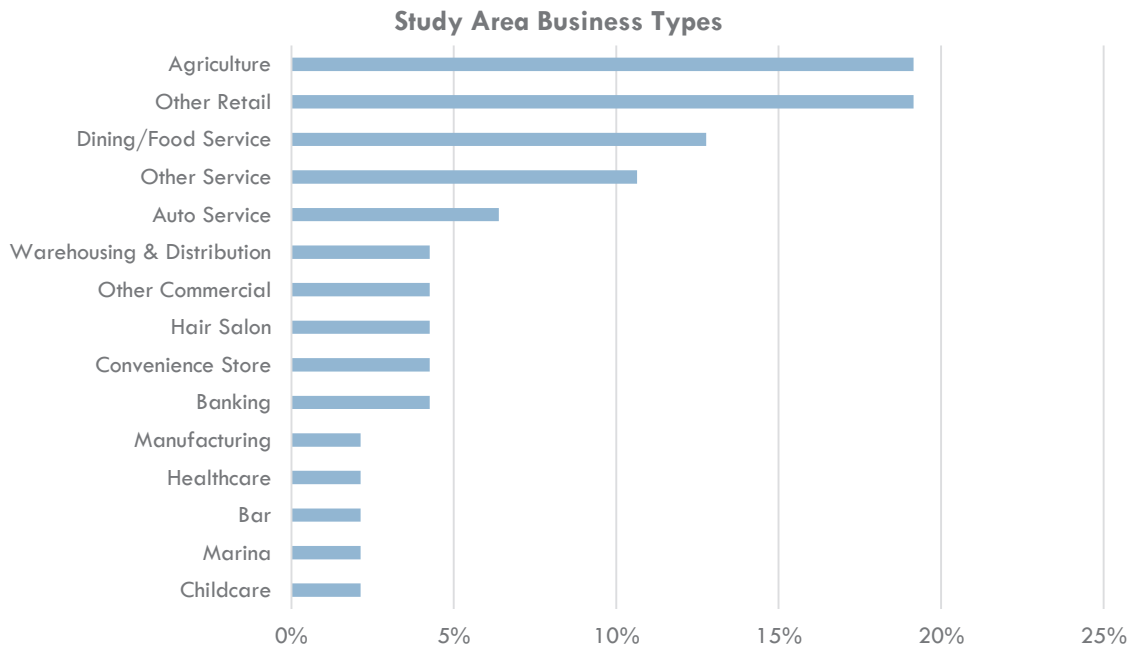
Given the Study Area's characteristics, the ability to support new businesses like restaurants, retail stores, and new services may prove difficult (see Retail Expenditures & Market Potential discussion below). More specifically, in addition to the limited number of potential consumers, the 10-minute tapestry segment profile suggests that many who live in the area are budget conscious and less likely to spend money dining out, on goods and apparel, and other types of retail (when compared to the U.S. average).

However, within a 20- and 30-minute drive, a larger consumer base and respective socioeconomic characteristics may offer opportunities for new growth within the Study Area. Spending among select tapestry segments within a 20- and 30-minute drive (e.g., In Style, Soccer Moms, Savvy Suburbanites, and Comfortable Empty Nesters) coupled with consumer willingness to travel for goods and services (particularly for specialty shops, restaurants, clothing, and healthcare) could help support new businesses that market and cater to these demographics. For example, a new restaurant or specialty shop that meets the needs and expectations of the greater, more affluent population within the 20 – 30 minute drive could be successful as a regional destination.

Existing Business Summary

Study Area Summary

In order to identify existing business characteristics and identify new opportunities, a review of Saratoga County's Real Property GIS tax parcel data and a windshield survey was conducted. Based on this review, the Study Area has approximately 41 businesses (please note this does not include all home occupations). Using Study Area specific business categories (see Study Area Business Types chart below), agriculture and other retail are the most predominate business types (19 percent). Other retail types include the Price Chopper, Dollar General, Stillwater Iron & Wood, Nectar Custom Floral Designs, and Damn Good Beef Jerky's Factory Store. Dining/Food Services, which includes Peking Wok and several pizza and sub shops, accounts for 13 percent of the Study Area's businesses. Other services account for 11 percent of all businesses. This includes tree service, contracting/construction, and landscaping companies. The remainder of the Study Area's businesses include a mix of auto services, warehousing and distribution, convenience stores, and banks.



It is important to note that among these business types, the largest employers include warehousing and distribution (i.e., DeCrescente Distributing) and the combined retail establishments. Together, these businesses account for over 70 percent of employment (please note this figure excludes public sector jobs). Interestingly, according to the U.S. Census Bureau’s Inflow/Outflow employment figures, over 90 percent (714 individuals) of those employed in the Study Area live outside the Study Area. The balance (approximately 10 percent) lives and work within the Study Area (71 individuals).

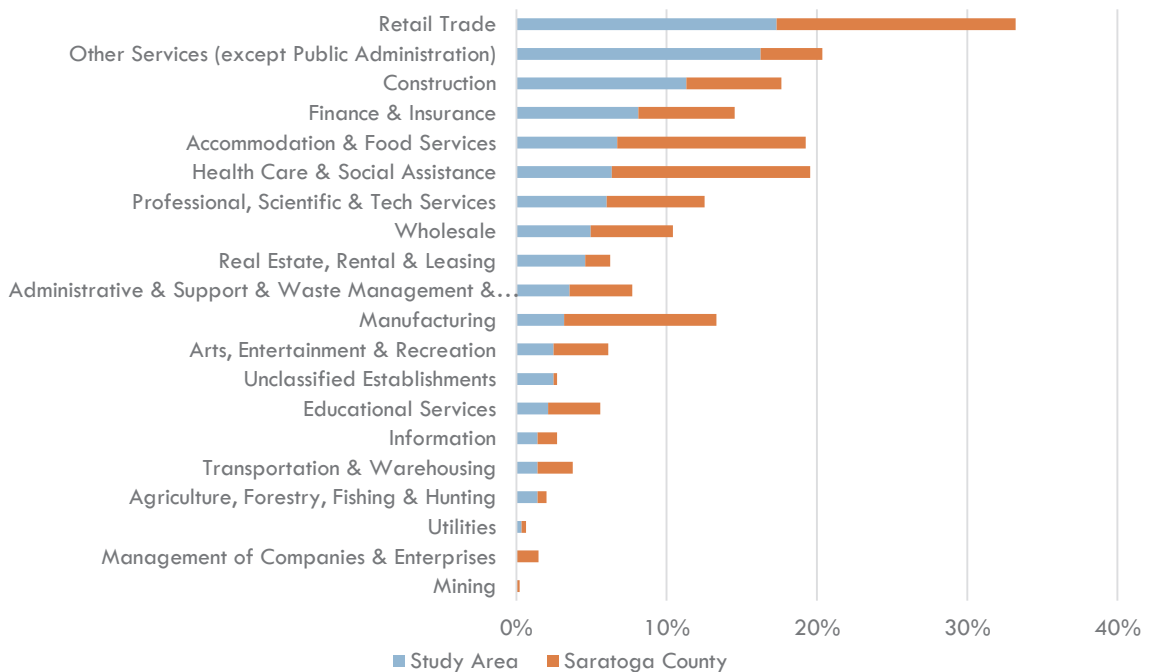
By comparison, within a 10-minute drive there are approximately 314 businesses with over 2,300 employees based on ESRI data. The largest employment sectors (by NAICS codes) are Retail Trade particularly furniture and home furnishing stores and food and beverage stores, Wholesale Trade, Other Services (e.g., equipment and machinery repair, personal care services, etc.), Accommodation and Food Services, Construction, Educational Services, and Health Care and Social Assistance. Combined, these sectors employ over 1,700 individuals in 184 places of business. The Complete Business Summary is included in Appendix B.

Regional Summary (30-Minute Drive and Saratoga County)

Similar to the 10-minute drive, the largest employment sectors within a 30-minute drive of the Study Area are Retail Trade, followed by Health Care and Social Assistance, Accommodation and Food Services, Educational Services, Other Services, and Construction. However, additional employment sectors include Manufacturing and Professional, Scientific, and Technical Services. Nearly 8,000 businesses employ over 120,000 individuals in these sectors.

When compared to all of Saratoga County, the study area has a comparable percentage of Retail Trade employees. However, the percentage of Other Services; Construction; Real Estate, Rental, and Leasing; and Agriculture, Forestry, Fishing and Hunting employees is greater within the vicinity of the Study Area. Conversely, Saratoga County as a whole has a significantly greater percentage of Accommodation and Food Services, Health Care and Social Assistance, Manufacturing, and Management of Companies and Enterprises.

10-Mile Drive vs. Saratoga County Employment



Existing Business Summary Observations

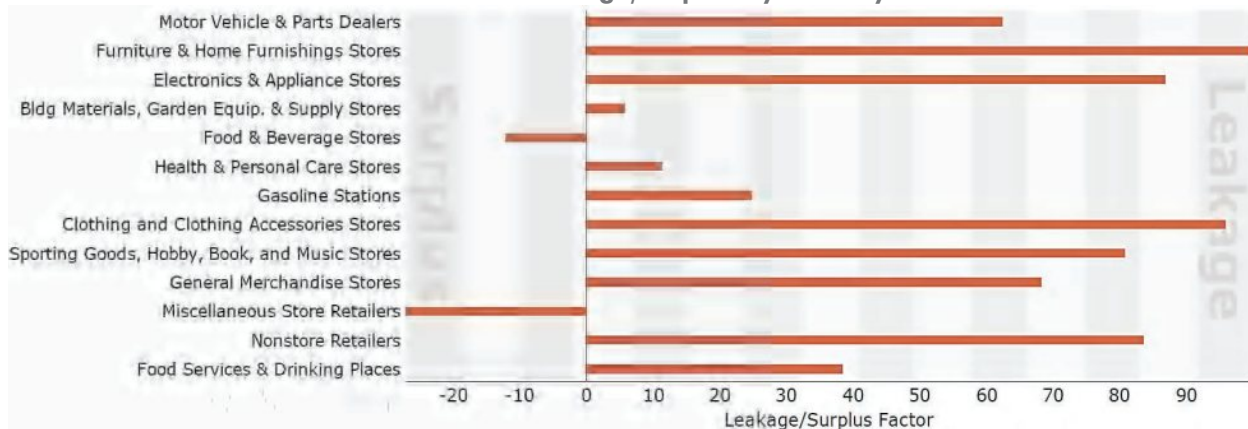
The current mix of businesses within the Study Area is limited. Most of the goods and services cater primarily to local residents. This includes the small number of banking, auto service, dining, grooming, healthcare, and other retail options. As such, it is likely that most of the Study Area's residents travel for a significant number of goods and services.

This observation is supported by marketplace leakage and surplus data. According to ESRI, leakage and surplus data "measure the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area."

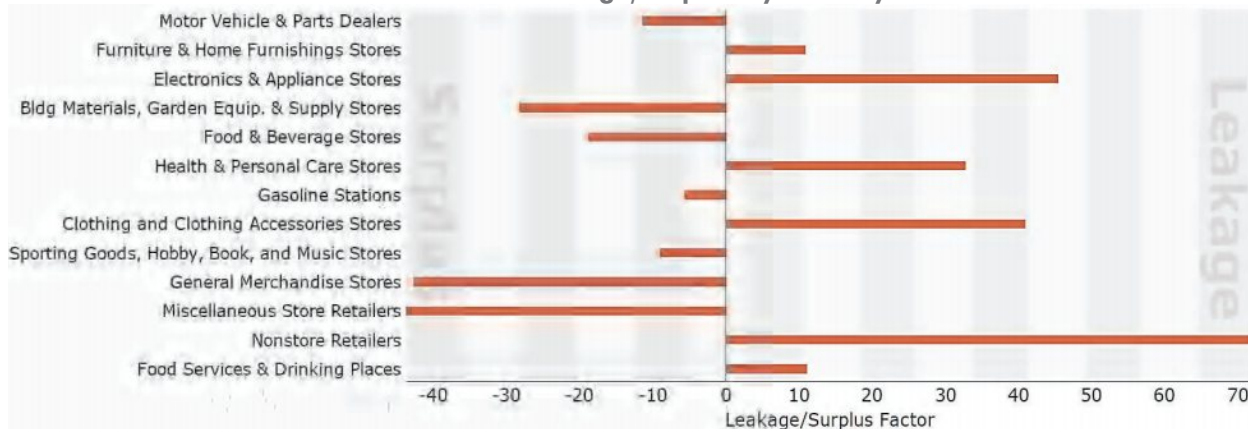
According to ESRI data, within a 10-minute drive, only a few industries have a retail surplus. This includes food and beverage stores, miscellaneous retail stores, florists, and used merchandise. There is sizable retail leakage for such industries for special food services, sporting goods and hobby stores, clothing and clothing accessory stores, and furniture and home furnishing stores. See Appendix C for complete marketplace leakage and surplus data (Retail Marketplace Profile).

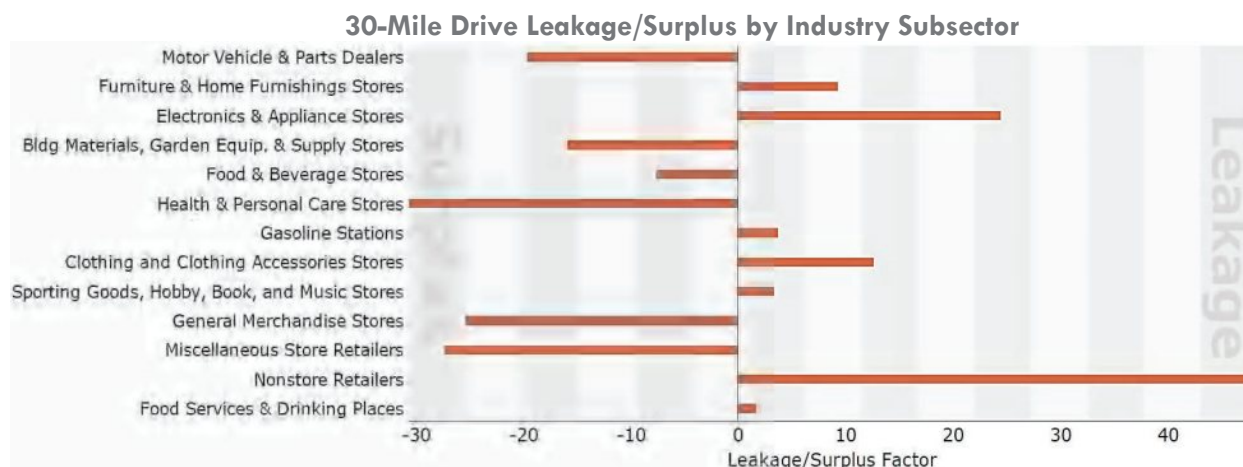
However, as previously noted, it is unlikely that any of these business types would be successful without attracting consumers beyond the limits of the Study Area. Fortunately, leakage and surplus data within a 20- and 30- minute drive suggests that there is unmet demand (or leakage) for many of the same industries as the Study Area. This suggests that such business may be able to attract consumers from the broader marketplace. The following tables illustrate leakage and surplus data (by subsector) within a 10-, 20-, and 30-minute drive.

10-Mile Drive Leakage/Surplus by Industry Subsector



20-Mile Drive Leakage/Surplus by Industry Subsector





Retail Expenditures & Select Market Potential

A review of ESRI expenditure data shows that the average household spending within a 10-minute drive results in relatively low Spending Potential Index (SPI). The SPI is a household-based calculation that “represents the amount spent for a product or service relative to a national average of 100.” More specifically, the average SPI for all goods and services within a 10-minute drive is 92. Similar to previous observations, this implies that many businesses may find it difficult to sustain themselves based only on local spending. The complete Retail Goods and Services Expenditure report is included in Appendix D.

However, a review of the SPI within a 20- to 30-minute drive indicates that the spending potential is significantly higher for all retail goods and services (above 100 SPI). This includes spending on apparel and services, entertainment and recreation, food (particularly away from home and on alcoholic beverages), and household furnishings and equipment. This further supports the leakage and surplus data observations above (i.e., goods and services leakage from the region may support select local businesses).

Market Characteristics Analysis Summary

- Predominate Tapestry Segmentations within a 10-minute drive are: Green Acers, Front Porches, Parks and Rec, Old and Newcomers, and Set to Impress.
- The spending characteristics of the Study Area Tapestry Segmentations, coupled with the limited base population, are unlikely to be able to support many new businesses.
- Dining out and recreation and entertainment are enjoyed by most of the region’s Tapestry Segmentations.
- Marketing studies identify consumer willingness to travel approximately 15 to 30 minutes for goods and services.
- As such, the Tapestry Segmentation characteristics within a 20- to 30-minute drive, coupled with population size (79,000 and 337,111, respectively), may offer economic growth and development opportunities for the Study Area.
- The Study Area’s existing businesses provide limited goods and services and likely do not meet the demand of nearby residents.
- Retail potential and sales data confirms that there is market leakage across most industries and business types.

- Market leakage within a 20- to 30-minute drive suggests that there is a demand within the region for select business that the Study Area could provide (e.g., specialty foods, clothing, home furnishing, healthcare, etc.).
- Spending Potential Index (SPI) within a 10-minute drive is low. However, the SPI within a 20- 30-mile drive is above the U.S. average. This reinforces the potential for select businesses ability to attract consumers from outside the Study Area.

TOURISM ANALYSIS

Area tourists are another consumer group that offers tremendous economic development opportunity. While Stillwater and Saratoga County offer a range of attractions and tourism related activities, there is no one stop shop when it comes to accurately estimating visitor counts or expenditures. However, with input from Saratoga Convention and Visitors Bureau, as well as data and information from selected tourism attractions and amenities within the Study Area, a snapshot of the area's Tourism characteristics is provided below. This information is important to understand how the Study Area can capitalize on existing tourism and promote new visitation. This may include new public or private tourist-oriented amenities (e.g., waterfront access, lodging, dining, transportation, etc.) or promotional strategies (e.g., marketing and branding, interpretive and wayfinding signage).

County & Regional Tourism Figures

The Saratoga Convention and Visitors Bureau provided detailed information on regional and statewide tourism. According to their tourism analysis presentation for 2014, New York State's tourism economy saw a 5.4 percent growth in traveler spending in 2014. Direct tourism employment grew 3.2 percent, reaching a new high in 2014, room demand increased by 4.3 percent, and room rates increased 2.6 percent. Traveler spending reached a new high of \$62.5 billion, surpassing the pre-recession peak set in 2008. Of course, it is important to note that New York City is a major factor in these statewide numbers, accounting for 66 percent of state visitor spending in 2014.

For the Capital-Saratoga Region, traveler spending was approximately 3 percent of the \$62.5 billion statewide total. This is the same as the capture for Central New York (3 percent) and higher than that of the Adirondacks (2 percent), Thousand Islands (1 percent), Catskills (1 percent), and the Chautauqua-Allegheny Region, but less than that of the Hudson Valley (5 percent), Finger Lakes (5 percent), and Niagara Region (4 percent). Again, New York City had the largest tourism spending at 66 percent and followed by Long Island at eight (8) percent.

In 2014, traveler spending in the Capital-Saratoga Region was just over \$1.8 billion, an increase of 5.7 percent from 2013 (2013 increased approximately 1.9 percent from 2012). The 2014 traveler spending resulted in the employment of 32,244 people (nearly 8 percent of the regional employment in that year) and a local tax revenue total of \$124,757,000. If the Stillwater LWRP Study Area were to capture just a small portion of this market it would have a tremendous impact on the local economy.

Looking at Saratoga County specifically, the analysis showed that Saratoga County represents 25 percent of the region's tourism sales, second behind Albany County (53 percent), and well above Schenectady County, which follows with 11 percent. Saratoga County saw total traveler spending of \$462,075,000, resulting in the employment of 8,601 people and a local tax total of \$29,756,000. Within the Region, Saratoga County was shown in the analysis to be by far the most dependent on tourism, with 15.8 percent of all labor income being generated by tourism. All other counties were below 5 percent dependency on tourism for labor income.

Traveler spending in 2014 was broken-down into six categories in the Bureau's tourism analysis. The largest share went to Food and Beverage (28 percent) followed by Lodging and Transport (tied with 22 percent each) categories (see table below).

| Traveler Spending Breakdown | | | | | |
|-----------------------------|-----------|---------|---------------------------|--------------|------------|
| Food & Beverage | Transport | Lodging | Retail & Service Stations | Second Homes | Recreation |
| 28% | 22% | 22% | 18% | 6% | 4% |

Source: Saratoga Convention and Visitors Bureau tourism analysis presentation, 2014

Lodging Statistics

Though there are no hotels within the Study Area, there is one bed and breakfast, the River's Edge Bed & Breakfast located along Route 4 near the Saratoga National Historical Park. Just outside the Study Area is another bed and breakfast, the Maple Shade Bed & Breakfast, which is located near the intersection of Wilbur Road and Route 32.

Lodging has a significant positive economic impact within Saratoga County particularly as it relates to tourism and conferences. From 2013-2014, the County realized a 6.9 percent increase in hotel occupancy from 65.3 percent to 69.8 percent. Average daily rates also increased from \$137.72 to \$141.83, a 3.0 percent increase.³

Similarly, from 2013 to 2014, the number of groups/events leads (potentials) increased from 333 to 407. Room night leads also increased from 114,593 to 124,383. Subsequently the number of contracted groups/events increased from 298 to 367, room nights from 73,877 to 79,842, and the contracted economic impact increased from \$31,557,151 to \$34,954,827. From 2013 to 2014, the number of conventions/events held increased from 255 to 326. The number of room nights increased from 61,332 to 66,018 with the economic impact increasing from \$24,909,455 to \$27,859,596.

All of these increases are consistent with the general trend over the last four (4) years of increasing numbers of conventions/events held, room nights, and overall economic impact. These numbers show the enormous economic impact conferences/lodging-based tourism has within the county.

While these numbers therefore generally have an indirect impact on the Town and Village (except for anyone employed in the hotel industry), the industry provides jobs to residents throughout the County. As such, the County as a whole benefits.

Saratoga National Historic Park (Battlefield)

In addition to the Hudson River, the Saratoga National Historic Park is one of the Study Area's most significant tourism assets. The Battlefield is a highly visited resource, bringing in 58,772 total recreation visits in 2014. The site includes the Schuyler House, Saratoga Monument, and Victory Woods. Prior to becoming a National Park Service site, the area was a New York State historical preserve (from 1927-1938).

The NPS calculates total visitor spending and spending by non-local visitors. The table below shows the total visitor spending statistics for 2014. While total recreation visits were nearly 59,000 in 2014, this number has been trending down over the last five (5) years.

| Contribution of all Visitor Spending | | | | | |
|--------------------------------------|------------------------|------|--------------|--------------|--------------|
| Saratoga National Historical Park | Total Visitor Spending | Jobs | Labor Income | Value Added | Output |
| | \$3,296,100 | 50 | 13,975,000 | \$25,386,000 | \$41,683,000 |

Source: 2014 National Park Visitor Spending Effects: Economic Contributions to Local Communities, States, and the Nation

Broken down further, NPS calculated a total of 49,368 total non-local recreation visits (and thus 9,404 local recreation visits), meaning that 49,368 visits by non-locals, by definition, brought in money from elsewhere, boosting sales in the region. Statistics in the table below show the impact of non-local visitor spending.

³ Source: Saratoga Convention & Tourism Bureau, 2014 Annual Report

| Impact of Non-Local Visitor Spending | | | | | |
|--------------------------------------|----------------------------|------|--------------|--------------|--------------|
| Saratoga National Historical Park | Non-Local Visitor Spending | Jobs | Labor Income | Value Added | Output |
| | \$3,150,000 | 47 | \$13,388,000 | \$24,420,000 | \$40,048,000 |

Source: 2014 National Park Visitor Spending Effects: Economic Contributions to Local Communities, States, and the Nation

There is a 10-mile, self-guided paved Tour Road within the Battlefield. Bicycling is encouraged and promoted in the spring, summer, and autumn months, though there is no bicycle rental facility in the park. Hiking is also promoted as a great way to explore the Battlefield, with trails open for cross-country and snowshoeing in the winter. Horseback riding is permitted on an approximately five (5) mile (round trip) horse trail. Entry for all users is subject to an entrance fee or a pass from May 1 to October 31. Costs in 2015 were \$5 for a non-commercial vehicle and \$3 per adult (age 16 and up) for bicycles, motorcycles, hiking, and horseback riding.

Gerald B.H. Solomon Saratoga National Cemetery

The Cemetery is located just a short distance north of the Battlefield on Duell Road. It is one of only six national veteran's cemeteries in New York State and one of 116 in the National Cemetery Administration. It is open weekdays from dawn until dusk. The Cemetery is a major visitor destination with more than 225,000 veterans residing in the Albany/Saratoga area and 1.4 million living across New York State.⁴ During the planning process, local residents and elected official noted that visitors often ask if there is a nearby place to eat or shop before or after visiting the Cemetery.

Hudson River Waterfront & Canal Traffic



Lock C4 Gate

With the presence of the Hudson River along the entire eastern side of the study area, water-related economic development potential and tourism-based opportunities are significant. Throughout the canal system there are numerous communities that have similar opportunities as Stillwater (e.g., significant waterfront presence, private ownership along the waterfront, limited focus on the waterfront, etc.). Many of these communities have dedicated significant time and energy to capitalizing on the potential of the canal system to become destinations for both boaters and non-boaters alike. However, both the Town and Village have limited access points along the waterfront. Currently, the Town has a new waterfront park in the northern limits of the Study Area. The park offers passive recreation and car top access

opportunities. Located within the Village, the Block House property is situated along the Hudson River waterfront. Unfortunately, there is no formal waterfront access.

The NYS Canal Corporation manages and runs the two locks that generally book-end the LWRP Study Area (C4 Stillwater and C5 Northumberland locks). In 2014, there were approximately 1,000 boats "locking-through" Lock C4 during the 2014 season. While this is seemingly a high number, when compared to average lock-through numbers on the overall canal system, it is a relatively low figure. Overall, recorded traffic on the canals has been some of the lowest numbers on record over the last several years. Many factors can be attributed to this including the slowdown in the economy starting in 2008, weather-related issues which have forced closures of the canal system for extended periods, the expense of owning a boat, and the known but undocumented fact that many people are running smaller pleasure craft between locks and not locking

⁴ Source: <http://www.cem.va.gov/cems/nchp/geraldbhsolomonsaratoga.asp#gi>

through on longer trips (as such, they are not counted as traffic on the canal system). The lack of a marina that meets boater expectations and public docks may also be a factor. (Currently Admirals Marina, located in the Village, is the only facility within the Study Area. However, limited investment in the property appears to affect its overall usage).

Lakes to Locks Passage: The Great Northeast Journey



THE GREAT NORTHEAST JOURNEY

The Study Area is within the Lake to Locks Passage, which is an interpretive byway that follows the interconnected waterway(s) including the Upper Hudson River, Champlain Canal, Lake George, Lake Champlain, Richelieu River, and Chambly Canal through six counties in New York State and into Quebec, Canada. Through the Quebec/New York Trade Corridor, a memorandum of understanding was signed in 2005 for cross-border promotion of tourism to national and international markets.

The byway is managed by the 501(c)(3) non-profit, Lakes to Locks Passage, Inc. organization located in Crown Point, NY and is made up of a board, officers, and two staffers. The mission of the organization is to "...further the appreciation, recognition, stewardship and revitalization of the natural, cultural, recreational, and historic assets of the communities along the interconnected waterway of the upper Hudson River/Champlain Canal, Lake George, Lake Champlain, Chambly Canal and Richelieu River."

In partnership with National Geographic, the Lakes to Locks Passage website provides an unparalleled, single resource for discovering the unique and diverse places located within the byway corridor (www.lakestolocks.org). From accommodations and restaurants, to cultural, recreational and natural areas, transportation routes to heritage sites and unique experiences, the website provides detailed information for locals and travelers alike on an interactive map-based platform. It provides local input and anyone who creates an account can add information to the map. The website also includes a calendar of upcoming events, facts about the byway, and information about related organizations and opportunities. This is, and can be, a tremendous marketing and interpretative resource for the Study Area. More specifically, many tourism studies indicate that online searches are the most common resource used when people are making their travel decisions. As such, the Locks to Lakes Passage program and web-based marketing should be better leveraged to promote the area's culture, attractions, events, and local.

Tourism Analysis Summary

- Saratoga County is among the largest tourism destinations in the state. It represents 25 percent of the region's tourism sales, with a total traveler spending of \$462,075,000, resulting in the employment of 8,601 people and a local tax revenue total of \$29,756,000. The largest share is from Food and Beverage (28 percent) followed by Lodging and Transport (tied with 22 percent each). Efforts to capture a share of this market should be made within the Stillwater Study Area.
- There are limited lodging options within the Study Area. Lodging has a significant positive economic impact within Saratoga. The County continues to experience increases in hotel occupancy and daily room rates. These increases are consistent with the general trend over the last four (4) years of increasing numbers of conventions/events held, room nights, and overall economic impact. As such, increased lodging opportunities within the Study Area should be explored in order to increase visitation and spending in the area.
- Saratoga National Historic Park (Battlefield) and Saratoga National Cemetery are both national treasures and hallowed ground. They are also incredibly important to the local economy and present sizable economic development opportunities. Recent total spending at the Battlefield was

\$3,296,100. Efforts to promote visitation and provide needed services and amenities to visitors should be pursued.

- Compared to other nearby NYS Canal communities, Stillwater has fewer users and offers limited options to the boating community. Furthermore, there are limited waterfront access points. Efforts to develop new or improved marina services, public docks, waterfront parks with car top boat access (particularly within the Village) should be encouraged.
- The Locks to Lakes Passage program and website (or some other marketing strategy) should be leveraged to promote the area's events and attractions.

OTHER CONSIDERATIONS

Population & Housing Density

As with in any given marketplace, the amount of goods and services provided and sold is a function of the total number of consumers in the area. As such, the Village and Town should consider increased housing opportunities as another option to promote economic growth within the Study area. Ultimately, the limited number of residents within the Study Area has the greatest influence upon the number of desired businesses (e.g., dining establishments, retail shopping, etc.). In order to increase the number of consumers, the Village and Town will need to consider ways to increase housing options and overall population.



The ultimate question then becomes “what type of housing should be sought after or encouraged?” Currently, market demand for mixed-use and multifamily housing is high. Throughout Saratoga County and the Capital Region, developers are building new, denser housing options and commercial spaces within historic downtowns and existing commercial areas. This approach of “infill” development, wherein new development occurs where there is existing infrastructure (sewer, water, transportation, etc.), is a component often referred to as “smart growth.” This development pattern aligns with an increased market demand for more walkable, mixed-use communities. This growing demand is due in part to

changing housing and transportation preferences among the Millennial, Generation X, and Baby Boomer generations. Because of this demand, coupled with the Study Area’s existing land use patterns, the Village and Town should consider ways to encourage new apartments, townhomes, condominiums, and mixed-use development, particularly where there is existing roadway networks and utilities (i.e., sewer and water).

MARKET ANALYSIS CONCLUSIONS

The Stillwater LWRP has many economic assets. The Hudson River waterfront, downtown Village setting, mix of local businesses, and Saratoga National Historical Park all contribute to the local economy. However, in order for the Study Area to attract more robust economic growth and sustainability, the Town and Village will need to take a proactive approach towards revitalization. Based on this analysis, it appears that the immediate Study Area population would have difficulty supporting many new businesses, particularly those that are desired by local residents (e.g., restaurants, specialty shops, etc.). Fortunately, the population within a 30-minute drive could be leveraged to support new local businesses and economic development. Specifically, consumer spending habits, along with their willingness to drive 20 to 30 minutes for selected goods and services, presents tremendous opportunities for the Study Area. Furthermore, the regional, county, and local tourism economy is strong. Recreation and heritage tourism resources within the Study Area can also be leveraged to promote economic revitalization. The following are suggested strategies that the Town and Village should consider:

1. Become engaged in regional and county economic development initiatives. This includes participating in CREDC and Saratoga County economic development and planning events and forums and meeting with key stakeholders. The Town and Village should seek to align their economic development strategies with regional and county initiatives (e.g., business startup assistance, STEM curriculum, agribusiness collaboration, tourism development, marketing and branding, etc.). This is particularly true when it comes to the NYS Consolidated Funding Application Process.
2. Develop a strategy to attract businesses that leverage the Village downtown, Hudson River waterfront (and its environs), and nearby cultural and recreational resources. Such businesses should appeal to the broader consumer market in order to attract people from within a 30-minute drive time. This includes restaurants, specialty shops, and tourism amenities. As part of this strategy, the Town and Village should work with various trade representatives and/or associations in order to identify respective needs. The Town and Village should also help prospective startups leverage business loan programs.
3. A concerted effort to expand and develop waterfront access and tourism infrastructure should be made. This includes Hudson River access at select locations (e.g., Admirals Marina, Block House park, etc.), cartop boating facilities, public docks, boating services and amenities, etc. It also includes continued expansion/improvements to the Champlain Canalway Trail. The Town and Village should also seek ways to develop and market seasonal- or themed-specific events along the waterfront and within the Village downtown that are designed to promote visitation.
4. The Town and Village should seek ways to encourage infill development and revitalization of existing downtown buildings and infrastructure in order to increase the number of nearby residents that will help support new local business ventures. The Town and Village will need to review their existing land use regulations to see what provisions inhibit or prohibit such growth.

APPENDIX A

TAPESTRY SEGMENTATION DATA AND PROFILES



Tapestry Segmentation Area Profile

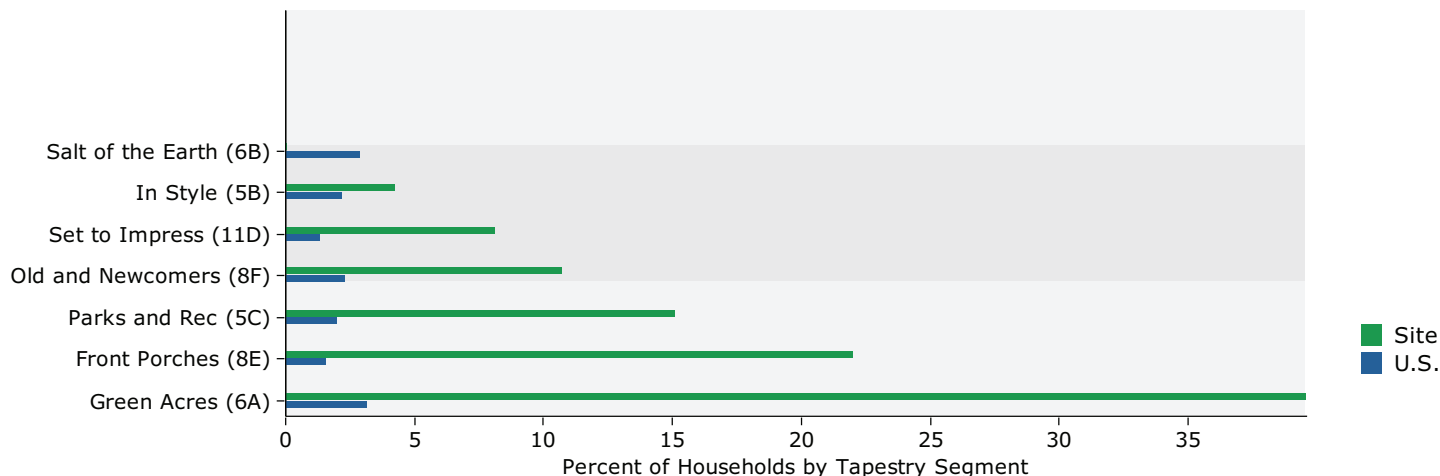
751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 8 minute radius

Latitude: 42.94129
Longitude: -73.64893

Top Twenty Tapestry Segments

| Rank | Tapestry Segment | 2015 Households | | 2015 U.S. Households | | Index |
|----------|------------------------|-----------------|--------------------|----------------------|--------------------|-------|
| | | Percent | Cumulative Percent | Percent | Cumulative Percent | |
| 1 | Green Acres (6A) | 39.6% | 39.6% | 3.2% | 3.2% | 1241 |
| 2 | Front Porches (8E) | 22.1% | 61.7% | 1.6% | 4.8% | 1,380 |
| 3 | Parks and Rec (5C) | 15.1% | 76.8% | 2.0% | 6.8% | 749 |
| 4 | Old and Newcomers (8F) | 10.7% | 87.5% | 2.3% | 9.1% | 462 |
| 5 | Set to Impress (11D) | 8.1% | 95.6% | 1.4% | 10.5% | 586 |
| Subtotal | | 95.6% | | 10.5% | | |
| 6 | In Style (5B) | 4.3% | 99.9% | 2.3% | 12.8% | 189 |
| 7 | Salt of the Earth (6B) | 0.1% | 100.0% | 2.9% | 15.7% | 3 |
| Subtotal | | 4.4% | | 5.2% | | |
| Total | | 100.0% | | 15.7% | | 636 |

Top Ten Tapestry Segments Site vs. U.S.



Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or population in the area, by Tapestry segment, to the percent of households or population in the United States, by segment. An index of 100 is the US average.

Source: Esri



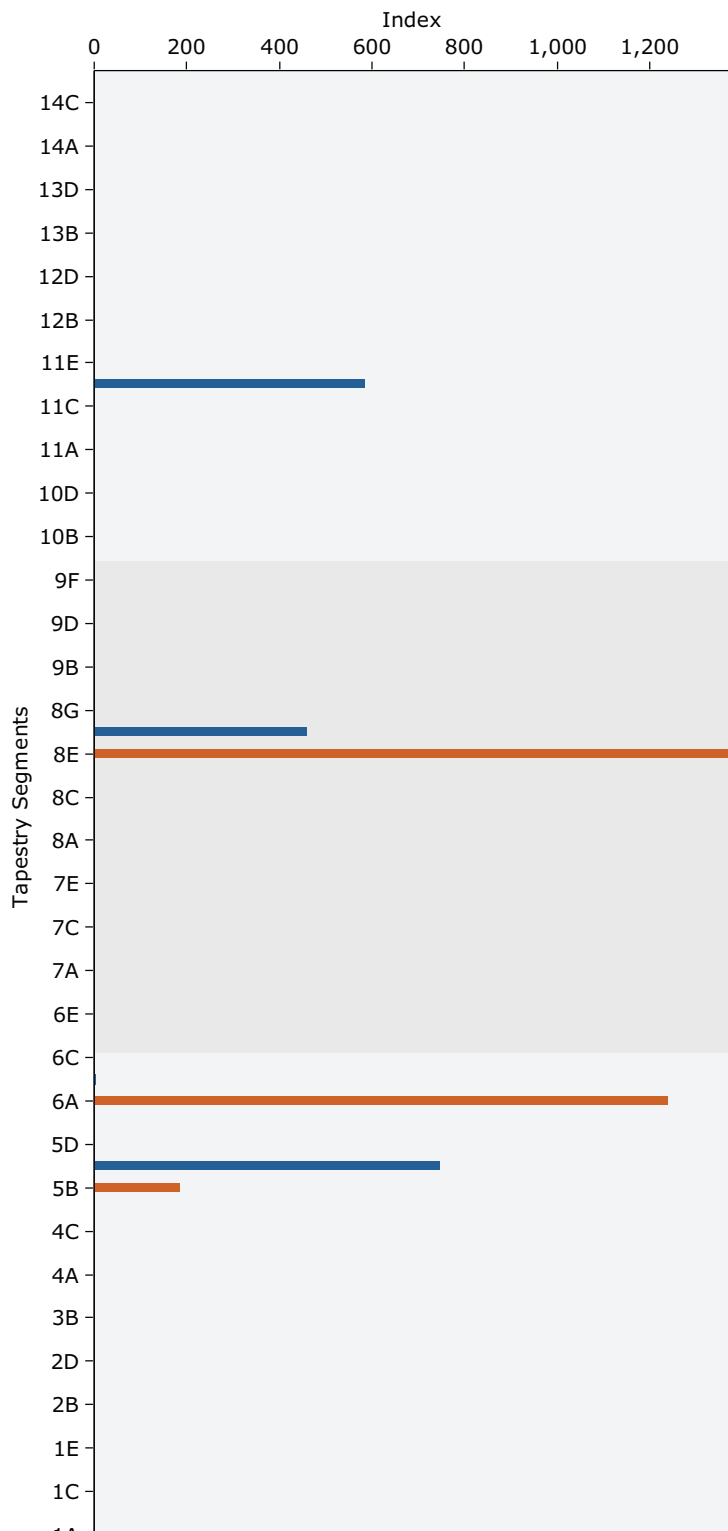
Tapestry Segmentation Area Profile

751 Hudson Ave, Stillwater , New York, 12170

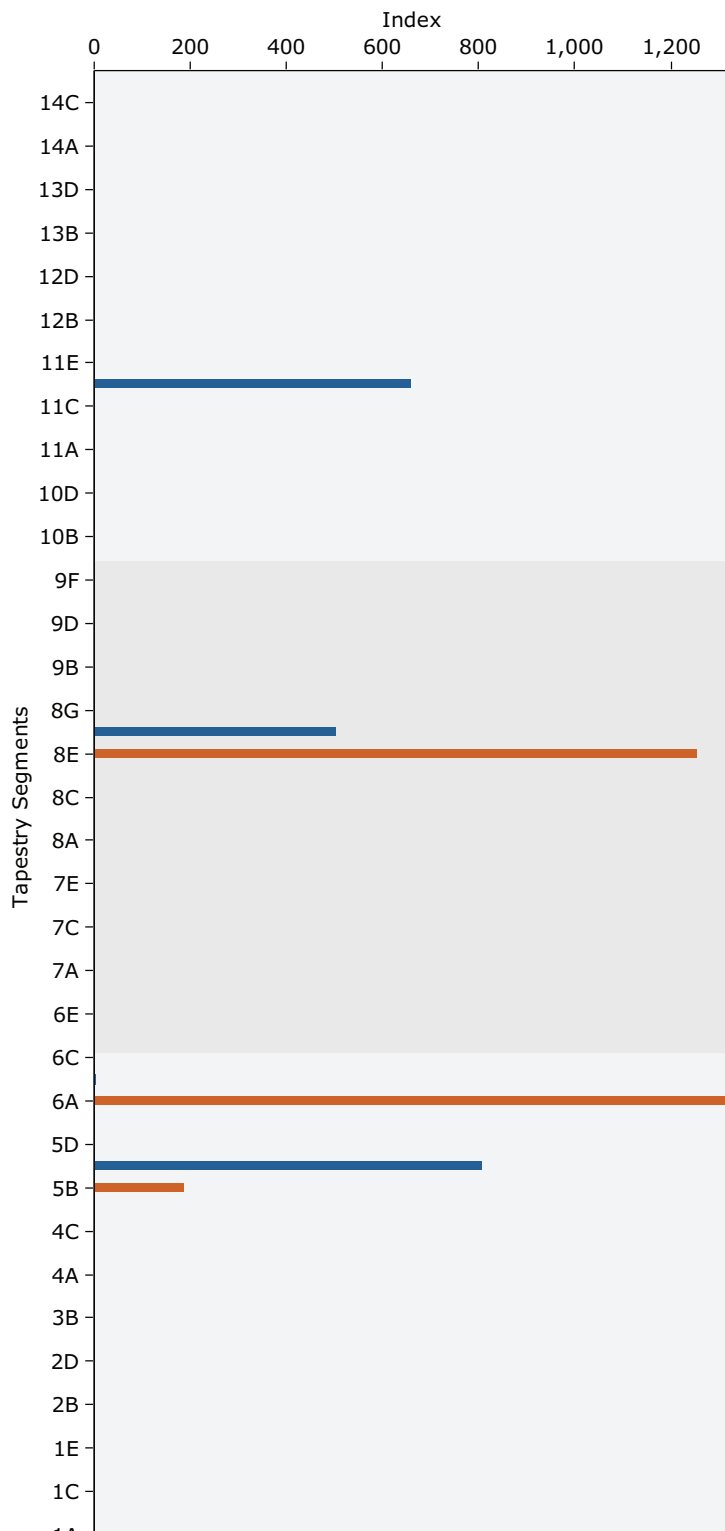
Drive Time: 8 minute radius

Latitude: 42.94129
Longitude: -73.64893

2015 Tapestry Indexes by Households



2015 Tapestry Indexes by Population



Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or population in the area, by Tapestry segment, to the percent of households or population in the United States, by segment. An index of 100 is the US average.

Source: Esri



Tapestry Segmentation Area Profile

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 8 minute radius

Latitude: 42.94129
Longitude: -73.64893

| Tapestry LifeMode Groups | 2015 Households | | | 2015 Population | | |
|---------------------------------|-----------------|--------------|------------|-----------------|--------------|------------|
| | Number | Percent | Index | Number | Percent | Index |
| Total: | 3,880 | 100.0% | | 9,385 | 100.0% | |
| 1. Affluent Estates | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Top Tier (1A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Professional Pride (1B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Boomburbs (1C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Savvy Suburbanites (1D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Exurbanites (1E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 2. Upscale Avenues | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Urban Chic (2A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Pleasantville (2B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Pacific Heights (2C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Enterprising Professionals (2D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 3. Uptown Individuals | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Laptops and Lattes (3A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Metro Renters (3B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Trendsetters (3C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 4. Family Landscapes | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Soccer Moms (4A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Home Improvement (4B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Middleburg (4C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 5. GenXurban | 752 | 19.4% | 168 | 1,824 | 19.4% | 181 |
| Comfortable Empty Nesters (5A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| In Style (5B) | 165 | 4.3% | 189 | 361 | 3.8% | 190 |
| Parks and Rec (5C) | 587 | 15.1% | 749 | 1,463 | 15.6% | 810 |
| Rustbelt Traditions (5D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Midlife Constants (5E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 6. Cozy Country Living | 1,540 | 39.7% | 325 | 4,089 | 43.6% | 370 |
| Green Acres (6A) | 1,537 | 39.6% | 1,241 | 4,082 | 43.5% | 1,329 |
| Salt of the Earth (6B) | 3 | 0.1% | 3 | 7 | 0.1% | 3 |
| The Great Outdoors (6C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Prairie Living (6D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Rural Resort Dwellers (6E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Heartland Communities (6F) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 7. Ethnic Enclaves | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Up and Coming Families (7A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Urban Villages (7B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| American Dreamers (7C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Barrios Urbanos (7D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Valley Growers (7E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Southwestern Families (7F) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or population in the area, by Tapestry segment, to the percent of households or population in the United States, by segment. An index of 100 is the US average.

Source: Esri

July 17, 2015



Tapestry Segmentation Area Profile

751 Hudson Ave, Stillwater , New York, 12170

Drive Time: 8 minute radius

Latitude: 42.94129

Longitude: -73.64893

| Tapestry LifeMode Groups | 2015 Households | | | 2015 Population | | |
|----------------------------------|-----------------|--------------|------------|-----------------|--------------|------------|
| | Number | Percent | Index | Number | Percent | Index |
| Total: | 3,880 | 100.0% | | 9,385 | 100.0% | |
| 8. Middle Ground | 1,273 | 32.8% | 301 | 2,756 | 29.4% | 291 |
| City Lights (8A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Emerald City (8B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Bright Young Professionals (8C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Downtown Melting Pot (8D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Front Porches (8E) | 856 | 22.1% | 1,380 | 1,848 | 19.7% | 1,256 |
| Old and Newcomers (8F) | 417 | 10.7% | 462 | 908 | 9.7% | 506 |
| Hardscrabble Road (8G) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 9. Senior Styles | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Silver & Gold (9A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Golden Years (9B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| The Elders (9C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Senior Escapes (9D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Retirement Communities (9E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Social Security Set (9F) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 10. Rustic Outposts | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Southern Satellites (10A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Rooted Rural (10B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Diners & Miners (10C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Down the Road (10D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Rural Bypasses (10E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 11. Midtown Singles | 315 | 8.1% | 132 | 716 | 7.6% | 135 |
| City Strivers (11A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Young and Restless (11B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Metro Fusion (11C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Set to Impress (11D) | 315 | 8.1% | 586 | 716 | 7.6% | 660 |
| City Commons (11E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 12. Hometown | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Family Foundations (12A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Traditional Living (12B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Small Town Simplicity (12C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Modest Income Homes (12D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 13. Next Wave | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| International Marketplace (13A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Las Casas (13B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| NeWest Residents (13C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Fresh Ambitions (13D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| High Rise Renters (13E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 14. Scholars and Patriots | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Military Proximity (14A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| College Towns (14B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Dorms to Diplomas (14C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Unclassified (15) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or population in the area, by Tapestry segment, to the percent of households or population in the United States, by segment. An index of 100 is the US average.

Source: Esri



Tapestry Segmentation Area Profile

751 Hudson Ave, Stillwater , New York, 12170

Drive Time: 8 minute radius

Latitude: 42.94129
Longitude: -73.64893

| Tapestry Urbanization Groups | 2015 Households | | | 2015 Population | | |
|----------------------------------|-----------------|--------------|------------|-----------------|--------------|------------|
| | Number | Percent | Index | Number | Percent | Index |
| Total: | 3,880 | 100.0% | | 9,385 | 100.0% | |
| 1. Principal Urban Center | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Laptops and Lattes (3A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Metro Renters (3B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Trendsetters (3C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Downtown Melting Pot (8D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| City Strivers (11A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| NeWest Residents (13C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Fresh Ambitions (13D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| High Rise Renters (13E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 2. Urban Periphery | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Pacific Heights (2C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Rustbelt Traditions (5D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Urban Villages (7B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| American Dreamers (7C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Barrios Urbanos (7D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Southwestern Families (7F) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| City Lights (8A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Bright Young Professionals (8C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Metro Fusion (11C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Family Foundations (12A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Modest Income Homes (12D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| International Marketplace (13A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Las Casas (13B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 3. Metro Cities | 1,753 | 45.2% | 248 | 3,833 | 40.8% | 261 |
| In Style (5B) | 165 | 4.3% | 189 | 361 | 3.8% | 190 |
| Emerald City (8B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Front Porches (8E) | 856 | 22.1% | 1,380 | 1,848 | 19.7% | 1,256 |
| Old and Newcomers (8F) | 417 | 10.7% | 462 | 908 | 9.7% | 506 |
| Hardscrabble Road (8G) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Retirement Communities (9E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Social Security Set (9F) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Young and Restless (11B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Set to Impress (11D) | 315 | 8.1% | 586 | 716 | 7.6% | 660 |
| City Commons (11E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Traditional Living (12B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| College Towns (14B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Dorms to Diplomas (14C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or population in the area, by Tapestry segment, to the percent of households or population in the United States, by segment. An index of 100 is the US average.

Source: Esri

July 17, 2015



Tapestry Segmentation Area Profile

751 Hudson Ave, Stillwater , New York, 12170

Drive Time: 8 minute radius

Latitude: 42.94129
Longitude: -73.64893

| Tapestry Urbanization Groups | 2015 Households | | | 2015 Population | | |
|---------------------------------|-----------------|--------------|------------|-----------------|--------------|------------|
| | Number | Percent | Index | Number | Percent | Index |
| Total: | 3,880 | 100.0% | | 9,385 | 100.0% | |
| 4. Suburban Periphery | 587 | 15.1% | 48 | 1,463 | 15.6% | 48 |
| Top Tier (1A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Professional Pride (1B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Boomburbs (1C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Savvy Suburbanites (1D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Exurbanites (1E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Urban Chic (2A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Pleasantville (2B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Enterprising Professionals (2D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Soccer Moms (4A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Home Improvement (4B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Comfortable Empty Nesters (5A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Parks and Rec (5C) | 587 | 15.1% | 749 | 1,463 | 15.6% | 810 |
| Midlife Constants (5E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Up and Coming Families (7A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Silver & Gold (9A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Golden Years (9B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| The Elders (9C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Military Proximity (14A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 5. Semirural | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Middleburg (4C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Heartland Communities (6F) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Valley Growers (7E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Senior Escapes (9D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Down the Road (10D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Small Town Simplicity (12C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 6. Rural | 1,540 | 39.7% | 232 | 4,089 | 43.6% | 259 |
| Green Acres (6A) | 1,537 | 39.6% | 1,241 | 4,082 | 43.5% | 1,329 |
| Salt of the Earth (6B) | 3 | 0.1% | 3 | 7 | 0.1% | 3 |
| The Great Outdoors (6C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Prairie Living (6D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Rural Resort Dwellers (6E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Southern Satellites (10A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Rooted Rural (10B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Diners & Miners (10C) | 0 | 0.0% | 0 | 0 | 0% | 0 |
| Rural Bypasses (10E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Unclassified (15) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |

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Source: Esri

July 17, 2015



Tapestry Segmentation Area Profile

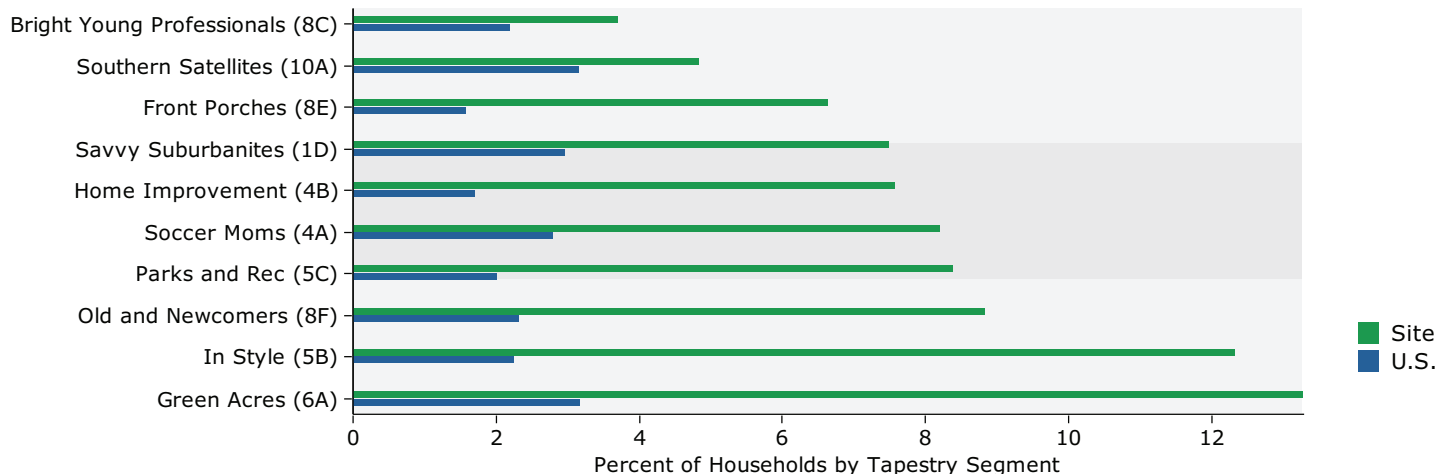
751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 20 minute radius

Latitude: 42.94129
Longitude: -73.64893

Top Twenty Tapestry Segments

| Rank | Tapestry Segment | 2015 Households | | 2015 U.S. Households | | Index |
|----------|---------------------------------|-----------------|--------------------|----------------------|--------------------|-------|
| | | Percent | Cumulative Percent | Percent | Cumulative Percent | |
| 1 | Green Acres (6A) | 13.3% | 13.3% | 3.2% | 3.2% | 416 |
| 2 | In Style (5B) | 12.3% | 25.6% | 2.3% | 5.5% | 548 |
| 3 | Old and Newcomers (8F) | 8.8% | 34.4% | 2.3% | 7.8% | 380 |
| 4 | Parks and Rec (5C) | 8.4% | 42.8% | 2.0% | 9.8% | 416 |
| 5 | Soccer Moms (4A) | 8.2% | 51.0% | 2.8% | 12.6% | 292 |
| Subtotal | | 51.0% | | 12.6% | | |
| 6 | Home Improvement (4B) | 7.6% | 58.6% | 1.7% | 14.3% | 441 |
| 7 | Savvy Suburbanites (1D) | 7.5% | 66.1% | 3.0% | 17.3% | 252 |
| 8 | Front Porches (8E) | 6.7% | 72.8% | 1.6% | 18.9% | 416 |
| 9 | Southern Satellites (10A) | 4.8% | 77.6% | 3.2% | 22.1% | 153 |
| 10 | Bright Young Professionals (8C) | 3.7% | 81.3% | 2.2% | 24.3% | 169 |
| Subtotal | | 30.3% | | 11.7% | | |
| 11 | Middleburg (4C) | 3.1% | 84.4% | 2.8% | 27.1% | 109 |
| 12 | Young and Restless (11B) | 3.0% | 87.4% | 1.7% | 28.8% | 176 |
| 13 | Emerald City (8B) | 2.6% | 90.0% | 1.4% | 30.2% | 187 |
| 14 | Comfortable Empty Nesters (5A) | 2.3% | 92.3% | 2.5% | 32.7% | 91 |
| 15 | Golden Years (9B) | 2.0% | 94.3% | 1.3% | 34.0% | 152 |
| Subtotal | | 13.0% | | 9.7% | | |
| 16 | Salt of the Earth (6B) | 1.8% | 96.1% | 2.9% | 36.9% | 61 |
| 17 | The Great Outdoors (6C) | 1.7% | 97.8% | 1.6% | 38.5% | 110 |
| 18 | Exurbanites (1E) | 1.1% | 98.9% | 2.0% | 40.5% | 59 |
| 19 | Set to Impress (11D) | 1.0% | 99.9% | 1.4% | 41.9% | 69 |
| 20 | Top Tier (1A) | 0.1% | 100.0% | 1.7% | 43.6% | 4 |
| Subtotal | | 5.7% | | 9.6% | | |
| Total | | 100.0% | | 43.6% | | 230 |

Top Ten Tapestry Segments Site vs. U.S.



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Source: Esri

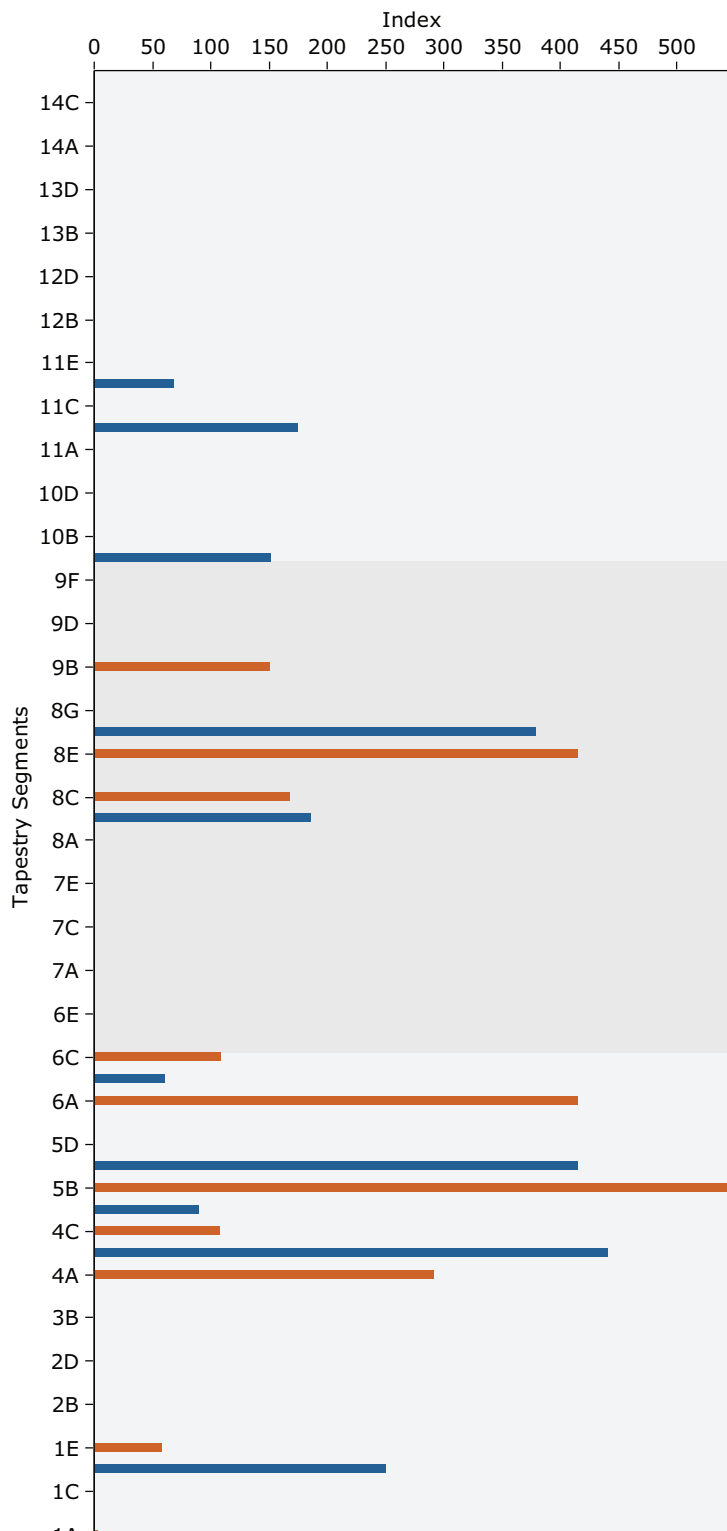


Tapestry Segmentation Area Profile

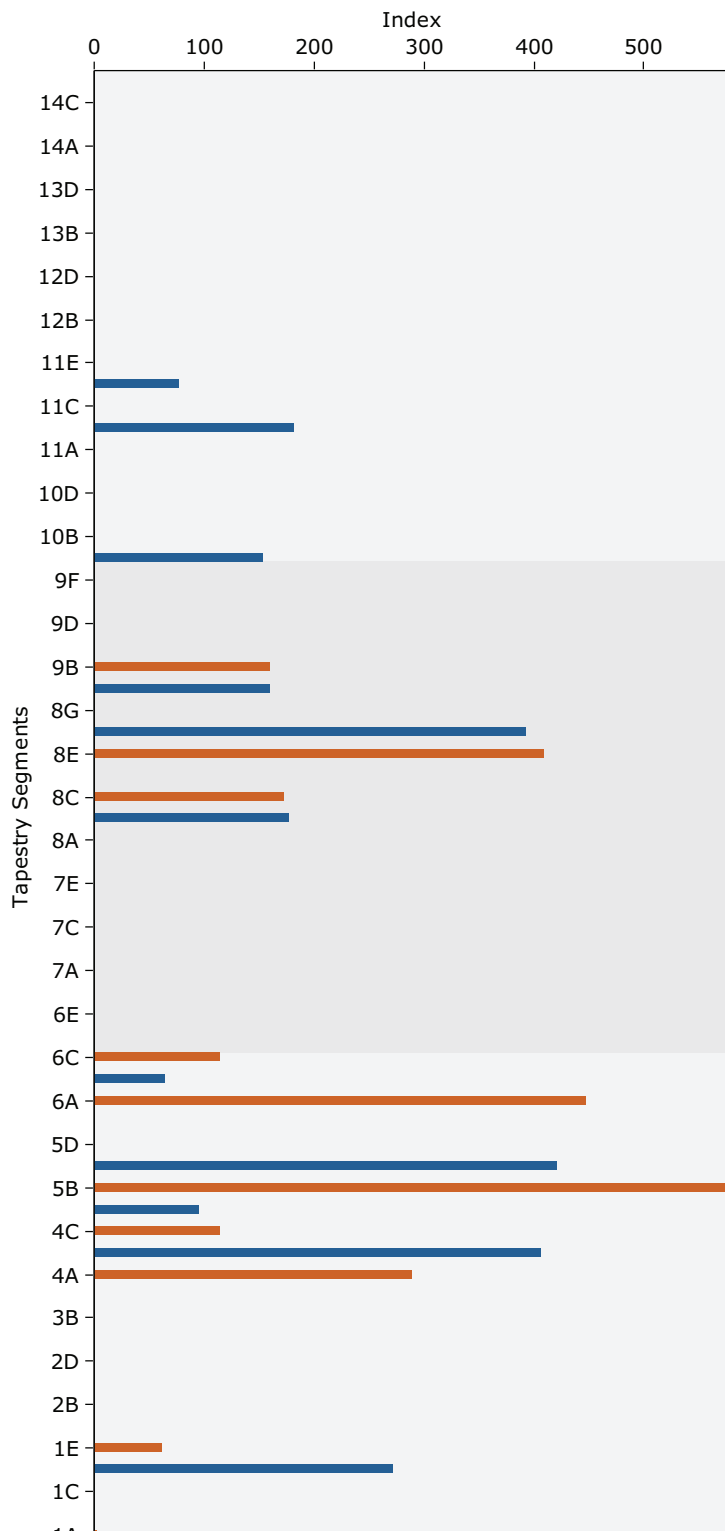
751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 20 minute radius

Latitude: 42.94129
Longitude: -73.64893

2015 Tapestry Indexes by Households



2015 Tapestry Indexes by Population



Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or population in the area, by Tapestry segment, to the percent of households or population in the United States, by segment. An index of 100 is the US average.

Source: Esri



Tapestry Segmentation Area Profile

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 20 minute radius

Latitude: 42.94129
Longitude: -73.64893

| Tapestry LifeMode Groups | 2015 Households | | | 2015 Population | | |
|---------------------------------|-----------------|--------------|------------|-----------------|--------------|------------|
| | Number | Percent | Index | Number | Percent | Index |
| Total: | 33,127 | 100.0% | | 79,002 | 100.0% | |
| 1. Affluent Estates | 2,883 | 8.7% | 90 | 7,859 | 9.9% | 94 |
| Top Tier (1A) | 20 | 0.1% | 4 | 37 | 0.0% | 3 |
| Professional Pride (1B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Boomburbs (1C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Savvy Suburbanites (1D) | 2,483 | 7.5% | 252 | 6,897 | 8.7% | 272 |
| Exurbanites (1E) | 380 | 1.1% | 59 | 925 | 1.2% | 63 |
| 2. Upscale Avenues | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Urban Chic (2A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Pleasantville (2B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Pacific Heights (2C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Enterprising Professionals (2D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 3. Uptown Individuals | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Laptops and Lattes (3A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Metro Renters (3B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Trendsetters (3C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 4. Family Landscapes | 6,249 | 18.9% | 257 | 15,924 | 20.2% | 254 |
| Soccer Moms (4A) | 2,721 | 8.2% | 292 | 7,238 | 9.2% | 290 |
| Home Improvement (4B) | 2,516 | 7.6% | 441 | 6,032 | 7.6% | 408 |
| Middleburg (4C) | 1,012 | 3.1% | 109 | 2,654 | 3.4% | 115 |
| 5. GenXurban | 7,617 | 23.0% | 199 | 17,535 | 22.2% | 207 |
| Comfortable Empty Nesters (5A) | 747 | 2.3% | 91 | 1,825 | 2.3% | 97 |
| In Style (5B) | 4,090 | 12.3% | 548 | 9,312 | 11.8% | 581 |
| Parks and Rec (5C) | 2,780 | 8.4% | 416 | 6,398 | 8.1% | 421 |
| Rustbelt Traditions (5D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Midlife Constants (5E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 6. Cozy Country Living | 5,566 | 16.8% | 138 | 14,398 | 18.2% | 155 |
| Green Acres (6A) | 4,404 | 13.3% | 416 | 11,576 | 14.7% | 448 |
| Salt of the Earth (6B) | 592 | 1.8% | 61 | 1,497 | 1.9% | 65 |
| The Great Outdoors (6C) | 570 | 1.7% | 110 | 1,325 | 1.7% | 115 |
| Prairie Living (6D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Rural Resort Dwellers (6E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Heartland Communities (6F) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 7. Ethnic Enclaves | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Up and Coming Families (7A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Urban Villages (7B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| American Dreamers (7C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Barrios Urbanos (7D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Valley Growers (7E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Southwestern Families (7F) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |

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Source: Esri

July 17, 2015



Tapestry Segmentation Area Profile

751 Hudson Ave, Stillwater , New York, 12170

Drive Time: 20 minute radius

Latitude: 42.94129
Longitude: -73.64893

| Tapestry LifeMode Groups | 2015 Households | | | 2015 Population | | |
|----------------------------------|-----------------|--------------|------------|-----------------|--------------|------------|
| | Number | Percent | Index | Number | Percent | Index |
| Total: | 33,127 | 100.0% | | 79,002 | 100.0% | |
| 8. Middle Ground | 7,233 | 21.8% | 200 | 15,363 | 19.4% | 193 |
| City Lights (8A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Emerald City (8B) | 872 | 2.6% | 187 | 1,571 | 2.0% | 178 |
| Bright Young Professionals (8C) | 1,230 | 3.7% | 169 | 2,767 | 3.5% | 174 |
| Downtown Melting Pot (8D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Front Porches (8E) | 2,205 | 6.7% | 416 | 5,081 | 6.4% | 410 |
| Old and Newcomers (8F) | 2,926 | 8.8% | 380 | 5,944 | 7.5% | 393 |
| Hardscrabble Road (8G) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 9. Senior Styles | 674 | 2.0% | 35 | 1,373 | 1.7% | 39 |
| Silver & Gold (9A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Golden Years (9B) | 674 | 2.0% | 152 | 1,373 | 1.7% | 161 |
| The Elders (9C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Senior Escapes (9D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Retirement Communities (9E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Social Security Set (9F) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 10. Rustic Outposts | 1,605 | 4.8% | 58 | 3,938 | 5.0% | 59 |
| Southern Satellites (10A) | 1,605 | 4.8% | 153 | 3,938 | 5.0% | 155 |
| Rooted Rural (10B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Diners & Miners (10C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Down the Road (10D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Rural Bypasses (10E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 11. Midtown Singles | 1,300 | 3.9% | 64 | 2,612 | 3.3% | 59 |
| City Strivers (11A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Young and Restless (11B) | 985 | 3.0% | 176 | 1,896 | 2.4% | 183 |
| Metro Fusion (11C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Set to Impress (11D) | 315 | 1.0% | 69 | 716 | 0.9% | 78 |
| City Commons (11E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 12. Hometown | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Family Foundations (12A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Traditional Living (12B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Small Town Simplicity (12C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Modest Income Homes (12D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 13. Next Wave | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| International Marketplace (13A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Las Casas (13B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| NeWest Residents (13C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Fresh Ambitions (13D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| High Rise Renters (13E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 14. Scholars and Patriots | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Military Proximity (14A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| College Towns (14B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Dorms to Diplomas (14C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Unclassified (15) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |

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Source: Esri

July 17, 2015



Tapestry Segmentation Area Profile

751 Hudson Ave, Stillwater , New York, 12170

Drive Time: 20 minute radius

Latitude: 42.94129
Longitude: -73.64893

| Tapestry Urbanization Groups | 2015 Households | | | 2015 Population | | |
|----------------------------------|-----------------|--------------|------------|-----------------|--------------|------------|
| | Number | Percent | Index | Number | Percent | Index |
| Total: | 33,127 | 100.0% | | 79,002 | 100.0% | |
| 1. Principal Urban Center | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Laptops and Lattes (3A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Metro Renters (3B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Trendsetters (3C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Downtown Melting Pot (8D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| City Strivers (11A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| NeWest Residents (13C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Fresh Ambitions (13D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| High Rise Renters (13E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 2. Urban Periphery | 1,230 | 3.7% | 22 | 2,767 | 3.5% | 19 |
| Pacific Heights (2C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Rustbelt Traditions (5D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Urban Villages (7B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| American Dreamers (7C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Barrios Urbanos (7D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Southwestern Families (7F) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| City Lights (8A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Bright Young Professionals (8C) | 1,230 | 3.7% | 169 | 2,767 | 3.5% | 174 |
| Metro Fusion (11C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Family Foundations (12A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Modest Income Homes (12D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| International Marketplace (13A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Las Casas (13B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 3. Metro Cities | 11,393 | 34.4% | 188 | 24,520 | 31.0% | 199 |
| In Style (5B) | 4,090 | 12.3% | 548 | 9,312 | 11.8% | 581 |
| Emerald City (8B) | 872 | 2.6% | 187 | 1,571 | 2.0% | 178 |
| Front Porches (8E) | 2,205 | 6.7% | 416 | 5,081 | 6.4% | 410 |
| Old and Newcomers (8F) | 2,926 | 8.8% | 380 | 5,944 | 7.5% | 393 |
| Hardscrabble Road (8G) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Retirement Communities (9E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Social Security Set (9F) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Young and Restless (11B) | 985 | 3.0% | 176 | 1,896 | 2.4% | 183 |
| Set to Impress (11D) | 315 | 1.0% | 69 | 716 | 0.9% | 78 |
| City Commons (11E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Traditional Living (12B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| College Towns (14B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Dorms to Diplomas (14C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |

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Source: Esri

July 17, 2015



Tapestry Segmentation Area Profile

751 Hudson Ave, Stillwater , New York, 12170

Drive Time: 20 minute radius

Latitude: 42.94129
Longitude: -73.64893

| Tapestry Urbanization Groups | 2015 Households | | | 2015 Population | | |
|---------------------------------|-----------------|--------------|------------|-----------------|--------------|------------|
| | Number | Percent | Index | Number | Percent | Index |
| Total: | 33,127 | 100.0% | | 79,002 | 100.0% | |
| 4. Suburban Periphery | 12,321 | 37.2% | 118 | 30,725 | 38.9% | 121 |
| Top Tier (1A) | 20 | 0.1% | 4 | 37 | 0.0% | 3 |
| Professional Pride (1B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Boomburbs (1C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Savvy Suburbanites (1D) | 2,483 | 7.5% | 252 | 6,897 | 8.7% | 272 |
| Exurbanites (1E) | 380 | 1.1% | 59 | 925 | 1.2% | 63 |
| Urban Chic (2A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Pleasantville (2B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Enterprising Professionals (2D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Soccer Moms (4A) | 2,721 | 8.2% | 292 | 7,238 | 9.2% | 290 |
| Home Improvement (4B) | 2,516 | 7.6% | 441 | 6,032 | 7.6% | 408 |
| Comfortable Empty Nesters (5A) | 747 | 2.3% | 91 | 1,825 | 2.3% | 97 |
| Parks and Rec (5C) | 2,780 | 8.4% | 416 | 6,398 | 8.1% | 421 |
| Midlife Constants (5E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Up and Coming Families (7A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Silver & Gold (9A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Golden Years (9B) | 674 | 2.0% | 152 | 1,373 | 1.7% | 161 |
| The Elders (9C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Military Proximity (14A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 5. Semirural | 1,012 | 3.1% | 32 | 2,654 | 3.4% | 37 |
| Middleburg (4C) | 1,012 | 3.1% | 109 | 2,654 | 3.4% | 115 |
| Heartland Communities (6F) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Valley Growers (7E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Senior Escapes (9D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Down the Road (10D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Small Town Simplicity (12C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 6. Rural | 7,171 | 21.6% | 127 | 18,336 | 23.2% | 138 |
| Green Acres (6A) | 4,404 | 13.3% | 416 | 11,576 | 14.7% | 448 |
| Salt of the Earth (6B) | 592 | 1.8% | 61 | 1,497 | 1.9% | 65 |
| The Great Outdoors (6C) | 570 | 1.7% | 110 | 1,325 | 1.7% | 115 |
| Prairie Living (6D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Rural Resort Dwellers (6E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Southern Satellites (10A) | 1,605 | 4.8% | 153 | 3,938 | 5.0% | 155 |
| Rooted Rural (10B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Diners & Miners (10C) | 0 | 0.0% | 0 | 0 | 0% | 0 |
| Rural Bypasses (10E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Unclassified (15) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or population in the area, by Tapestry segment, to the percent of households or population in the United States, by segment. An index of 100 is the US average.

Source: Esri

July 17, 2015



Tapestry Segmentation Area Profile

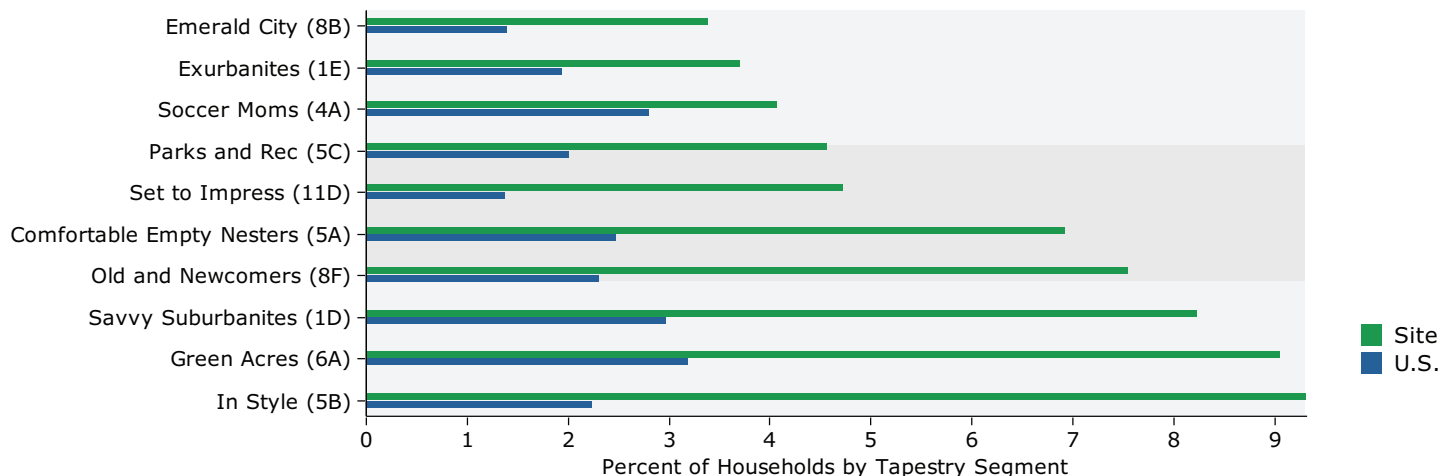
751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 32 minute radius

Latitude: 42.94129
Longitude: -73.64893

Top Twenty Tapestry Segments

| Rank | Tapestry Segment | 2015 Households | | 2015 U.S. Households | | Index |
|----------|---------------------------------|-----------------|--------------------|----------------------|--------------------|-------|
| | | Percent | Cumulative Percent | Percent | Cumulative Percent | |
| 1 | In Style (5B) | 9.3% | 9.3% | 2.3% | 2.3% | 414 |
| 2 | Green Acres (6A) | 9.1% | 18.4% | 3.2% | 5.5% | 284 |
| 3 | Savvy Suburbanites (1D) | 8.2% | 26.6% | 3.0% | 8.5% | 277 |
| 4 | Old and Newcomers (8F) | 7.6% | 34.2% | 2.3% | 10.8% | 325 |
| 5 | Comfortable Empty Nesters (5A) | 6.9% | 41.1% | 2.5% | 13.3% | 278 |
| Subtotal | | 41.1% | | 13.3% | | |
| 6 | Set to Impress (11D) | 4.7% | 45.8% | 1.4% | 14.7% | 341 |
| 7 | Parks and Rec (5C) | 4.6% | 50.4% | 2.0% | 16.7% | 227 |
| 8 | Soccer Moms (4A) | 4.1% | 54.5% | 2.8% | 19.5% | 145 |
| 9 | Exurbanites (1E) | 3.7% | 58.2% | 2.0% | 21.5% | 190 |
| 10 | Emerald City (8B) | 3.4% | 61.6% | 1.4% | 22.9% | 241 |
| Subtotal | | 20.5% | | 9.6% | | |
| 11 | Home Improvement (4B) | 3.0% | 64.6% | 1.7% | 24.6% | 175 |
| 12 | Social Security Set (9F) | 2.8% | 67.4% | 0.8% | 25.4% | 345 |
| 13 | Rustbelt Traditions (5D) | 2.8% | 70.2% | 2.2% | 27.6% | 123 |
| 14 | Middleburg (4C) | 2.7% | 72.9% | 2.8% | 30.4% | 97 |
| 15 | Front Porches (8E) | 2.6% | 75.5% | 1.6% | 32.0% | 160 |
| Subtotal | | 13.9% | | 9.1% | | |
| 16 | Bright Young Professionals (8C) | 2.4% | 77.9% | 2.2% | 34.2% | 107 |
| 17 | Salt of the Earth (6B) | 1.9% | 79.8% | 2.9% | 37.1% | 65 |
| 18 | Midlife Constants (5E) | 1.9% | 81.7% | 2.5% | 39.6% | 75 |
| 19 | Southern Satellites (10A) | 1.8% | 83.5% | 3.2% | 42.8% | 58 |
| 20 | Hardscrabble Road (8G) | 1.8% | 85.3% | 1.2% | 44.0% | 144 |
| Subtotal | | 9.8% | | 12.0% | | |
| Total | | 85.3% | | 44.1% | | 193 |

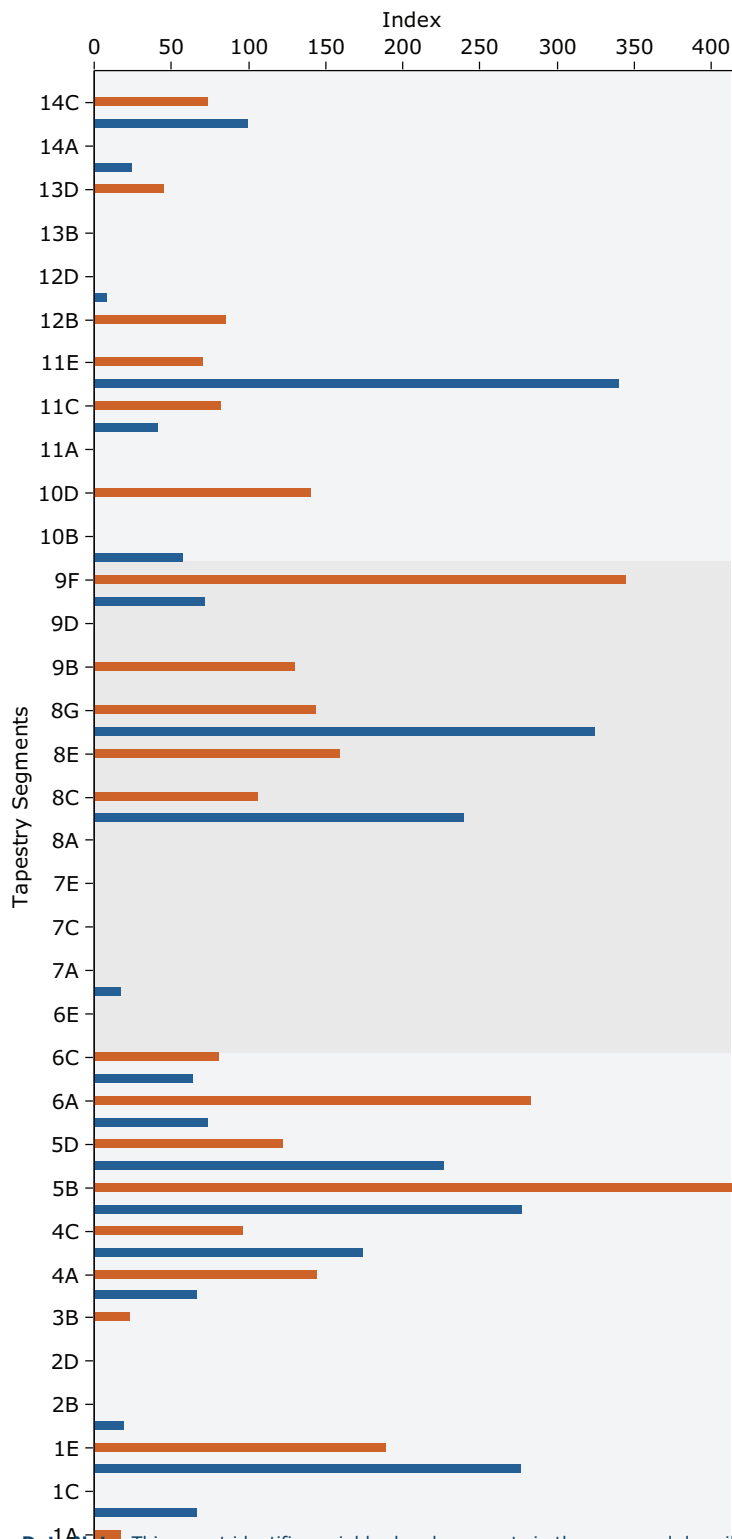
Top Ten Tapestry Segments Site vs. U.S.



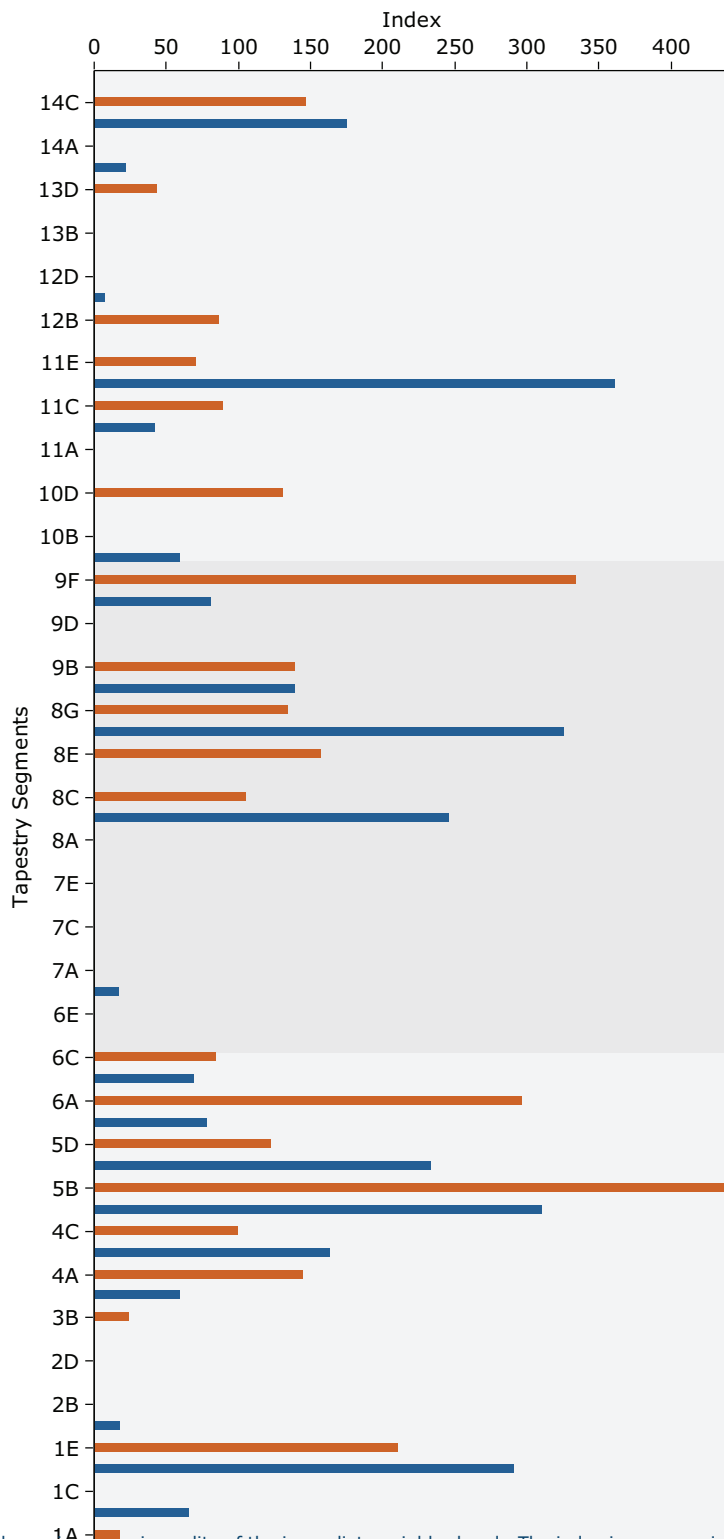
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Source: Esri

2015 Tapestry Indexes by Households



2015 Tapestry Indexes by Population



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Source: Esri



Tapestry Segmentation Area Profile

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 32 minute radius

Latitude: 42.94129
Longitude: -73.64893

| Tapestry LifeMode Groups | 2015 Households | | | 2015 Population | | |
|---------------------------------|-----------------|--------------|------------|-----------------|--------------|------------|
| | Number | Percent | Index | Number | Percent | Index |
| Total: | 138,810 | 100.0% | | 337,111 | 100.0% | |
| 1. Affluent Estates | 18,494 | 13.3% | 137 | 50,295 | 14.9% | 141 |
| Top Tier (1A) | 423 | 0.3% | 18 | 1,188 | 0.4% | 19 |
| Professional Pride (1B) | 1,470 | 1.1% | 67 | 4,256 | 1.3% | 67 |
| Boomburbs (1C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Savvy Suburbanites (1D) | 11,443 | 8.2% | 277 | 31,623 | 9.4% | 292 |
| Exurbanites (1E) | 5,158 | 3.7% | 190 | 13,228 | 3.9% | 211 |
| 2. Upscale Avenues | 358 | 0.3% | 5 | 779 | 0.2% | 4 |
| Urban Chic (2A) | 358 | 0.3% | 20 | 779 | 0.2% | 19 |
| Pleasantville (2B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Pacific Heights (2C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Enterprising Professionals (2D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 3. Uptown Individuals | 1,487 | 1.1% | 30 | 2,588 | 0.8% | 29 |
| Laptops and Lattes (3A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Metro Renters (3B) | 493 | 0.4% | 24 | 840 | 0.2% | 25 |
| Trendsetters (3C) | 994 | 0.7% | 67 | 1,748 | 0.5% | 60 |
| 4. Family Landscapes | 13,631 | 9.8% | 134 | 35,729 | 10.6% | 133 |
| Soccer Moms (4A) | 5,675 | 4.1% | 145 | 15,602 | 4.6% | 146 |
| Home Improvement (4B) | 4,193 | 3.0% | 175 | 10,323 | 3.1% | 164 |
| Middleburg (4C) | 3,763 | 2.7% | 97 | 9,804 | 2.9% | 100 |
| 5. GenXurban | 35,389 | 25.5% | 221 | 85,361 | 25.3% | 236 |
| Comfortable Empty Nesters (5A) | 9,625 | 6.9% | 278 | 25,106 | 7.4% | 312 |
| In Style (5B) | 12,941 | 9.3% | 414 | 30,293 | 9.0% | 443 |
| Parks and Rec (5C) | 6,354 | 4.6% | 227 | 15,165 | 4.5% | 234 |
| Rustbelt Traditions (5D) | 3,832 | 2.8% | 123 | 8,697 | 2.6% | 123 |
| Midlife Constants (5E) | 2,637 | 1.9% | 75 | 6,100 | 1.8% | 79 |
| 6. Cozy Country Living | 17,598 | 12.7% | 104 | 45,081 | 13.4% | 114 |
| Green Acres (6A) | 12,594 | 9.1% | 284 | 32,748 | 9.7% | 297 |
| Salt of the Earth (6B) | 2,647 | 1.9% | 65 | 6,826 | 2.0% | 70 |
| The Great Outdoors (6C) | 1,763 | 1.3% | 81 | 4,147 | 1.2% | 85 |
| Prairie Living (6D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Rural Resort Dwellers (6E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Heartland Communities (6F) | 594 | 0.4% | 18 | 1,360 | 0.4% | 18 |
| 7. Ethnic Enclaves | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Up and Coming Families (7A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Urban Villages (7B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| American Dreamers (7C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Barrios Urbanos (7D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Valley Growers (7E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Southwestern Families (7F) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |

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Source: Esri

July 17, 2015



Tapestry Segmentation Area Profile

751 Hudson Ave, Stillwater , New York, 12170

Drive Time: 32 minute radius

Latitude: 42.94129
Longitude: -73.64893

| Tapestry LifeMode Groups | 2015 Households | | | 2015 Population | | |
|----------------------------------|-----------------|--------------|------------|-----------------|--------------|------------|
| | Number | Percent | Index | Number | Percent | Index |
| Total: | 138,810 | 100.0% | | 337,111 | 100.0% | |
| 8. Middle Ground | 24,517 | 17.7% | 162 | 51,760 | 15.4% | 152 |
| City Lights (8A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Emerald City (8B) | 4,723 | 3.4% | 241 | 9,299 | 2.8% | 247 |
| Bright Young Professionals (8C) | 3,280 | 2.4% | 107 | 7,215 | 2.1% | 106 |
| Downtown Melting Pot (8D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Front Porches (8E) | 3,541 | 2.6% | 160 | 8,366 | 2.5% | 158 |
| Old and Newcomers (8F) | 10,486 | 7.6% | 325 | 21,070 | 6.3% | 327 |
| Hardscrabble Road (8G) | 2,487 | 1.8% | 144 | 5,810 | 1.7% | 135 |
| 9. Senior Styles | 7,501 | 5.4% | 94 | 14,375 | 4.3% | 96 |
| Silver & Gold (9A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Golden Years (9B) | 2,437 | 1.8% | 131 | 5,101 | 1.5% | 140 |
| The Elders (9C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Senior Escapes (9D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Retirement Communities (9E) | 1,209 | 0.9% | 72 | 2,518 | 0.7% | 82 |
| Social Security Set (9F) | 3,855 | 2.8% | 345 | 6,756 | 2.0% | 335 |
| 10. Rustic Outposts | 4,783 | 3.4% | 41 | 11,848 | 3.5% | 42 |
| Southern Satellites (10A) | 2,563 | 1.8% | 58 | 6,524 | 1.9% | 60 |
| Rooted Rural (10B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Diners & Miners (10C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Down the Road (10D) | 2,220 | 1.6% | 141 | 5,324 | 1.6% | 131 |
| Rural Bypasses (10E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 11. Midtown Singles | 10,046 | 7.2% | 117 | 22,506 | 6.7% | 118 |
| City Strivers (11A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Young and Restless (11B) | 985 | 0.7% | 42 | 1,896 | 0.6% | 43 |
| Metro Fusion (11C) | 1,605 | 1.2% | 83 | 4,266 | 1.3% | 90 |
| Set to Impress (11D) | 6,563 | 4.7% | 341 | 14,101 | 4.2% | 362 |
| City Commons (11E) | 893 | 0.6% | 71 | 2,243 | 0.7% | 71 |
| 12. Hometown | 2,581 | 1.9% | 29 | 5,977 | 1.8% | 34 |
| Family Foundations (12A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Traditional Living (12B) | 2,352 | 1.7% | 86 | 5,539 | 1.6% | 87 |
| Small Town Simplicity (12C) | 229 | 0.2% | 9 | 438 | 0.1% | 8 |
| Modest Income Homes (12D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 13. Next Wave | 589 | 0.4% | 11 | 1,581 | 0.5% | 10 |
| International Marketplace (13A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Las Casas (13B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| NeWest Residents (13C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Fresh Ambitions (13D) | 413 | 0.3% | 46 | 1,163 | 0.3% | 44 |
| High Rise Renters (13E) | 176 | 0.1% | 25 | 418 | 0.1% | 23 |
| 14. Scholars and Patriots | 1,836 | 1.3% | 83 | 9,231 | 2.7% | 138 |
| Military Proximity (14A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| College Towns (14B) | 1,311 | 0.9% | 100 | 5,306 | 1.6% | 176 |
| Dorms to Diplomas (14C) | 525 | 0.4% | 75 | 3,925 | 1.2% | 147 |
| Unclassified (15) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |

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Source: Esri

July 17, 2015



Tapestry Segmentation Area Profile

751 Hudson Ave, Stillwater , New York, 12170

Drive Time: 32 minute radius

Latitude: 42.94129
Longitude: -73.64893

| Tapestry Urbanization Groups | 2015 Households | | | 2015 Population | | |
|----------------------------------|-----------------|--------------|------------|-----------------|--------------|------------|
| | Number | Percent | Index | Number | Percent | Index |
| Total: | 138,810 | 100.0% | | 337,111 | 100.0% | |
| 1. Principal Urban Center | 2,076 | 1.5% | 22 | 4,169 | 1.2% | 19 |
| Laptops and Lattes (3A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Metro Renters (3B) | 493 | 0.4% | 24 | 840 | 0.2% | 25 |
| Trendsetters (3C) | 994 | 0.7% | 67 | 1,748 | 0.5% | 60 |
| Downtown Melting Pot (8D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| City Strivers (11A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| NeWest Residents (13C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Fresh Ambitions (13D) | 413 | 0.3% | 46 | 1,163 | 0.3% | 44 |
| High Rise Renters (13E) | 176 | 0.1% | 25 | 418 | 0.1% | 23 |
| 2. Urban Periphery | 8,717 | 6.3% | 37 | 20,178 | 6.0% | 32 |
| Pacific Heights (2C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Rustbelt Traditions (5D) | 3,832 | 2.8% | 123 | 8,697 | 2.6% | 123 |
| Urban Villages (7B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| American Dreamers (7C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Barrios Urbanos (7D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Southwestern Families (7F) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| City Lights (8A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Bright Young Professionals (8C) | 3,280 | 2.4% | 107 | 7,215 | 2.1% | 106 |
| Metro Fusion (11C) | 1,605 | 1.2% | 83 | 4,266 | 1.3% | 90 |
| Family Foundations (12A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Modest Income Homes (12D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| International Marketplace (13A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Las Casas (13B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 3. Metro Cities | 51,871 | 37.4% | 205 | 117,122 | 34.7% | 222 |
| In Style (5B) | 12,941 | 9.3% | 414 | 30,293 | 9.0% | 443 |
| Emerald City (8B) | 4,723 | 3.4% | 241 | 9,299 | 2.8% | 247 |
| Front Porches (8E) | 3,541 | 2.6% | 160 | 8,366 | 2.5% | 158 |
| Old and Newcomers (8F) | 10,486 | 7.6% | 325 | 21,070 | 6.3% | 327 |
| Hardscrabble Road (8G) | 2,487 | 1.8% | 144 | 5,810 | 1.7% | 135 |
| Retirement Communities (9E) | 1,209 | 0.9% | 72 | 2,518 | 0.7% | 82 |
| Social Security Set (9F) | 3,855 | 2.8% | 345 | 6,756 | 2.0% | 335 |
| Young and Restless (11B) | 985 | 0.7% | 42 | 1,896 | 0.6% | 43 |
| Set to Impress (11D) | 6,563 | 4.7% | 341 | 14,101 | 4.2% | 362 |
| City Commons (11E) | 893 | 0.6% | 71 | 2,243 | 0.7% | 71 |
| Traditional Living (12B) | 2,352 | 1.7% | 86 | 5,539 | 1.6% | 87 |
| College Towns (14B) | 1,311 | 0.9% | 100 | 5,306 | 1.6% | 176 |
| Dorms to Diplomas (14C) | 525 | 0.4% | 75 | 3,925 | 1.2% | 147 |

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July 17, 2015



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| Tapestry Urbanization Groups | 2015 Households | | | 2015 Population | | |
|---------------------------------|-----------------|--------------|------------|-----------------|--------------|------------|
| | Number | Percent | Index | Number | Percent | Index |
| Total: | 138,810 | 100.0% | | 337,111 | 100.0% | |
| 4. Suburban Periphery | 49,773 | 35.9% | 114 | 128,471 | 38.1% | 118 |
| Top Tier (1A) | 423 | 0.3% | 18 | 1,188 | 0.4% | 19 |
| Professional Pride (1B) | 1,470 | 1.1% | 67 | 4,256 | 1.3% | 67 |
| Boomburbs (1C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Savvy Suburbanites (1D) | 11,443 | 8.2% | 277 | 31,623 | 9.4% | 292 |
| Exurbanites (1E) | 5,158 | 3.7% | 190 | 13,228 | 3.9% | 211 |
| Urban Chic (2A) | 358 | 0.3% | 20 | 779 | 0.2% | 19 |
| Pleasantville (2B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Enterprising Professionals (2D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Soccer Moms (4A) | 5,675 | 4.1% | 145 | 15,602 | 4.6% | 146 |
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| Midlife Constants (5E) | 2,637 | 1.9% | 75 | 6,100 | 1.8% | 79 |
| Up and Coming Families (7A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Silver & Gold (9A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Golden Years (9B) | 2,437 | 1.8% | 131 | 5,101 | 1.5% | 140 |
| The Elders (9C) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Military Proximity (14A) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| 5. Semirural | 6,806 | 4.9% | 52 | 16,926 | 5.0% | 55 |
| Middleburg (4C) | 3,763 | 2.7% | 97 | 9,804 | 2.9% | 100 |
| Heartland Communities (6F) | 594 | 0.4% | 18 | 1,360 | 0.4% | 18 |
| Valley Growers (7E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Senior Escapes (9D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Down the Road (10D) | 2,220 | 1.6% | 141 | 5,324 | 1.6% | 131 |
| Small Town Simplicity (12C) | 229 | 0.2% | 9 | 438 | 0.1% | 8 |
| 6. Rural | 19,567 | 14.1% | 82 | 50,245 | 14.9% | 89 |
| Green Acres (6A) | 12,594 | 9.1% | 284 | 32,748 | 9.7% | 297 |
| Salt of the Earth (6B) | 2,647 | 1.9% | 65 | 6,826 | 2.0% | 70 |
| The Great Outdoors (6C) | 1,763 | 1.3% | 81 | 4,147 | 1.2% | 85 |
| Prairie Living (6D) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Rural Resort Dwellers (6E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Southern Satellites (10A) | 2,563 | 1.8% | 58 | 6,524 | 1.9% | 60 |
| Rooted Rural (10B) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Diners & Miners (10C) | 0 | 0.0% | 0 | 0 | 0% | 0 |
| Rural Bypasses (10E) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |
| Unclassified (15) | 0 | 0.0% | 0 | 0 | 0.0% | 0 |

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or population in the area, by Tapestry segment, to the percent of households or population in the United States, by segment. An index of 100 is the US average.

Source: Esri

July 17, 2015



LifeMode Group: Middle Ground

Front Porches

8E

Households: 1,910,000

Average Household Size: 2.55

Median Age: 34.2

Median Household Income: \$39,000

WHO ARE WE?

Front Porches blends household types, with more young families with children or single households than average. This group is also more diverse than the US. Half of householders are renters, and many of the homes are older town homes or duplexes. Friends and family are central to *Front Porches* residents and help to influence household buying decisions. Residents enjoy their automobiles and like cars that are fun to drive. Income and net worth are well below the US average, and many families have taken out loans to make ends meet.

OUR NEIGHBORHOOD

- Nearly one in five homes is a duplex, triplex, or quad; half are older single-family dwellings.
- Just over half the homes are occupied by renters.
- Older, established neighborhoods; three quarters of all homes were built before 1980.
- Single-parent families or singles living alone make up almost half of the households.

SOCIOECONOMIC TRAITS

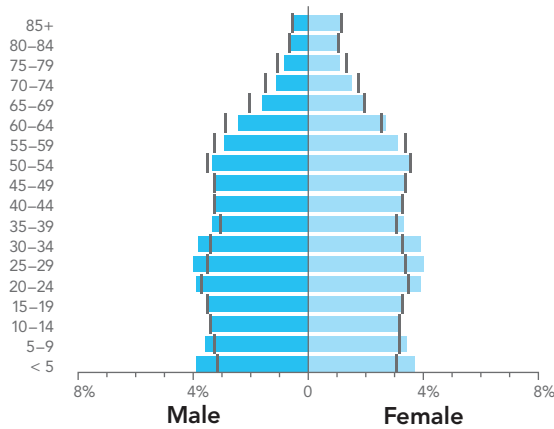
- Composed of a blue-collar work force with a strong labor force participation rate, but unemployment is high at 11%.
- Price is more important than brand names or style to these consumers.
- With limited incomes, these are not adventurous shoppers.
- They would rather cook a meal at home than dine out.
- They seek adventure and strive to have fun.



AGE BY SEX (Esri data)

Median Age: **34.2** US: 37.6

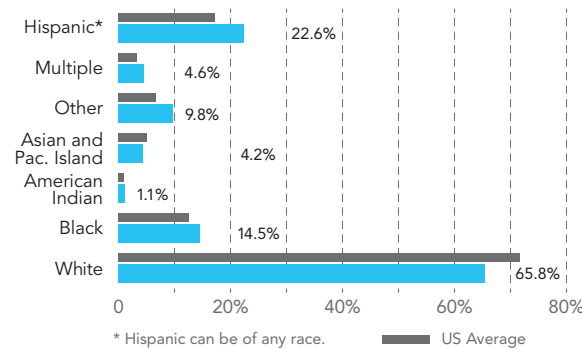
I Indicates US



RACE AND ETHNICITY (Esri data)

The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

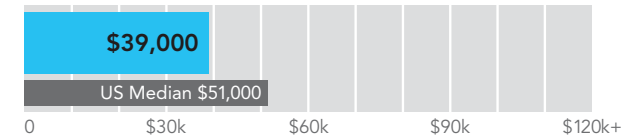
Diversity Index: **70.4** US: 62.1



INCOME AND NET WORTH

Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

Median Household Income

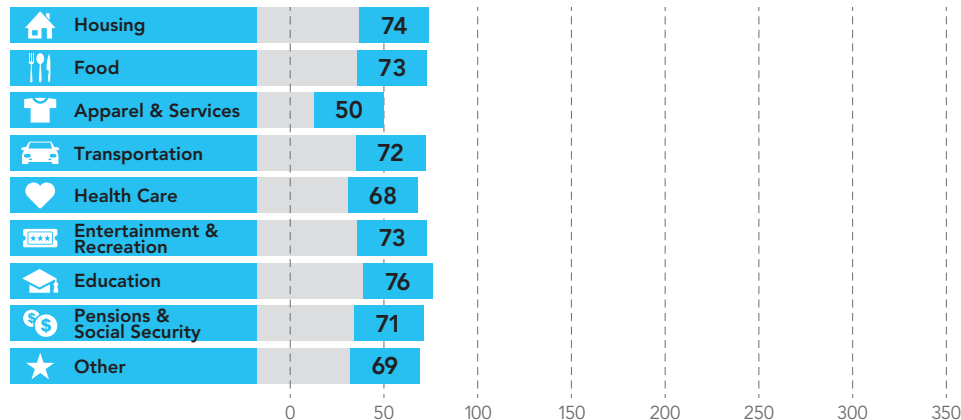


Median Net Worth



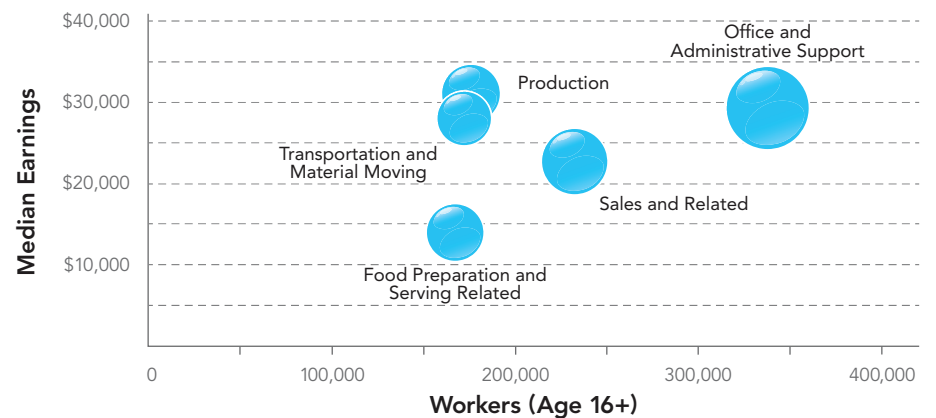
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.





MARKET PROFILE

(Consumer preferences are estimated from data by GfK MRI)

- Go online for gaming, online dating, and chat rooms.
- Use their cell phones to redeem mobile coupons and listen to hip hop and R&B music.
- Drink energy and sports drinks.
- Participate in leisure activities including sports, indoor water parks, bingo, and video games.
- Watch Comedy Central, Nickelodeon, and PBS Kids Sprout.

HOUSING

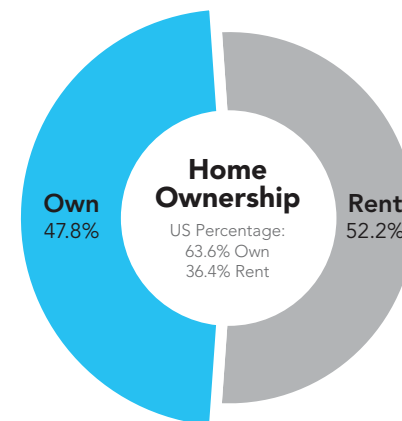
Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.



Typical Housing:
Single Family;
Multiunits

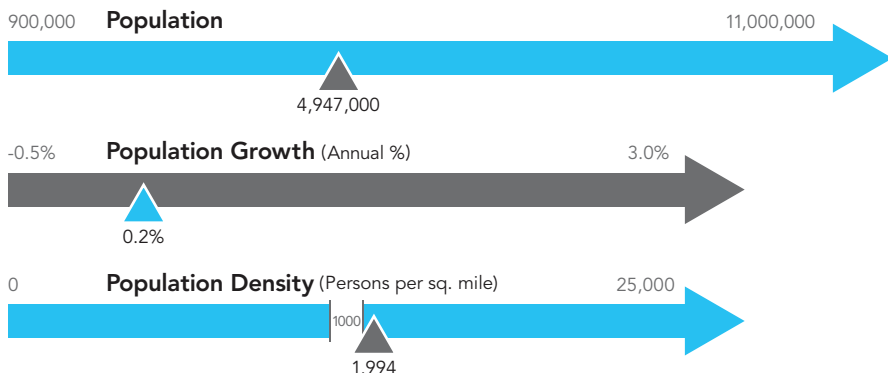
Average Rent:
\$890

US Average: \$990



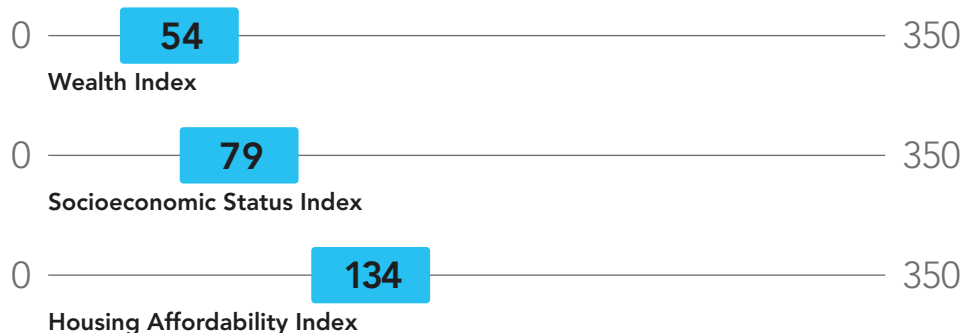
POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.



ESRI INDEXES

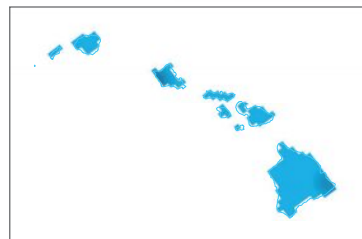
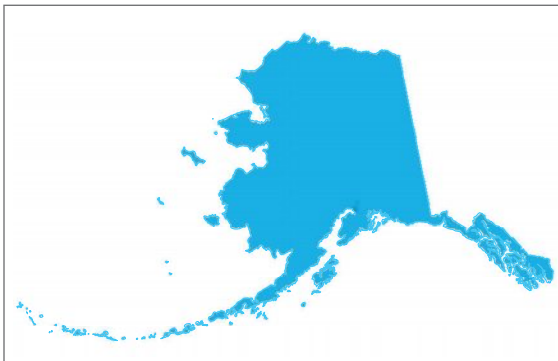
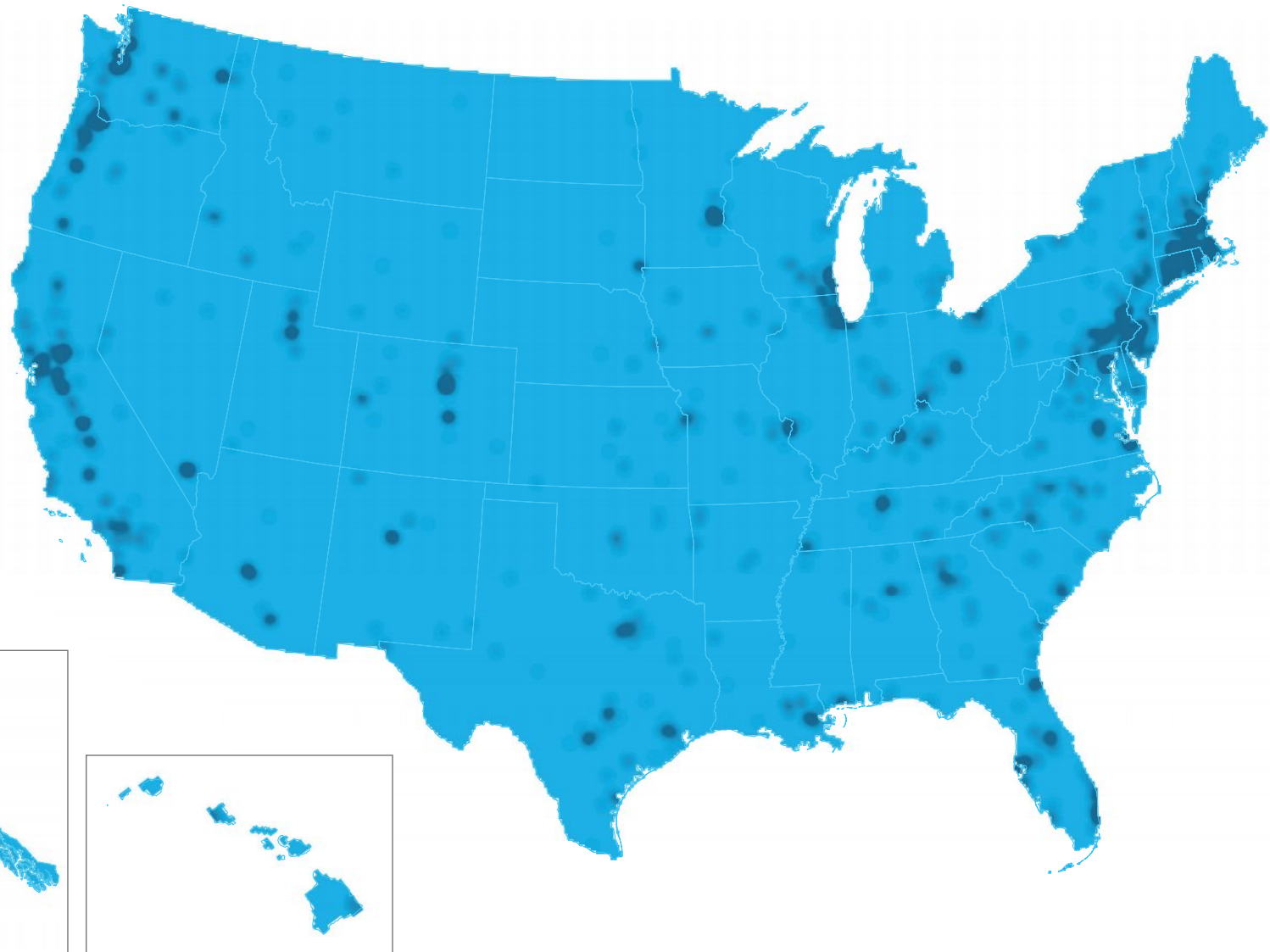
Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.





SEGMENT DENSITY

This map illustrates the density and distribution of the *Front Porches* Tapestry Segment by households.





LifeMode Group: Cozy Country Living

Green Acres

6A

Households: 3,794,000

Average Household Size: 2.69

Median Age: 43.0

Median Household Income: \$72,000

WHO ARE WE?

The *Green Acres* lifestyle features country living and self-reliance. They are avid do-it-yourselfers, maintaining and remodeling their homes, with all the necessary power tools to accomplish the jobs. Gardening, especially growing vegetables, is also a priority, again with the right tools, tillers, tractors, and riding mowers. Outdoor living also features a variety of sports: hunting and fishing, motorcycling, hiking and camping, and even golf. Self-described conservatives, residents of *Green Acres* remain pessimistic about the near future yet are heavily invested in it.

OUR NEIGHBORHOOD

- Rural enclaves in metropolitan areas, primarily (not exclusively) older homes with acreage; new housing growth in the past 10 years.
- Single-family, owner-occupied housing, with a median value of \$197,000.
- An older market, primarily married couples, most with no children.

SOCIOECONOMIC TRAITS

- Education: 60% are college educated.
- Unemployment is low at 6% (Index 70); labor force participation rate is high at 67.4% (Index 108).
- Income is derived not only from wages and salaries but also from self-employment (more than 15% of households), investments (30% of households), and increasingly, from retirement.
- They are cautious consumers with a focus on quality and durability.
- Comfortable with technology, more as a tool than a trend: banking or paying bills online is convenient; but the Internet is not viewed as entertainment.
- Economic outlook is professed as pessimistic, but consumers are comfortable with debt, primarily as home and auto loans, and investments.



Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by GfK MRI.



AGE BY SEX (Esri data)

Median Age: **43.0** US: 37.6

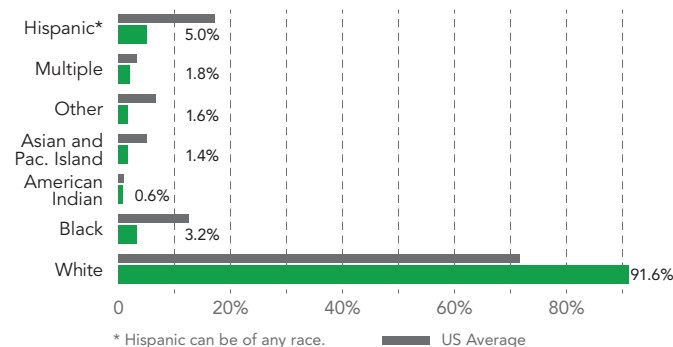
I Indicates US



RACE AND ETHNICITY (Esri data)

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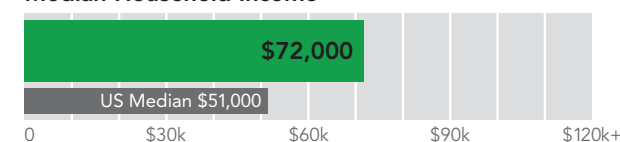
Diversity Index: **24.0** US: 62.1



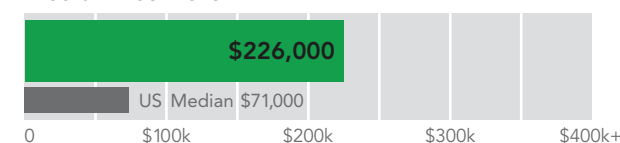
INCOME AND NET WORTH

Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

Median Household Income

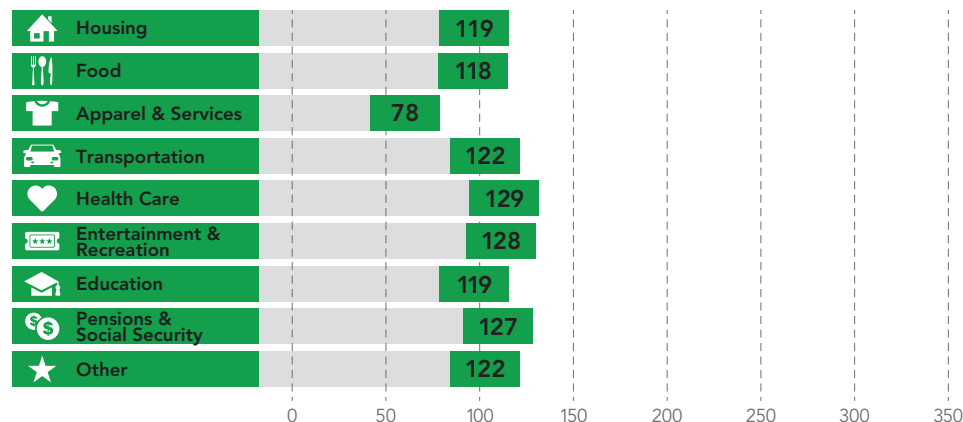


Median Net Worth



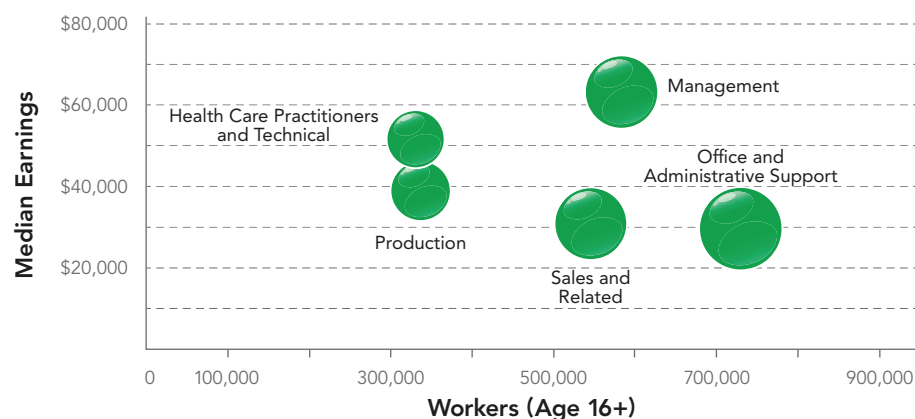
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.





MARKET PROFILE

(Consumer preferences are estimated from data by GfK MRI)

- Purchasing choices reflect *Green Acres*' residents country life, including a variety of vehicles from trucks and SUVs to ATVs and motorcycles, preferably late model.
- Homeowners favor DIY home improvement projects and gardening.
- Media of choice are provided by satellite service, radio, and television, also with an emphasis on country and home and garden.
- *Green Acres* residents pursue physical fitness vigorously, from working out on home exercise equipment to playing a variety of sports.
- Residents are active in their communities and a variety of social organizations, from fraternal orders to veterans' clubs.

HOUSING

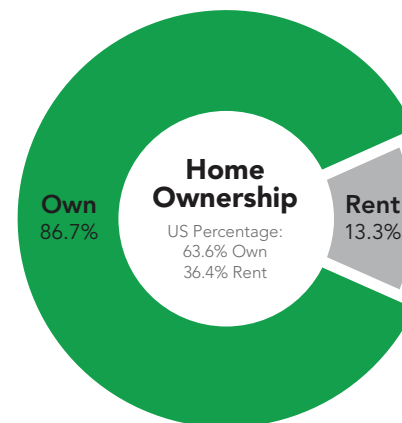
Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.



Typical Housing:
Single Family

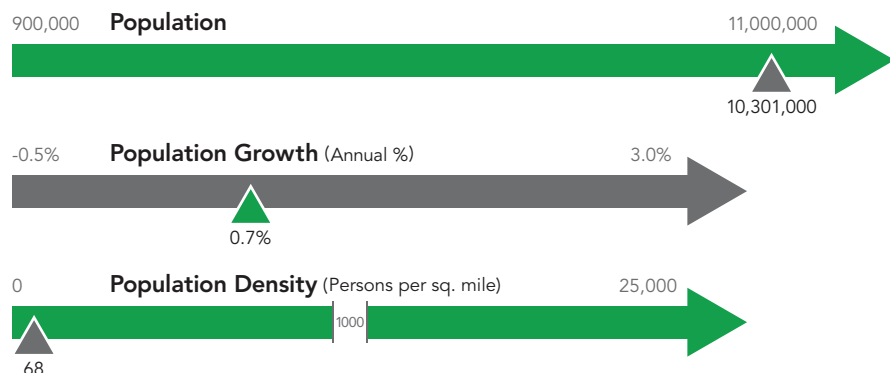
Median Value:
\$197,000

US Median: \$177,000



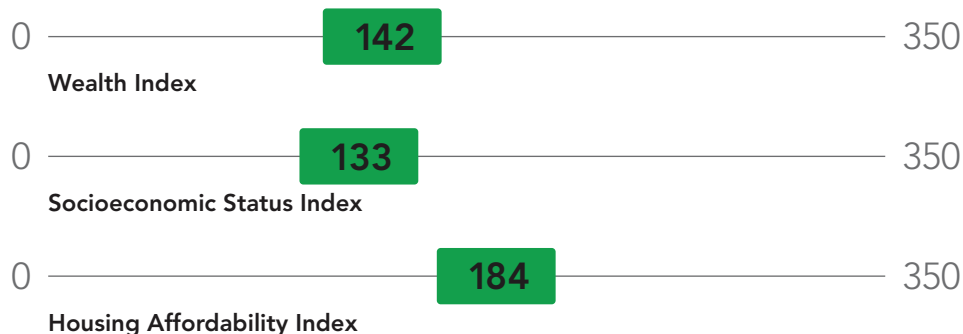
POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.



ESRI INDEXES

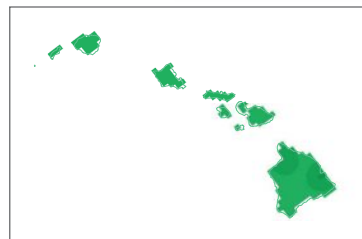
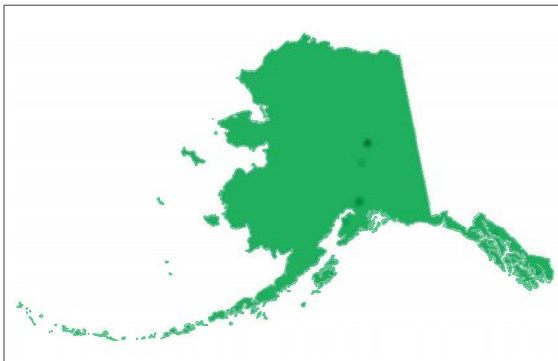
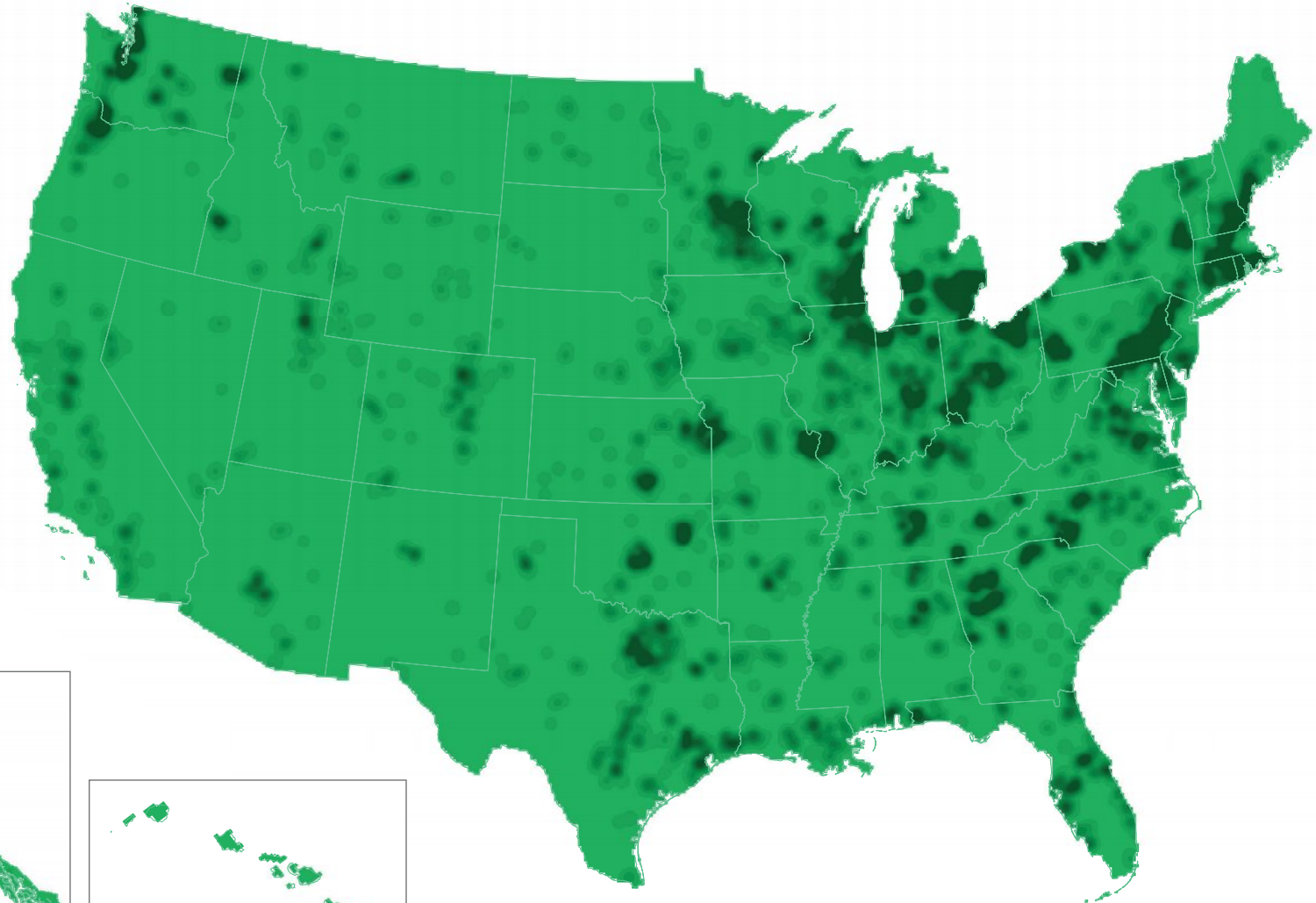
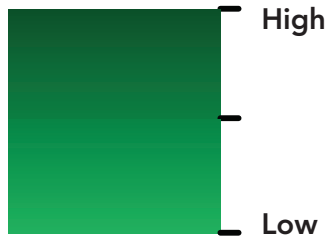
Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.





SEGMENT DENSITY

This map illustrates the density and distribution of the *Green Acres* Tapestry Segment by households.





LifeMode Group: GenXurban

Parks and Rec

5C

Households: 2,411,000

Average Household Size: 2.49

Median Age: 40.3

Median Household Income: \$55,000

WHO ARE WE?

These practical suburbanites have achieved the dream of home ownership. They have purchased homes that are within their means. Their homes are older, and town homes and duplexes are not uncommon. Many of these families are two-income married couples approaching retirement age; they are comfortable in their jobs and their homes, budget wisely, but do not plan on retiring anytime soon or moving. Neighborhoods are well established, as are the amenities and programs that supported their now independent children through school and college. The appeal of these kid-friendly neighborhoods is now attracting a new generation of young couples.

OUR NEIGHBORHOOD

- Homes are primarily owner occupied, single-family residences built prior to 1970; town homes and duplexes are scattered through the neighborhoods.
- Both median home value and average rent are close to the national level.
- Households by type mirror the US distribution; married couples, more without children, dominate. Average household size is slightly lower at 2.49, but this market is also a bit older.

SOCIOECONOMIC TRAITS

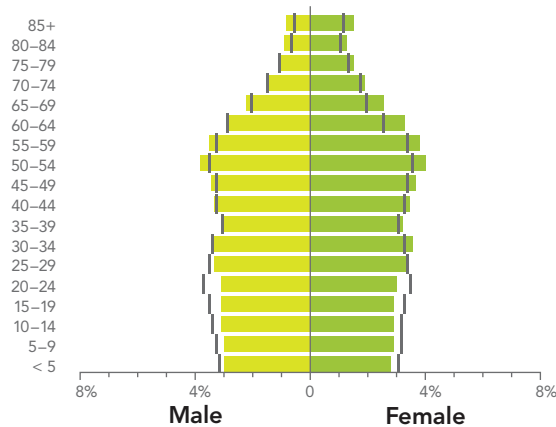
- More than half of the population is college educated.
- Older residents draw Social Security and retirement income.
- The work force is diverse: professionals in health care, retail trade, and education, or skilled workers in manufacturing and construction.
- This is a financially shrewd market; consumers are careful to research their big-ticket purchases.
- When planning trips, they search for discounted airline fares and hotels and choose to vacation within the US.
- These practical residents tend to use their cell phones for calls and texting only.



AGE BY SEX (Esri data)

Median Age: **40.3** US: 37.6

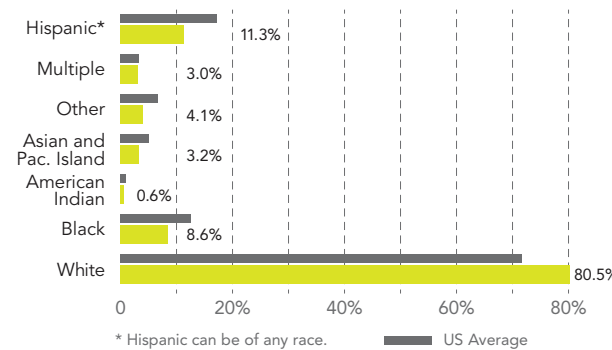
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RACE AND ETHNICITY (Esri data)

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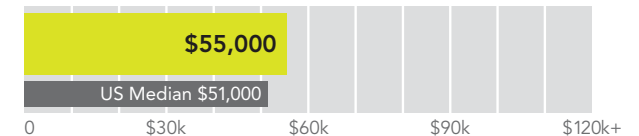
Diversity Index: **47.5** US: 62.1



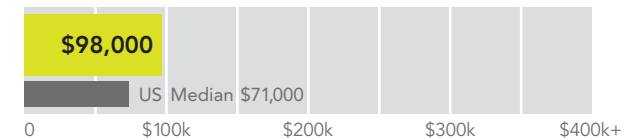
INCOME AND NET WORTH

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Median Household Income

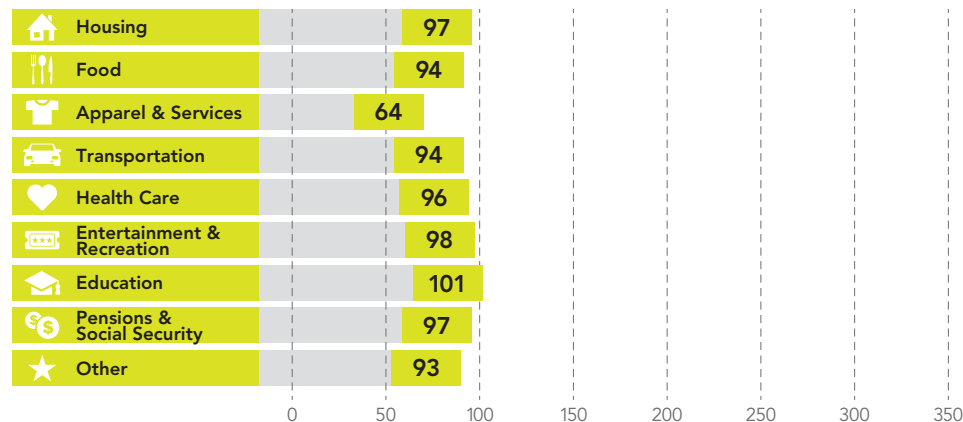


Median Net Worth



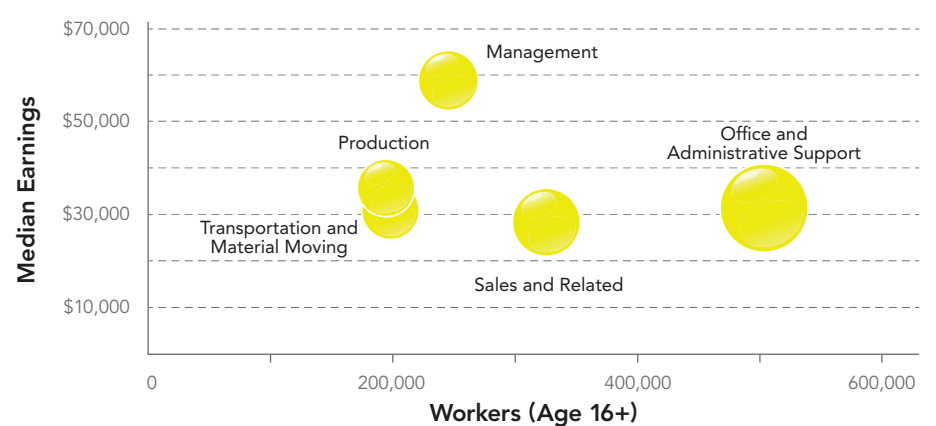
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.





MARKET PROFILE (Consumer preferences are estimated from data by GfK MRI)

- Cost and practicality come first when purchasing a vehicle; *Parks and Rec* residents are more likely to buy domestic SUVs or trucks over compact or subcompact vehicles.
- Budget-conscious consumers stock up on staples at warehouse clubs.
- Pass time at home watching documentaries on Animal Planet, Discovery, or History channels. For an outing, they choose to dine out at family-style restaurants and attend movies. Between trips to the casinos, they gamble on lottery tickets and practice their blackjack and poker skills online.
- Convenience is important in the kitchen; they regularly use frozen or packaged main course meals. Ground coffee is preferred over coffee beans.
- Residents here take advantage of local parks and recreational activities. Their exercise routine is a balance of home-based exercise; a session at their local community gym; or a quick jog, swim, or run.

HOUSING

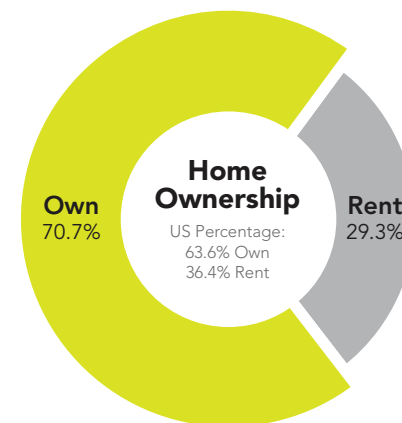
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Typical Housing:
Single Family

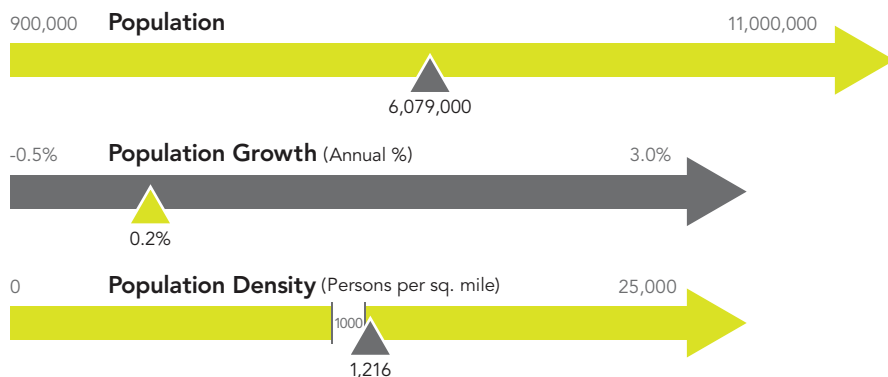
Median Value:
\$180,000

US Median: \$177,000



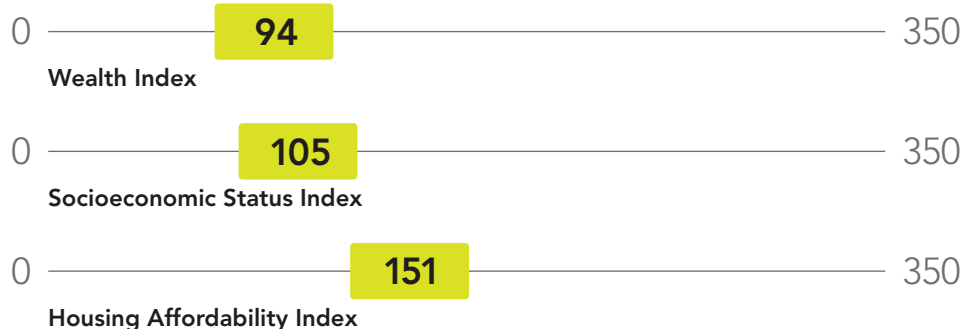
POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.



ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.





LifeMode Group: GenXurban

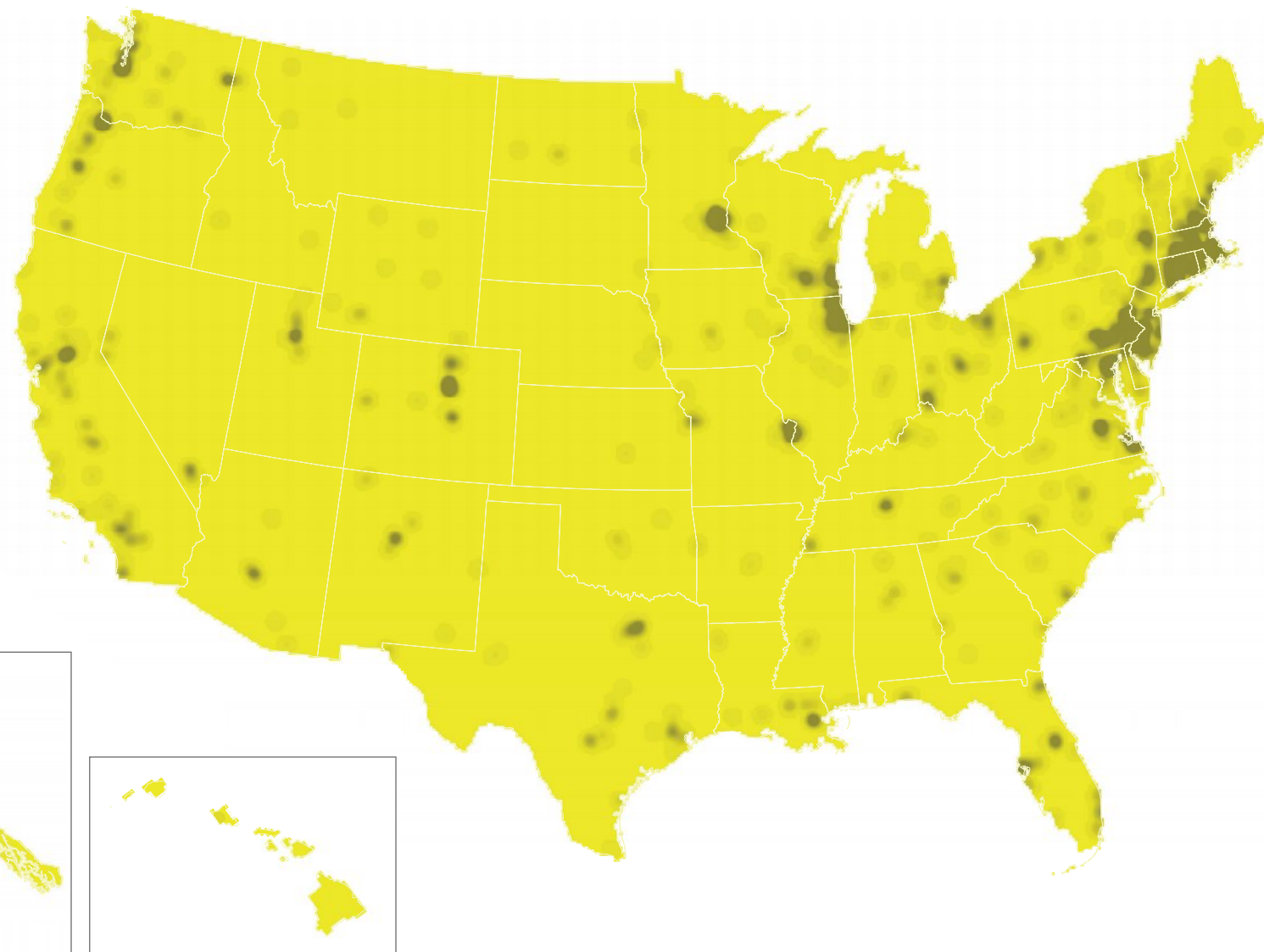
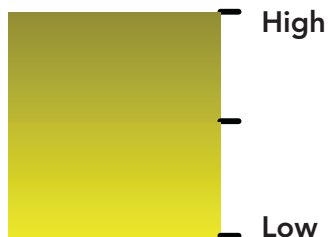
Parks and Rec



TAPESTRY
SEGMENTATION
esri.com/tapestry

SEGMENT DENSITY

This map illustrates the density and distribution of the *Parks and Rec* Tapestry Segment by households.



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For more information
1-800-447-9778
info@esri.com
esri.com



APPENDIX B

BUSINESS SUMMARY



Business Summary

751 Hudson Ave, Stillwater , New York, 12170
Drive Times: 8, 20, 32 minute radii

Latitude: 42.94129
Longitude: -73.64893

| Data for all businesses in area | | | 8 minute | | 20 minute | | 32 minute | |
|--|-----------|---------|-----------|---------|-----------|---------|-----------|---------|
| Total Businesses: | | | 314 | | 3,195 | | 14,064 | |
| Total Employees: | | | 2,386 | | 35,700 | | 193,548 | |
| Total Residential Population: | | | 9,385 | | 79,003 | | 337,112 | |
| Employee/Residential Population Ratio: | | | 0.25:1 | | 0.45:1 | | 0.57:1 | |
| by SIC Codes | Employees | | Employees | | Employees | | Employees | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Agriculture & Mining | 11 | 3.5% | 44 | 1.8% | 109 | 3.4% | 443 | 1.2% |
| Construction | 32 | 10.2% | 180 | 7.5% | 284 | 8.9% | 1,948 | 5.5% |
| Manufacturing | 8 | 2.5% | 70 | 2.9% | 101 | 3.2% | 1,980 | 5.5% |
| Transportation | 7 | 2.2% | 64 | 2.7% | 91 | 2.8% | 764 | 2.1% |
| Communication | 2 | 0.6% | 14 | 0.6% | 22 | 0.7% | 187 | 0.5% |
| Utility | 1 | 0.3% | 3 | 0.1% | 20 | 0.6% | 260 | 0.7% |
| Wholesale Trade | 15 | 4.8% | 368 | 15.4% | 130 | 4.1% | 2,764 | 7.7% |
| Retail Trade Summary | 67 | 21.3% | 630 | 26.4% | 666 | 20.8% | 10,457 | 29.3% |
| Home Improvement | 2 | 0.6% | 7 | 0.3% | 41 | 1.3% | 562 | 1.6% |
| General Merchandise Stores | 3 | 1.0% | 12 | 0.5% | 22 | 0.7% | 1,228 | 3.4% |
| Food Stores | 9 | 2.9% | 201 | 8.4% | 81 | 2.5% | 1,847 | 5.2% |
| Auto Dealers, Gas Stations, Auto Aftermarket | 10 | 3.2% | 45 | 1.9% | 73 | 2.3% | 1,096 | 3.1% |
| Apparel & Accessory Stores | 3 | 1.0% | 5 | 0.2% | 31 | 1.0% | 215 | 0.6% |
| Furniture & Home Furnishings | 9 | 2.9% | 124 | 5.2% | 68 | 2.1% | 847 | 2.4% |
| Eating & Drinking Places | 17 | 5.4% | 171 | 7.2% | 178 | 5.6% | 2,997 | 8.4% |
| Miscellaneous Retail | 14 | 4.5% | 65 | 2.7% | 171 | 5.4% | 1,664 | 4.7% |
| Finance, Insurance, Real Estate Summary | 31 | 9.9% | 67 | 2.8% | 408 | 12.8% | 3,131 | 8.8% |
| Banks, Savings & Lending Institutions | 17 | 5.4% | 19 | 0.8% | 172 | 5.4% | 635 | 1.8% |
| Securities Brokers | 0 | 0.0% | 0 | 0.0% | 49 | 1.5% | 270 | 0.8% |
| Insurance Carriers & Agents | 6 | 1.9% | 28 | 1.2% | 64 | 2.0% | 1,164 | 3.3% |
| Real Estate, Holding, Other Investment Offices | 8 | 2.5% | 21 | 0.9% | 123 | 3.8% | 1,062 | 3.0% |
| Services Summary | 101 | 32.2% | 610 | 25.6% | 1,137 | 35.6% | 11,809 | 33.1% |
| Hotels & Lodging | 1 | 0.3% | 5 | 0.2% | 26 | 0.8% | 446 | 1.2% |
| Automotive Services | 8 | 2.5% | 15 | 0.6% | 83 | 2.6% | 401 | 1.1% |
| Motion Pictures & Amusements | 9 | 2.9% | 23 | 1.0% | 86 | 2.7% | 566 | 1.6% |
| Health Services | 9 | 2.9% | 33 | 1.4% | 188 | 5.9% | 1,899 | 5.3% |
| Legal Services | 4 | 1.3% | 14 | 0.6% | 54 | 1.7% | 280 | 0.8% |
| Education Institutions & Libraries | 7 | 2.2% | 154 | 6.5% | 55 | 1.7% | 2,482 | 7.0% |
| Other Services | 63 | 20.1% | 365 | 15.3% | 645 | 20.2% | 5,735 | 16.1% |
| Government | 30 | 9.6% | 316 | 13.2% | 140 | 4.4% | 1,702 | 4.8% |
| Unclassified Establishments | 7 | 2.2% | 20 | 0.8% | 86 | 2.7% | 254 | 0.7% |
| Totals | 314 | 100.0% | 2,386 | 100.0% | 3,195 | 100.0% | 35,700 | 100.0% |

Source: Copyright 2015 Infogroup, Inc. All rights reserved. Esri Total Residential Population forecasts for 2015.

July 17, 2015



Business Summary

751 Hudson Ave, Stillwater , New York, 12170
Drive Times: 8, 20, 32 minute radii

Latitude: 42.94129
Longitude: -73.64893

| by NAICS Codes | Businesses | | Employees | | Businesses | | Employees | | Businesses | | Employees | |
|---|------------|---------|-----------|---------|------------|---------|-----------|---------|------------|---------|-----------|---------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Agriculture, Forestry, Fishing & Hunting | 4 | 1.3% | 10 | 0.4% | 42 | 1.3% | 134 | 0.4% | 122 | 0.9% | 446 | 0.2% |
| Mining | 0 | 0.0% | 0 | 0.0% | 1 | 0.0% | 2 | 0.0% | 5 | 0.0% | 38 | 0.0% |
| Utilities | 1 | 0.3% | 3 | 0.1% | 15 | 0.5% | 178 | 0.5% | 43 | 0.3% | 474 | 0.2% |
| Construction | 32 | 10.2% | 180 | 7.5% | 306 | 9.6% | 2,036 | 5.7% | 1,113 | 7.9% | 9,194 | 4.8% |
| Manufacturing | 9 | 2.9% | 72 | 3.0% | 107 | 3.3% | 1,885 | 5.3% | 415 | 3.0% | 12,224 | 6.3% |
| Wholesale Trade | 14 | 4.5% | 367 | 15.4% | 123 | 3.8% | 2,734 | 7.7% | 529 | 3.8% | 7,228 | 3.7% |
| Retail Trade | 49 | 15.6% | 441 | 18.5% | 466 | 14.6% | 7,244 | 20.3% | 2,093 | 14.9% | 32,753 | 16.9% |
| Motor Vehicle & Parts Dealers | 7 | 2.2% | 27 | 1.1% | 50 | 1.6% | 960 | 2.7% | 221 | 1.6% | 8,202 | 4.2% |
| Furniture & Home Furnishings Stores | 7 | 2.2% | 117 | 4.9% | 22 | 0.7% | 235 | 0.7% | 106 | 0.8% | 1,038 | 0.5% |
| Electronics & Appliance Stores | 1 | 0.3% | 4 | 0.2% | 42 | 1.3% | 602 | 1.7% | 146 | 1.0% | 1,542 | 0.8% |
| Bldg Material & Garden Equipment & Supplies Dealers | 2 | 0.6% | 7 | 0.3% | 41 | 1.3% | 562 | 1.6% | 171 | 1.2% | 2,782 | 1.4% |
| Food & Beverage Stores | 8 | 2.5% | 185 | 7.8% | 66 | 2.1% | 1,653 | 4.6% | 310 | 2.2% | 6,087 | 3.1% |
| Health & Personal Care Stores | 3 | 1.0% | 40 | 1.7% | 47 | 1.5% | 380 | 1.1% | 193 | 1.4% | 2,239 | 1.2% |
| Gasoline Stations | 3 | 1.0% | 18 | 0.8% | 23 | 0.7% | 136 | 0.4% | 75 | 0.5% | 422 | 0.2% |
| Clothing & Clothing Accessories Stores | 3 | 1.0% | 5 | 0.2% | 39 | 1.2% | 243 | 0.7% | 253 | 1.8% | 1,631 | 0.8% |
| Sport Goods, Hobby, Book, & Music Stores | 3 | 1.0% | 9 | 0.4% | 37 | 1.2% | 303 | 0.8% | 148 | 1.1% | 1,103 | 0.6% |
| General Merchandise Stores | 3 | 1.0% | 12 | 0.5% | 22 | 0.7% | 1,228 | 3.4% | 91 | 0.6% | 3,730 | 1.9% |
| Miscellaneous Store Retailers | 6 | 1.9% | 14 | 0.6% | 67 | 2.1% | 609 | 1.7% | 338 | 2.4% | 3,286 | 1.7% |
| Nonstore Retailers | 2 | 0.6% | 4 | 0.2% | 9 | 0.3% | 332 | 0.9% | 41 | 0.3% | 692 | 0.4% |
| Transportation & Warehousing | 4 | 1.3% | 42 | 1.8% | 66 | 2.1% | 583 | 1.6% | 282 | 2.0% | 3,645 | 1.9% |
| Information | 4 | 1.3% | 22 | 0.9% | 47 | 1.5% | 590 | 1.7% | 229 | 1.6% | 3,865 | 2.0% |
| Finance & Insurance | 23 | 7.3% | 47 | 2.0% | 285 | 8.9% | 2,069 | 5.8% | 1,222 | 8.7% | 8,261 | 4.3% |
| Central Bank/Credit Intermediation & Related Activities | 17 | 5.4% | 19 | 0.8% | 172 | 5.4% | 635 | 1.8% | 760 | 5.4% | 2,823 | 1.5% |
| Securities, Commodity Contracts & Other Financial | 0 | 0.0% | 0 | 0.0% | 49 | 1.5% | 270 | 0.8% | 178 | 1.3% | 1,252 | 0.6% |
| Insurance Carriers & Related Activities; Funds, Trusts & | 6 | 1.9% | 28 | 1.2% | 64 | 2.0% | 1,164 | 3.3% | 284 | 2.0% | 4,186 | 2.2% |
| Real Estate, Rental & Leasing | 13 | 4.1% | 28 | 1.2% | 151 | 4.7% | 1,065 | 3.0% | 671 | 4.8% | 4,371 | 2.3% |
| Professional, Scientific & Tech Services | 17 | 5.4% | 47 | 2.0% | 288 | 9.0% | 2,100 | 5.9% | 1,264 | 9.0% | 10,876 | 5.6% |
| Legal Services | 4 | 1.3% | 14 | 0.6% | 63 | 2.0% | 372 | 1.0% | 298 | 2.1% | 1,683 | 0.9% |
| Management of Companies & Enterprises | 0 | 0.0% | 0 | 0.0% | 1 | 0.0% | 8 | 0.0% | 8 | 0.1% | 85 | 0.0% |
| Administrative & Support & Waste Management & Remediation | 10 | 3.2% | 38 | 1.6% | 122 | 3.8% | 1,063 | 3.0% | 495 | 3.5% | 4,425 | 2.3% |
| Educational Services | 6 | 1.9% | 150 | 6.3% | 61 | 1.9% | 2,690 | 7.5% | 331 | 2.4% | 15,835 | 8.2% |
| Health Care & Social Assistance | 18 | 5.7% | 117 | 4.9% | 261 | 8.2% | 3,449 | 9.7% | 1,154 | 8.2% | 27,092 | 14.0% |
| Arts, Entertainment & Recreation | 7 | 2.2% | 36 | 1.5% | 64 | 2.0% | 557 | 1.6% | 311 | 2.2% | 5,271 | 2.7% |
| Accommodation & Food Services | 19 | 6.1% | 194 | 8.1% | 220 | 6.9% | 3,630 | 10.2% | 1,049 | 7.5% | 16,261 | 8.4% |
| Accommodation | 1 | 0.3% | 5 | 0.2% | 26 | 0.8% | 446 | 1.2% | 135 | 1.0% | 3,062 | 1.6% |
| Food Services & Drinking Places | 18 | 5.7% | 189 | 7.9% | 194 | 6.1% | 3,184 | 8.9% | 914 | 6.5% | 13,199 | 6.8% |
| Other Services (except Public Administration) | 46 | 14.6% | 257 | 10.8% | 343 | 10.7% | 1,721 | 4.8% | 1,660 | 11.8% | 9,636 | 5.0% |
| Automotive Repair & Maintenance | 6 | 1.9% | 13 | 0.5% | 64 | 2.0% | 360 | 1.0% | 296 | 2.1% | 1,530 | 0.8% |
| Public Administration | 30 | 9.6% | 316 | 13.2% | 140 | 4.4% | 1,705 | 4.8% | 685 | 4.9% | 20,276 | 10.5% |
| Unclassified Establishments | 7 | 2.2% | 20 | 0.8% | 87 | 2.7% | 256 | 0.7% | 383 | 2.7% | 1,291 | 0.7% |
| Total | 314 | 100.0% | 2,386 | 100.0% | 3,195 | 100.0% | 35,700 | 100.0% | 14,064 | 100.0% | 193,548 | 100.0% |

Source: Copyright 2015 Infogroup, Inc. All rights reserved. Esri Total Residential Population forecasts for 2015.

July 17, 2015

APPENDIX C

RETAIL MARKETPLACE PROFILE



Retail MarketPlace Profile

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 8 minute radius

Latitude: 42.94129
Longitude: -73.64893

Summary Demographics

| | |
|-------------------------------|----------|
| 2015 Population | 9,385 |
| 2015 Households | 3,881 |
| 2015 Median Disposable Income | \$45,271 |
| 2015 Per Capita Income | \$28,459 |

Industry Summary

| | NAICS | Demand (Retail Potential) | Supply (Retail Sales) | Retail Gap | Leakage/Surplus Factor | Number of Businesses |
|-------------------------------------|-----------|------------------------------|--------------------------|--------------|---------------------------|-------------------------|
| Total Retail Trade and Food & Drink | 44-45,722 | \$107,430,122 | \$55,958,848 | \$51,471,274 | 31.5 | 50 |
| Total Retail Trade | 44-45 | \$96,831,894 | \$51,266,705 | \$45,565,189 | 30.8 | 37 |
| Total Food & Drink | 722 | \$10,598,227 | \$4,692,143 | \$5,906,084 | 38.6 | 13 |

Industry Group

| | NAICS | Demand (Retail Potential) | Supply (Retail Sales) | Retail Gap | Leakage/Surplus Factor | Number of Businesses |
|---|----------|------------------------------|--------------------------|--------------|---------------------------|-------------------------|
| Motor Vehicle & Parts Dealers | 441 | \$19,371,868 | \$4,450,846 | \$14,921,022 | 62.6 | 5 |
| Automobile Dealers | 4411 | \$17,220,828 | \$3,447,334 | \$13,773,494 | 66.6 | 3 |
| Other Motor Vehicle Dealers | 4412 | \$942,324 | \$428,010 | \$514,314 | 37.5 | 1 |
| Auto Parts, Accessories & Tire Stores | 4413 | \$1,208,716 | \$575,503 | \$633,213 | 35.5 | 1 |
| Furniture & Home Furnishings Stores | 442 | \$2,419,339 | \$0 | \$2,419,339 | 100.0 | 0 |
| Furniture Stores | 4421 | \$1,185,876 | \$0 | \$1,185,876 | 100.0 | 0 |
| Home Furnishings Stores | 4422 | \$1,233,463 | \$0 | \$1,233,463 | 100.0 | 0 |
| Electronics & Appliance Stores | 443 | \$3,266,111 | \$228,662 | \$3,037,449 | 86.9 | 1 |
| Bldg Materials, Garden Equip. & Supply Stores | 444 | \$2,969,308 | \$2,645,389 | \$323,919 | 5.8 | 3 |
| Bldg Material & Supplies Dealers | 4441 | \$2,535,865 | \$1,398,981 | \$1,136,884 | 28.9 | 1 |
| Lawn & Garden Equip & Supply Stores | 4442 | \$433,443 | \$1,246,408 | -\$812,965 | -48.4 | 1 |
| Food & Beverage Stores | 445 | \$18,372,092 | \$23,425,224 | -\$5,053,132 | -12.1 | 9 |
| Grocery Stores | 4451 | \$15,967,151 | \$21,243,178 | -\$5,276,027 | -14.2 | 4 |
| Specialty Food Stores | 4452 | \$886,339 | \$281,943 | \$604,396 | 51.7 | 2 |
| Beer, Wine & Liquor Stores | 4453 | \$1,518,601 | \$1,900,104 | -\$381,503 | -11.2 | 2 |
| Health & Personal Care Stores | 446,4461 | \$7,557,795 | \$6,007,055 | \$1,550,740 | 11.4 | 2 |
| Gasoline Stations | 447,4471 | \$8,634,894 | \$5,199,423 | \$3,435,471 | 24.8 | 1 |
| Clothing & Clothing Accessories Stores | 448 | \$7,391,980 | \$145,409 | \$7,246,571 | 96.1 | 1 |
| Clothing Stores | 4481 | \$5,503,706 | \$145,409 | \$5,358,297 | 94.9 | 1 |
| Shoe Stores | 4482 | \$993,052 | \$0 | \$993,052 | 100.0 | 0 |
| Jewelry, Luggage & Leather Goods Stores | 4483 | \$895,223 | \$0 | \$895,223 | 100.0 | 0 |
| Sporting Goods, Hobby, Book & Music Stores | 451 | \$2,169,381 | \$229,455 | \$1,939,926 | 80.9 | 2 |
| Sporting Goods/Hobby/Musical Instr Stores | 4511 | \$1,886,057 | \$116,402 | \$1,769,655 | 88.4 | 1 |
| Book, Periodical & Music Stores | 4512 | \$283,324 | \$113,053 | \$170,271 | 43.0 | 1 |
| General Merchandise Stores | 452 | \$10,612,563 | \$1,992,849 | \$8,619,714 | 68.4 | 2 |
| Department Stores Excluding Leased Depts. | 4521 | \$4,454,679 | \$639,582 | \$3,815,097 | 74.9 | 1 |
| Other General Merchandise Stores | 4529 | \$6,157,883 | \$1,353,266 | \$4,804,617 | 64.0 | 1 |
| Miscellaneous Store Retailers | 453 | \$2,879,479 | \$5,019,050 | -\$2,139,571 | -27.1 | 8 |
| Florists | 4531 | \$220,698 | \$4,185,644 | -\$3,964,946 | -90.0 | 3 |
| Office Supplies, Stationery & Gift Stores | 4532 | \$608,951 | \$25,622 | \$583,329 | 91.9 | 1 |
| Used Merchandise Stores | 4533 | \$336,769 | \$430,554 | -\$93,785 | -12.2 | 2 |
| Other Miscellaneous Store Retailers | 4539 | \$1,713,061 | \$377,231 | \$1,335,830 | 63.9 | 2 |
| Nonstore Retailers | 454 | \$11,187,084 | \$990,203 | \$10,196,881 | 83.7 | 4 |
| Electronic Shopping & Mail-Order Houses | 4541 | \$9,524,739 | \$0 | \$9,524,739 | 100.0 | 0 |
| Vending Machine Operators | 4542 | \$180,889 | \$155,594 | \$25,295 | 7.5 | 1 |
| Direct Selling Establishments | 4543 | \$1,481,456 | \$769,286 | \$712,170 | 31.6 | 3 |
| Food Services & Drinking Places | 722 | \$10,598,227 | \$4,692,143 | \$5,906,084 | 38.6 | 13 |
| Full-Service Restaurants | 7221 | \$5,393,022 | \$1,039,640 | \$4,353,382 | 67.7 | 3 |
| Limited-Service Eating Places | 7222 | \$3,984,915 | \$3,286,968 | \$697,947 | 9.6 | 6 |
| Special Food Services | 7223 | \$847,394 | \$43,960 | \$803,434 | 90.1 | 1 |
| Drinking Places - Alcoholic Beverages | 7224 | \$372,896 | \$321,575 | \$51,321 | 7.4 | 3 |

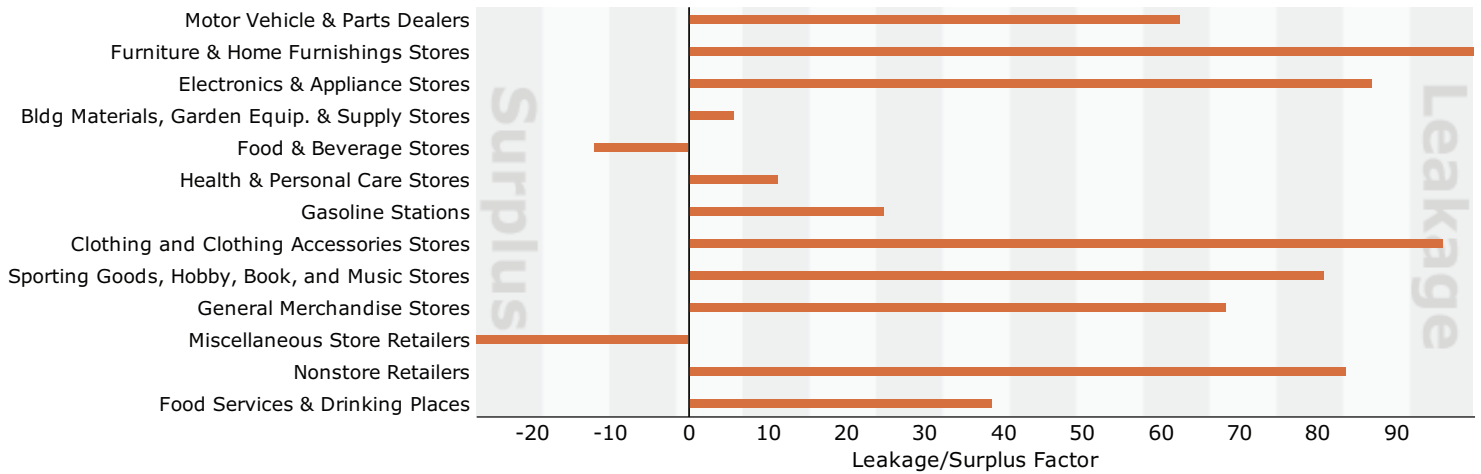
Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please view the methodology statement at <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>.

Source: Esri and Dun & Bradstreet. Copyright 2015 Dun & Bradstreet, Inc. All rights reserved.

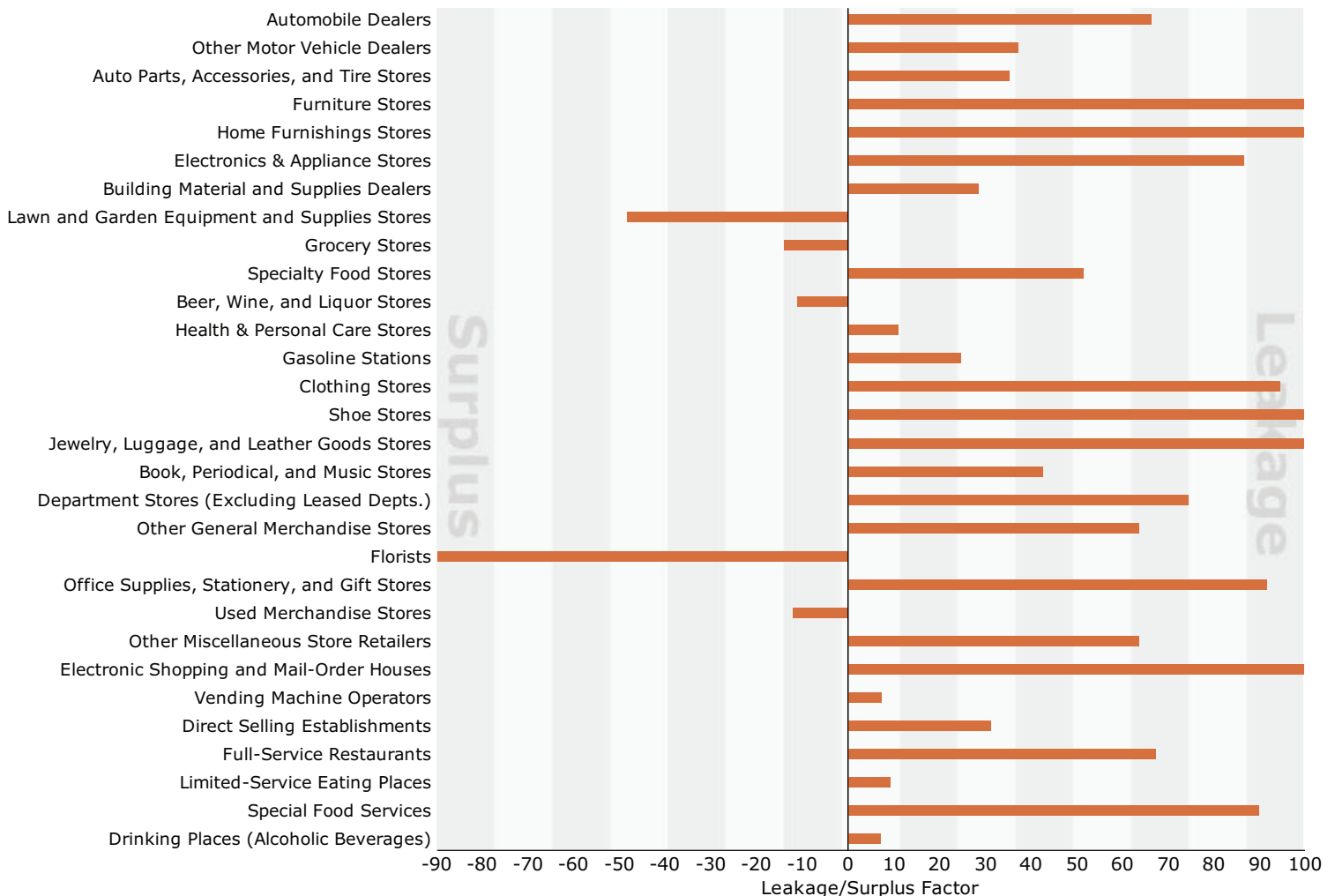
July 17, 2015

Prepared by Esri

Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group





Retail MarketPlace Profile

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 20 minute radius

Latitude: 42.94129
Longitude: -73.64893

Summary Demographics

| | |
|-------------------------------|----------|
| 2015 Population | 79,003 |
| 2015 Households | 33,127 |
| 2015 Median Disposable Income | \$55,280 |
| 2015 Per Capita Income | \$36,539 |

Industry Summary

| | NAICS | Demand (Retail Potential) | Supply (Retail Sales) | Retail Gap | Leakage/Surplus Factor | Number of Businesses |
|-------------------------------------|-----------|------------------------------|--------------------------|----------------|---------------------------|-------------------------|
| Total Retail Trade and Food & Drink | 44-45,722 | \$1,191,498,024 | \$1,364,215,023 | -\$172,716,999 | -6.8 | 597 |
| Total Retail Trade | 44-45 | \$1,073,668,258 | \$1,270,197,552 | -\$196,529,294 | -8.4 | 476 |
| Total Food & Drink | 722 | \$117,829,767 | \$94,017,471 | \$23,812,296 | 11.2 | 121 |

Industry Group

| | NAICS | Demand (Retail Potential) | Supply (Retail Sales) | Retail Gap | Leakage/Surplus Factor | Number of Businesses |
|---|----------|------------------------------|--------------------------|----------------|---------------------------|-------------------------|
| Motor Vehicle & Parts Dealers | 441 | \$217,118,811 | \$273,649,726 | -\$56,530,915 | -11.5 | 44 |
| Automobile Dealers | 4411 | \$193,129,729 | \$246,387,630 | -\$53,257,901 | -12.1 | 21 |
| Other Motor Vehicle Dealers | 4412 | \$10,635,085 | \$20,094,852 | -\$9,459,767 | -30.8 | 16 |
| Auto Parts, Accessories & Tire Stores | 4413 | \$13,353,998 | \$7,167,245 | \$6,186,753 | 30.1 | 7 |
| Furniture & Home Furnishings Stores | 442 | \$26,963,052 | \$21,579,381 | \$5,383,671 | 11.1 | 23 |
| Furniture Stores | 4421 | \$13,346,759 | \$14,044,976 | -\$698,217 | -2.5 | 6 |
| Home Furnishings Stores | 4422 | \$13,616,294 | \$7,534,405 | \$6,081,889 | 28.8 | 18 |
| Electronics & Appliance Stores | 443 | \$36,366,823 | \$13,595,102 | \$22,771,721 | 45.6 | 22 |
| Bldg Materials, Garden Equip. & Supply Stores | 444 | \$33,797,767 | \$60,338,537 | -\$26,540,770 | -28.2 | 37 |
| Bldg Material & Supplies Dealers | 4441 | \$29,050,958 | \$52,867,295 | -\$23,816,337 | -29.1 | 29 |
| Lawn & Garden Equip & Supply Stores | 4442 | \$4,746,808 | \$7,471,242 | -\$2,724,434 | -22.3 | 7 |
| Food & Beverage Stores | 445 | \$201,850,723 | \$295,670,275 | -\$93,819,552 | -18.9 | 72 |
| Grocery Stores | 4451 | \$175,192,013 | \$270,008,317 | -\$94,816,304 | -21.3 | 40 |
| Specialty Food Stores | 4452 | \$9,713,384 | \$7,830,255 | \$1,883,129 | 10.7 | 18 |
| Beer, Wine & Liquor Stores | 4453 | \$16,945,327 | \$17,831,702 | -\$886,375 | -2.5 | 13 |
| Health & Personal Care Stores | 446,4461 | \$83,636,069 | \$42,203,488 | \$41,432,581 | 32.9 | 27 |
| Gasoline Stations | 447,4471 | \$95,911,106 | \$107,240,690 | -\$11,329,584 | -5.6 | 20 |
| Clothing & Clothing Accessories Stores | 448 | \$81,578,221 | \$34,118,324 | \$47,459,897 | 41.0 | 33 |
| Clothing Stores | 4481 | \$60,495,480 | \$29,118,412 | \$31,377,068 | 35.0 | 24 |
| Shoe Stores | 4482 | \$10,860,152 | \$1,998,664 | \$8,861,488 | 68.9 | 4 |
| Jewelry, Luggage & Leather Goods Stores | 4483 | \$10,222,590 | \$3,001,248 | \$7,221,342 | 54.6 | 5 |
| Sporting Goods, Hobby, Book & Music Stores | 451 | \$23,998,494 | \$28,825,437 | -\$4,826,943 | -9.1 | 36 |
| Sporting Goods/Hobby/Musical Instr Stores | 4511 | \$20,868,563 | \$28,373,934 | -\$7,505,371 | -15.2 | 32 |
| Book, Periodical & Music Stores | 4512 | \$3,129,931 | \$451,503 | \$2,678,428 | 74.8 | 4 |
| General Merchandise Stores | 452 | \$117,403,775 | \$291,712,731 | -\$174,308,956 | -42.6 | 14 |
| Department Stores Excluding Leased Depts. | 4521 | \$49,602,128 | \$76,020,271 | -\$26,418,143 | -21.0 | 8 |
| Other General Merchandise Stores | 4529 | \$67,801,647 | \$215,692,460 | -\$147,890,813 | -52.2 | 5 |
| Miscellaneous Store Retailers | 453 | \$31,921,237 | \$81,438,846 | -\$49,517,609 | -43.7 | 121 |
| Florists | 4531 | \$2,422,124 | \$6,608,533 | -\$4,186,409 | -46.4 | 12 |
| Office Supplies, Stationery & Gift Stores | 4532 | \$6,783,416 | \$11,921,809 | -\$5,138,393 | -27.5 | 23 |
| Used Merchandise Stores | 4533 | \$3,732,551 | \$8,558,997 | -\$4,826,446 | -39.3 | 20 |
| Other Miscellaneous Store Retailers | 4539 | \$18,983,146 | \$54,349,507 | -\$35,366,361 | -48.2 | 66 |
| Nonstore Retailers | 454 | \$123,122,180 | \$19,825,015 | \$103,297,165 | 72.3 | 27 |
| Electronic Shopping & Mail-Order Houses | 4541 | \$105,629,635 | \$12,800,140 | \$92,829,495 | 78.4 | 5 |
| Vending Machine Operators | 4542 | \$1,985,075 | \$1,852,284 | \$132,791 | 3.5 | 9 |
| Direct Selling Establishments | 4543 | \$15,507,471 | \$5,172,590 | \$10,334,881 | 50.0 | 13 |
| Food Services & Drinking Places | 722 | \$117,829,767 | \$94,017,471 | \$23,812,296 | 11.2 | 121 |
| Full-Service Restaurants | 7221 | \$59,954,551 | \$43,143,247 | \$16,811,304 | 16.3 | 42 |
| Limited-Service Eating Places | 7222 | \$44,375,974 | \$35,034,185 | \$9,341,789 | 11.8 | 53 |
| Special Food Services | 7223 | \$9,404,272 | \$6,673,712 | \$2,730,560 | 17.0 | 4 |
| Drinking Places - Alcoholic Beverages | 7224 | \$4,094,970 | \$9,166,327 | -\$5,071,357 | -38.2 | 22 |

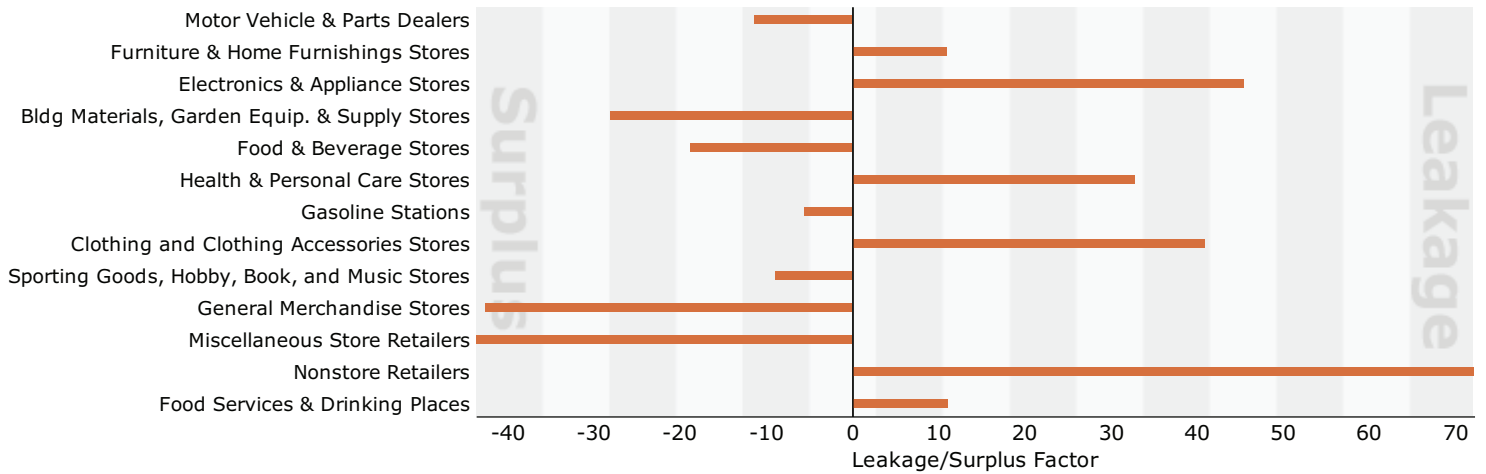
Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please view the methodology statement at <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>.

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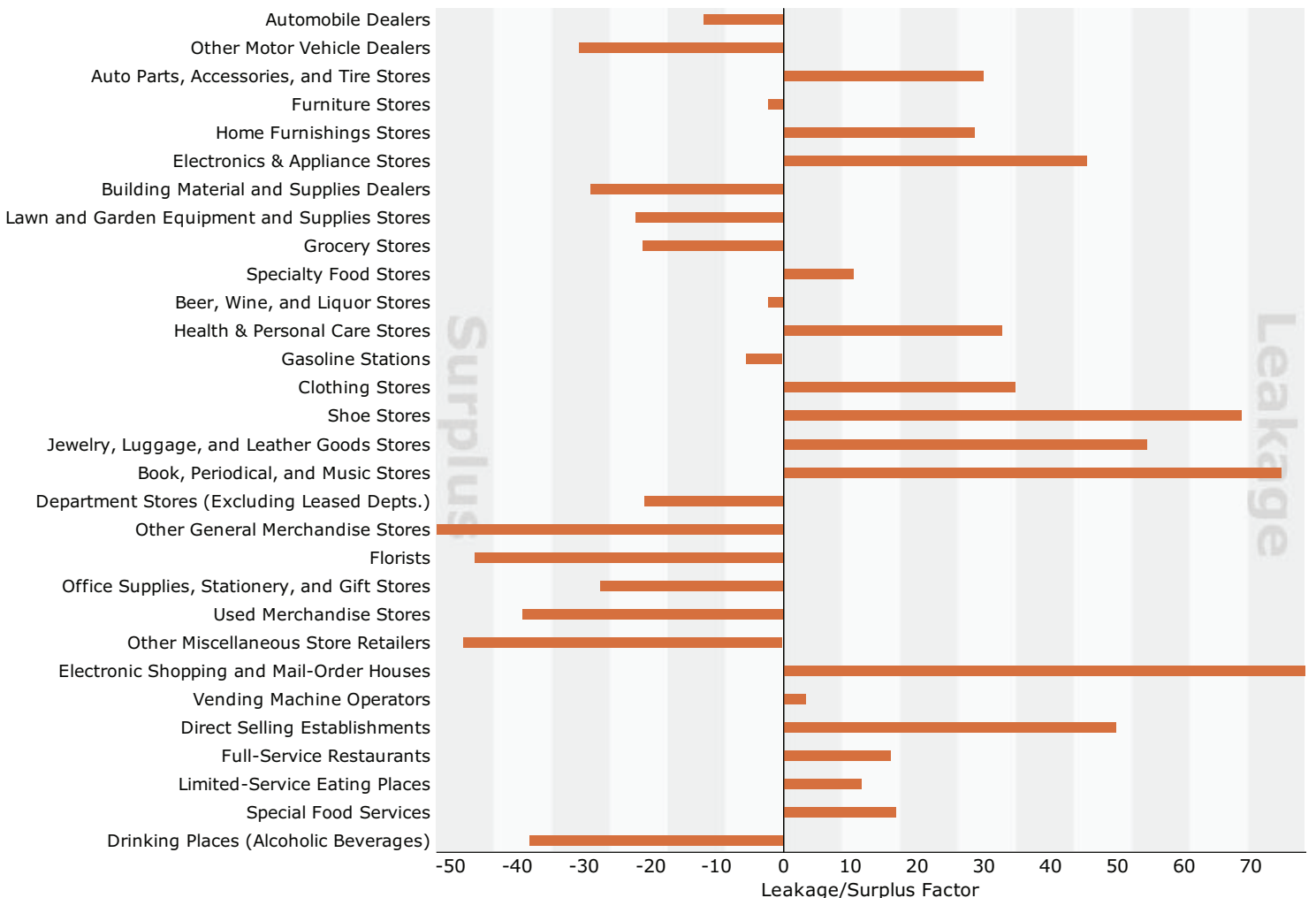
July 17, 2015

Prepared by Esri

Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group





Retail MarketPlace Profile

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 32 minute radius

Latitude: 42.94129
Longitude: -73.64893

Summary Demographics

| | |
|-------------------------------|----------|
| 2015 Population | 337,112 |
| 2015 Households | 138,809 |
| 2015 Median Disposable Income | \$51,398 |
| 2015 Per Capita Income | \$34,501 |

Industry Summary

| | NAICS | Demand (Retail Potential) | Supply (Retail Sales) | Retail Gap | Leakage/Surplus Factor | Number of Businesses |
|-------------------------------------|-----------|------------------------------|--------------------------|----------------|---------------------------|-------------------------|
| Total Retail Trade and Food & Drink | 44-45,722 | \$4,659,020,638 | \$5,444,130,611 | -\$785,109,973 | -7.8 | 2,672 |
| Total Retail Trade | 44-45 | \$4,198,296,309 | \$4,998,414,480 | -\$800,118,171 | -8.7 | 2,092 |
| Total Food & Drink | 722 | \$460,724,328 | \$445,716,131 | \$15,008,197 | 1.7 | 580 |

Industry Group

| | NAICS | Demand (Retail Potential) | Supply (Retail Sales) | Retail Gap | Leakage/Surplus Factor | Number of Businesses |
|---|----------|------------------------------|--------------------------|----------------|---------------------------|-------------------------|
| Motor Vehicle & Parts Dealers | 441 | \$844,716,023 | \$1,259,015,582 | -\$414,299,559 | -19.7 | 178 |
| Automobile Dealers | 4411 | \$750,965,353 | \$1,182,841,339 | -\$431,875,986 | -22.3 | 84 |
| Other Motor Vehicle Dealers | 4412 | \$41,447,817 | \$45,037,098 | -\$3,589,281 | -4.2 | 47 |
| Auto Parts, Accessories & Tire Stores | 4413 | \$52,302,853 | \$31,137,145 | \$21,165,708 | 25.4 | 47 |
| Furniture & Home Furnishings Stores | 442 | \$105,620,257 | \$87,657,287 | \$17,962,970 | 9.3 | 116 |
| Furniture Stores | 4421 | \$52,107,297 | \$35,000,979 | \$17,106,318 | 19.6 | 38 |
| Home Furnishings Stores | 4422 | \$53,512,959 | \$52,656,308 | \$856,651 | 0.8 | 79 |
| Electronics & Appliance Stores | 443 | \$142,048,303 | \$86,303,000 | \$55,745,303 | 24.4 | 90 |
| Bldg Materials, Garden Equip. & Supply Stores | 444 | \$132,604,526 | \$182,791,108 | -\$50,186,582 | -15.9 | 146 |
| Bldg Material & Supplies Dealers | 4441 | \$113,980,012 | \$155,371,194 | -\$41,391,182 | -15.4 | 117 |
| Lawn & Garden Equip & Supply Stores | 4442 | \$18,624,514 | \$27,419,914 | -\$8,795,400 | -19.1 | 29 |
| Food & Beverage Stores | 445 | \$790,801,993 | \$920,782,221 | -\$129,980,228 | -7.6 | 347 |
| Grocery Stores | 4451 | \$686,405,666 | \$822,381,127 | -\$135,975,461 | -9.0 | 211 |
| Specialty Food Stores | 4452 | \$38,065,391 | \$22,459,737 | \$15,605,654 | 25.8 | 84 |
| Beer, Wine & Liquor Stores | 4453 | \$66,330,936 | \$75,941,357 | -\$9,610,421 | -6.8 | 52 |
| Health & Personal Care Stores | 446,4461 | \$328,229,594 | \$619,519,218 | -\$291,289,624 | -30.7 | 126 |
| Gasoline Stations | 447,4471 | \$373,497,003 | \$346,773,962 | \$26,723,041 | 3.7 | 58 |
| Clothing & Clothing Accessories Stores | 448 | \$319,710,865 | \$247,950,774 | \$71,760,091 | 12.6 | 221 |
| Clothing Stores | 4481 | \$237,253,997 | \$209,198,316 | \$28,055,681 | 6.3 | 161 |
| Shoe Stores | 4482 | \$42,555,072 | \$17,366,691 | \$25,188,381 | 42.0 | 21 |
| Jewelry, Luggage & Leather Goods Stores | 4483 | \$39,901,796 | \$21,385,767 | \$18,516,029 | 30.2 | 39 |
| Sporting Goods, Hobby, Book & Music Stores | 451 | \$93,808,583 | \$87,619,474 | \$6,189,109 | 3.4 | 195 |
| Sporting Goods/Hobby/Musical Instr Stores | 4511 | \$81,509,694 | \$69,598,848 | \$11,910,846 | 7.9 | 154 |
| Book, Periodical & Music Stores | 4512 | \$12,298,890 | \$18,020,626 | -\$5,721,736 | -18.9 | 41 |
| General Merchandise Stores | 452 | \$459,128,610 | \$772,108,708 | -\$312,980,098 | -25.4 | 59 |
| Department Stores Excluding Leased Depts. | 4521 | \$193,829,073 | \$302,267,849 | -\$108,438,776 | -21.9 | 36 |
| Other General Merchandise Stores | 4529 | \$265,299,538 | \$469,840,859 | -\$204,541,321 | -27.8 | 22 |
| Miscellaneous Store Retailers | 453 | \$124,929,398 | \$219,076,602 | -\$94,147,204 | -27.4 | 449 |
| Florists | 4531 | \$9,520,761 | \$15,755,091 | -\$6,234,330 | -24.7 | 47 |
| Office Supplies, Stationery & Gift Stores | 4532 | \$26,516,934 | \$26,156,786 | \$360,148 | 0.7 | 98 |
| Used Merchandise Stores | 4533 | \$14,656,294 | \$19,252,984 | -\$4,596,690 | -13.6 | 63 |
| Other Miscellaneous Store Retailers | 4539 | \$74,235,409 | \$157,911,740 | -\$83,676,331 | -36.0 | 241 |
| Nonstore Retailers | 454 | \$483,201,155 | \$168,816,544 | \$314,384,611 | 48.2 | 108 |
| Electronic Shopping & Mail-Order Houses | 4541 | \$414,127,180 | \$69,425,579 | \$344,701,601 | 71.3 | 24 |
| Vending Machine Operators | 4542 | \$7,774,194 | \$6,571,275 | \$1,202,919 | 8.4 | 26 |
| Direct Selling Establishments | 4543 | \$61,299,781 | \$92,819,690 | -\$31,519,909 | -20.5 | 58 |
| Food Services & Drinking Places | 722 | \$460,724,328 | \$445,716,131 | \$15,008,197 | 1.7 | 580 |
| Full-Service Restaurants | 7221 | \$234,388,599 | \$202,943,650 | \$31,444,949 | 7.2 | 222 |
| Limited-Service Eating Places | 7222 | \$173,317,543 | \$136,681,632 | \$36,635,911 | 11.8 | 217 |
| Special Food Services | 7223 | \$36,910,122 | \$81,325,339 | -\$44,415,217 | -37.6 | 35 |
| Drinking Places - Alcoholic Beverages | 7224 | \$16,108,064 | \$24,765,510 | -\$8,657,446 | -21.2 | 105 |

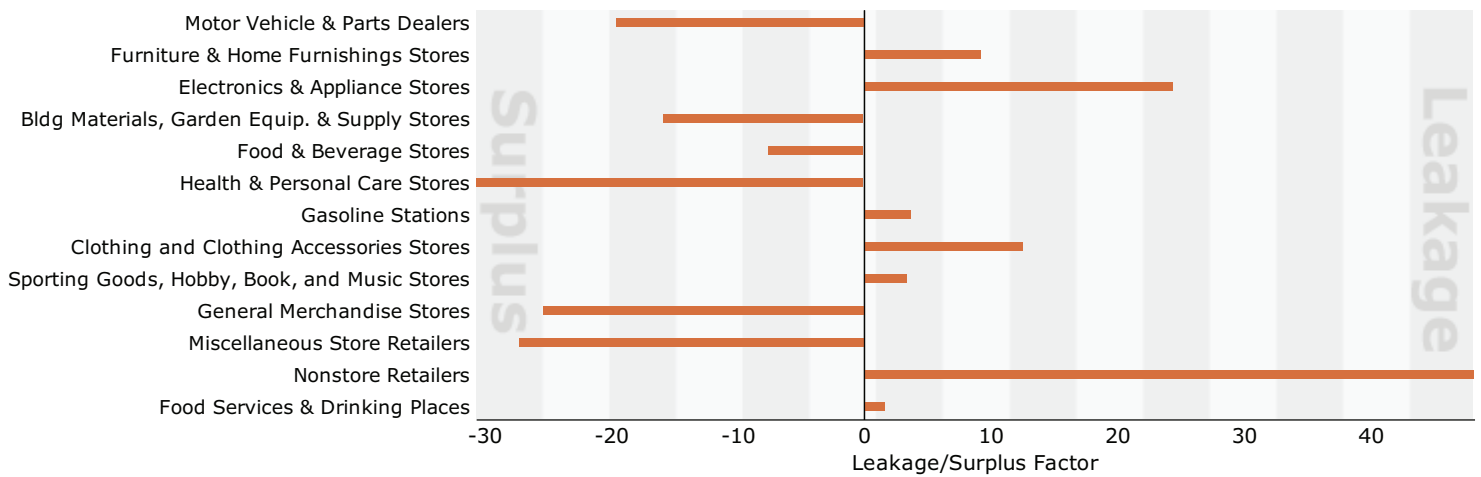
Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please view the methodology statement at <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>.

Source: Esri and Dun & Bradstreet. Copyright 2015 Dun & Bradstreet, Inc. All rights reserved.

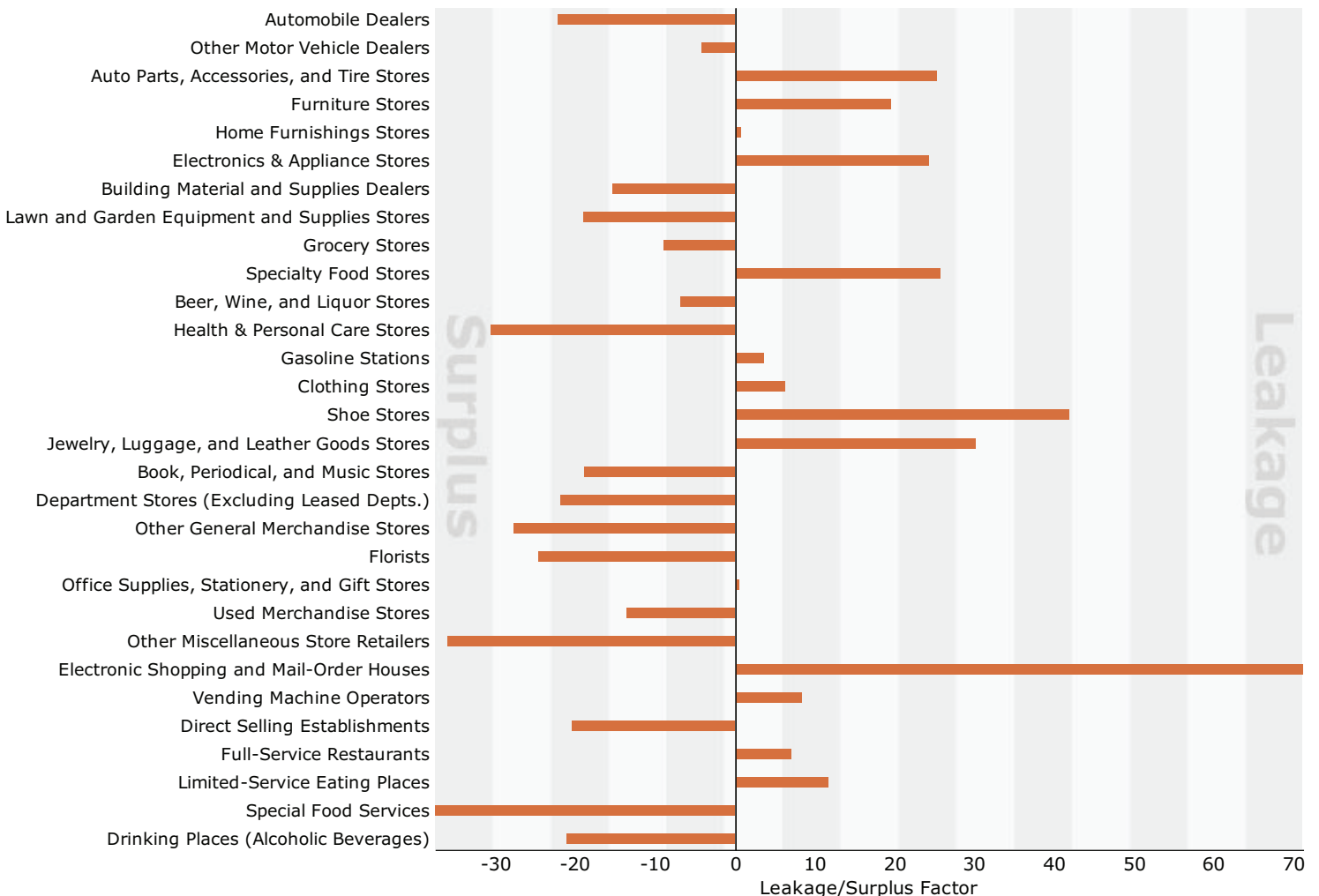
July 17, 2015

Prepared by Esri

Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group



APPENDIX D

RETAIL GOODS AND SERVICES EXPENDITURES



Retail Goods and Services Expenditures

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 8 minute radius

Latitude: 42.94129
Longitude: -73.64893

| Top Tapestry Segments | Percent | Demographic Summary | 2015 | 2020 |
|---|---------|--------------------------|----------------------|--------------|
| Green Acres (6A) | 39.6% | Population | 9,385 | 9,660 |
| Front Porches (8E) | 22.1% | Households | 3,881 | 3,998 |
| Parks and Rec (5C) | 15.1% | Families | 2,522 | 2,603 |
| Old and Newcomers (8F) | 10.7% | Median Age | 39.1 | 40.2 |
| Set to Impress (11D) | 8.1% | Median Household Income | \$57,448 | \$66,234 |
| | | Spending Potential Index | Average Amount Spent | Total |
| Apparel and Services | | 92 | \$2,120.10 | \$8,228,111 |
| Men's | | 92 | \$399.39 | \$1,550,037 |
| Women's | | 92 | \$743.92 | \$2,887,165 |
| Children's | | 90 | \$338.13 | \$1,312,279 |
| Footwear | | 91 | \$415.57 | \$1,612,812 |
| Watches & Jewelry | | 92 | \$133.52 | \$518,184 |
| Apparel Products and Services (1) | | 92 | \$89.57 | \$347,634 |
| Computer | | | | |
| Computers and Hardware for Home Use | | 92 | \$199.74 | \$775,179 |
| Portable Memory | | 95 | \$5.10 | \$19,812 |
| Computer Software | | 93 | \$18.82 | \$73,055 |
| Computer Accessories | | 94 | \$17.88 | \$69,403 |
| Entertainment & Recreation | | 92 | \$3,051.84 | \$11,844,184 |
| Fees and Admissions | | 96 | \$620.72 | \$2,409,033 |
| Membership Fees for Clubs (2) | | 95 | \$163.29 | \$633,745 |
| Fees for Participant Sports, excl. Trips | | 95 | \$114.35 | \$443,808 |
| Admission to Movie/Theatre/Opera/Ballet | | 94 | \$155.58 | \$603,819 |
| Admission to Sporting Events, excl. Trips | | 98 | \$65.09 | \$252,619 |
| Fees for Recreational Lessons | | 99 | \$121.83 | \$472,813 |
| Dating Services | | 95 | \$0.57 | \$2,229 |
| TV/Video/Audio | | 92 | \$1,205.39 | \$4,678,134 |
| Cable and Satellite Television Services | | 92 | \$821.30 | \$3,187,468 |
| Televisions | | 93 | \$138.13 | \$536,087 |
| Satellite Dishes | | 92 | \$1.44 | \$5,575 |
| VCRs, Video Cameras, and DVD Players | | 94 | \$10.32 | \$40,058 |
| Miscellaneous Video Equipment | | 90 | \$9.66 | \$37,488 |
| Video Cassettes and DVDs | | 92 | \$29.42 | \$114,190 |
| Video Game Hardware/Accessories | | 91 | \$20.90 | \$81,100 |
| Video Game Software | | 94 | \$25.75 | \$99,939 |
| Streaming/Downloaded Video | | 93 | \$5.34 | \$20,712 |
| Rental of Video Cassettes and DVDs | | 90 | \$21.29 | \$82,615 |
| Installation of Televisions | | 95 | \$1.06 | \$4,108 |
| Audio (3) | | 94 | \$116.13 | \$450,686 |
| Rental and Repair of TV/Radio/Sound Equipment | | 87 | \$4.67 | \$18,108 |
| Pets | | 89 | \$509.04 | \$1,975,592 |
| Toys and Games (4) | | 95 | \$116.17 | \$450,844 |
| Recreational Vehicles and Fees (5) | | 88 | \$191.20 | \$742,053 |
| Sports/Recreation/Exercise Equipment (6) | | 87 | \$165.24 | \$641,282 |
| Photo Equipment and Supplies (7) | | 94 | \$76.40 | \$296,525 |
| Reading (8) | | 95 | \$144.55 | \$561,011 |
| Catered Affairs (9) | | 97 | \$23.11 | \$89,709 |
| Food | | 92 | \$7,816.33 | \$30,335,162 |
| Food at Home | | 92 | \$4,792.19 | \$18,598,486 |
| Bakery and Cereal Products | | 93 | \$674.65 | \$2,618,323 |
| Meats, Poultry, Fish, and Eggs | | 91 | \$1,045.41 | \$4,057,247 |
| Dairy Products | | 91 | \$514.92 | \$1,998,410 |
| Fruits and Vegetables | | 93 | \$914.22 | \$3,548,087 |
| Snacks and Other Food at Home (10) | | 92 | \$1,642.98 | \$6,376,419 |
| Food Away from Home | | 92 | \$3,024.14 | \$11,736,675 |
| Alcoholic Beverages | | 94 | \$522.76 | \$2,028,835 |
| Nonalcoholic Beverages at Home | | 91 | \$455.71 | \$1,768,599 |

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2015 and 2020; Consumer Spending data are derived from the 2011 and 2012 Consumer Expenditure Surveys, Bureau of Labor Statistics.

July 17, 2015



Retail Goods and Services Expenditures

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 8 minute radius

Latitude: 42.94129
Longitude: -73.64893

| | Spending Potential Index | Average Amount Spent | Total |
|--|--------------------------|----------------------|--------------|
| Financial | | | |
| Investments | 81 | \$2,217.93 | \$8,607,790 |
| Vehicle Loans | 91 | \$3,866.36 | \$15,005,343 |
| Health | | | |
| Nonprescription Drugs | 89 | \$114.46 | \$444,208 |
| Prescription Drugs | 91 | \$453.70 | \$1,760,817 |
| Eyeglasses and Contact Lenses | 94 | \$84.81 | \$329,135 |
| Home | | | |
| Mortgage Payment and Basics (11) | 95 | \$8,905.76 | \$34,563,242 |
| Maintenance and Remodeling Services | 94 | \$1,579.19 | \$6,128,845 |
| Maintenance and Remodeling Materials (12) | 90 | \$270.53 | \$1,049,946 |
| Utilities, Fuel, and Public Services | 92 | \$4,641.06 | \$18,011,966 |
| Household Furnishings and Equipment | | | |
| Household Textiles (13) | 95 | \$93.12 | \$361,384 |
| Furniture | 92 | \$474.67 | \$1,842,210 |
| Rugs | 99 | \$24.34 | \$94,451 |
| Major Appliances (14) | 92 | \$246.27 | \$955,792 |
| Housewares (15) | 93 | \$67.25 | \$261,007 |
| Small Appliances | 93 | \$42.48 | \$164,881 |
| Luggage | 92 | \$8.50 | \$32,987 |
| Telephones and Accessories | 87 | \$43.79 | \$169,934 |
| Household Operations | | | |
| Child Care | 94 | \$421.60 | \$1,636,248 |
| Lawn and Garden (16) | 92 | \$398.99 | \$1,548,487 |
| Moving/Storage/Freight Express | 90 | \$66.47 | \$257,980 |
| Housekeeping Supplies (17) | 91 | \$657.11 | \$2,550,258 |
| Insurance | | | |
| Owners and Renters Insurance | 92 | \$464.03 | \$1,800,891 |
| Vehicle Insurance | 92 | \$1,118.25 | \$4,339,933 |
| Life/Other Insurance | 91 | \$418.21 | \$1,623,071 |
| Health Insurance | 93 | \$2,470.41 | \$9,587,667 |
| Personal Care Products (18) | 90 | \$420.92 | \$1,633,584 |
| School Books and Supplies (19) | 92 | \$165.83 | \$643,574 |
| Smoking Products | 89 | \$414.57 | \$1,608,964 |
| Transportation | | | |
| Vehicle Purchases (Net Outlay) (20) | 91 | \$3,660.94 | \$14,208,127 |
| Gasoline and Motor Oil | 90 | \$3,168.11 | \$12,295,451 |
| Vehicle Maintenance and Repairs | 93 | \$1,033.82 | \$4,012,243 |
| Travel | | | |
| Airline Fares | 95 | \$454.50 | \$1,763,933 |
| Lodging on Trips | 93 | \$422.88 | \$1,641,180 |
| Auto/Truck/Van Rental on Trips | 95 | \$31.93 | \$123,915 |
| Food and Drink on Trips | 93 | \$433.09 | \$1,680,831 |

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2015 and 2020; Consumer Spending data are derived from the 2011 and 2012 Consumer Expenditure Surveys, Bureau of Labor Statistics.

July 17, 2015



Retail Goods and Services Expenditures

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 8 minute radius

Latitude: 42.94129
Longitude: -73.64893

- (1) Apparel Products and Services** includes material for making clothes, sewing patterns and notions, shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.
- (2) Membership Fees for Clubs** includes membership fees for social, recreational, and civic clubs.
- (3) Audio** includes satellite radio service, sound components and systems, digital audio players, records, CDs, audio tapes, streaming/downloaded audio, tape recorders, radios, musical instruments and accessories, and rental and repair of musical instruments.
- (4) Toys and Games** includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, and online entertainment and games.
- (5) Recreational Vehicles & Fees** includes docking and landing fees for boats and planes, purchase and rental of RVs or boats, and camp fees.
- (6) Sports/Recreation/Exercise Equipment** includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.
- (7) Photo Equipment and Supplies** includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.
- (8) Reading** includes digital book readers, books, magazine and newspaper subscriptions, and single copies of magazines and newspapers..
- (9) Catered Affairs** includes expenses associated with live entertainment and rental of party supplies.
- (10) Snacks and Other Food at Home** includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fat, oil, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.
- (11) Mortgage Payment and Basics** includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent.
- (12) Maintenance and Remodeling Materials** includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for hard surface flooring, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.
- (13) Household Textiles** includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers, decorative pillows, and materials for slipcovers and curtains.
- (14) Major Appliances** includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.
- (15) Housewares** includes plastic dinnerware, china, flatware, glassware, serving pieces, nonelectric cookware, and tableware.
- (16) Lawn and Garden** includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.
- (17) Housekeeping Supplies** includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery, giftwrap supplies, postage, and delivery services.
- (18) Personal Care Products** includes hair care products, nonelectric articles for hair, wigs, hairpieces, oral hygiene products, shaving needs, perfume, cosmetics, skincare, bath products, nail products, deodorant, feminine hygiene products, adult diapers, and personal care appliances.
- (19) School Books and Supplies** includes school books and supplies for College, Elementary school, High school, Vocational/Technical School, Preschool/Other Schools, and Other School Supplies.
- (20) Vehicle Purchases (Net Outlay)** includes net outlay for new and used cars, trucks, vans, motorcycles, and motor scooters.

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2015 and 2020; Consumer Spending data are derived from the 2011 and 2012 Consumer Expenditure Surveys, Bureau of Labor Statistics.

July 17, 2015



Retail Goods and Services Expenditures

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 20 minute radius

Latitude: 42.94129
Longitude: -73.64893

| Top Tapestry Segments | Percent | Demographic Summary | 2015 | 2020 |
|---|---------|--------------------------|----------------------|---------------|
| Green Acres (6A) | 13.3% | Population | 79,003 | 82,089 |
| In Style (5B) | 12.3% | Households | 33,127 | 34,536 |
| Old and Newcomers (8F) | 8.8% | Families | 21,688 | 22,550 |
| Parks and Rec (5C) | 8.4% | Median Age | 42.2 | 43.0 |
| Soccer Moms (4A) | 8.2% | Median Household Income | \$75,529 | \$82,973 |
| | | Spending Potential Index | Average Amount Spent | Total |
| Apparel and Services | | 116 | \$2,695.43 | \$89,291,649 |
| Men's | | 117 | \$506.23 | \$16,769,911 |
| Women's | | 117 | \$947.28 | \$31,380,450 |
| Children's | | 115 | \$429.04 | \$14,212,871 |
| Footwear | | 115 | \$524.02 | \$17,359,362 |
| Watches & Jewelry | | 120 | \$174.30 | \$5,774,178 |
| Apparel Products and Services (1) | | 117 | \$114.56 | \$3,794,877 |
| Computer | | | | |
| Computers and Hardware for Home Use | | 118 | \$254.47 | \$8,429,895 |
| Portable Memory | | 119 | \$6.38 | \$211,428 |
| Computer Software | | 117 | \$23.78 | \$787,761 |
| Computer Accessories | | 119 | \$22.72 | \$752,485 |
| Entertainment & Recreation | | 117 | \$3,885.21 | \$128,705,204 |
| Fees and Admissions | | 122 | \$789.75 | \$26,161,981 |
| Membership Fees for Clubs (2) | | 123 | \$210.64 | \$6,977,710 |
| Fees for Participant Sports, excl. Trips | | 122 | \$147.64 | \$4,890,969 |
| Admission to Movie/Theatre/Opera/Ballet | | 119 | \$196.79 | \$6,518,915 |
| Admission to Sporting Events, excl. Trips | | 124 | \$82.53 | \$2,734,064 |
| Fees for Recreational Lessons | | 123 | \$151.48 | \$5,018,006 |
| Dating Services | | 112 | \$0.67 | \$22,316 |
| TV/Video/Audio | | 116 | \$1,520.96 | \$50,384,927 |
| Cable and Satellite Television Services | | 116 | \$1,034.27 | \$34,262,414 |
| Televisions | | 118 | \$174.90 | \$5,794,001 |
| Satellite Dishes | | 115 | \$1.81 | \$60,089 |
| VCRs, Video Cameras, and DVD Players | | 118 | \$12.92 | \$428,044 |
| Miscellaneous Video Equipment | | 124 | \$13.35 | \$442,376 |
| Video Cassettes and DVDs | | 116 | \$37.34 | \$1,237,070 |
| Video Game Hardware/Accessories | | 114 | \$26.31 | \$871,486 |
| Video Game Software | | 118 | \$32.31 | \$1,070,217 |
| Streaming/Downloaded Video | | 118 | \$6.81 | \$225,575 |
| Rental of Video Cassettes and DVDs | | 116 | \$27.24 | \$902,462 |
| Installation of Televisions | | 123 | \$1.38 | \$45,842 |
| Audio (3) | | 119 | \$146.35 | \$4,848,233 |
| Rental and Repair of TV/Radio/Sound Equipment | | 111 | \$5.95 | \$197,118 |
| Pets | | 115 | \$655.73 | \$21,722,322 |
| Toys and Games (4) | | 117 | \$143.96 | \$4,769,104 |
| Recreational Vehicles and Fees (5) | | 114 | \$247.79 | \$8,208,658 |
| Sports/Recreation/Exercise Equipment (6) | | 116 | \$219.10 | \$7,258,094 |
| Photo Equipment and Supplies (7) | | 121 | \$98.23 | \$3,254,033 |
| Reading (8) | | 119 | \$180.87 | \$5,991,550 |
| Catered Affairs (9) | | 121 | \$28.81 | \$954,535 |
| Food | | 116 | \$9,872.73 | \$327,053,766 |
| Food at Home | | 115 | \$6,022.18 | \$199,496,767 |
| Bakery and Cereal Products | | 116 | \$842.41 | \$27,906,622 |
| Meats, Poultry, Fish, and Eggs | | 115 | \$1,319.29 | \$43,704,128 |
| Dairy Products | | 115 | \$647.57 | \$21,452,094 |
| Fruits and Vegetables | | 116 | \$1,143.13 | \$37,868,572 |
| Snacks and Other Food at Home (10) | | 115 | \$2,069.77 | \$68,565,350 |
| Food Away from Home | | 117 | \$3,850.54 | \$127,556,999 |
| Alcoholic Beverages | | 119 | \$660.25 | \$21,872,213 |
| Nonalcoholic Beverages at Home | | 115 | \$572.72 | \$18,972,372 |

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2015 and 2020; Consumer Spending data are derived from the 2011 and 2012 Consumer Expenditure Surveys, Bureau of Labor Statistics.

July 17, 2015



Retail Goods and Services Expenditures

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 20 minute radius

Latitude: 42.94129
Longitude: -73.64893

| | Spending Potential Index | Average Amount Spent | Total |
|--|--------------------------|----------------------|---------------|
| Financial | | | |
| Investments | 105 | \$2,895.50 | \$95,919,151 |
| Vehicle Loans | 119 | \$5,031.37 | \$166,674,244 |
| Health | | | |
| Nonprescription Drugs | 114 | \$147.28 | \$4,879,025 |
| Prescription Drugs | 116 | \$576.70 | \$19,104,455 |
| Eyeglasses and Contact Lenses | 118 | \$106.42 | \$3,525,265 |
| Home | | | |
| Mortgage Payment and Basics (11) | 123 | \$11,475.23 | \$380,140,044 |
| Maintenance and Remodeling Services | 121 | \$2,042.20 | \$67,651,803 |
| Maintenance and Remodeling Materials (12) | 116 | \$346.68 | \$11,484,505 |
| Utilities, Fuel, and Public Services | 116 | \$5,879.56 | \$194,772,300 |
| Household Furnishings and Equipment | | | |
| Household Textiles (13) | 119 | \$116.77 | \$3,868,152 |
| Furniture | 119 | \$612.76 | \$20,298,895 |
| Rugs | 121 | \$29.88 | \$989,688 |
| Major Appliances (14) | 119 | \$319.13 | \$10,571,960 |
| Housewares (15) | 118 | \$85.43 | \$2,829,997 |
| Small Appliances | 116 | \$53.27 | \$1,764,692 |
| Luggage | 119 | \$10.93 | \$362,001 |
| Telephones and Accessories | 113 | \$56.62 | \$1,875,650 |
| Household Operations | | | |
| Child Care | 119 | \$534.08 | \$17,692,439 |
| Lawn and Garden (16) | 119 | \$515.38 | \$17,073,152 |
| Moving/Storage/Freight Express | 115 | \$85.02 | \$2,816,354 |
| Housekeeping Supplies (17) | 116 | \$836.19 | \$27,700,311 |
| Insurance | | | |
| Owners and Renters Insurance | 119 | \$600.48 | \$19,892,197 |
| Vehicle Insurance | 117 | \$1,425.61 | \$47,226,081 |
| Life/Other Insurance | 119 | \$549.41 | \$18,200,345 |
| Health Insurance | 118 | \$3,122.66 | \$103,444,321 |
| Personal Care Products (18) | 116 | \$542.95 | \$17,986,293 |
| School Books and Supplies (19) | 116 | \$209.75 | \$6,948,550 |
| Smoking Products | 110 | \$512.52 | \$16,978,229 |
| Transportation | | | |
| Vehicle Purchases (Net Outlay) (20) | 117 | \$4,737.19 | \$156,928,945 |
| Gasoline and Motor Oil | 116 | \$4,059.84 | \$134,490,174 |
| Vehicle Maintenance and Repairs | 118 | \$1,313.65 | \$43,517,423 |
| Travel | | | |
| Airline Fares | 120 | \$575.28 | \$19,057,406 |
| Lodging on Trips | 121 | \$545.84 | \$18,082,132 |
| Auto/Truck/Van Rental on Trips | 124 | \$41.73 | \$1,382,339 |
| Food and Drink on Trips | 119 | \$556.58 | \$18,437,726 |

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2015 and 2020; Consumer Spending data are derived from the 2011 and 2012 Consumer Expenditure Surveys, Bureau of Labor Statistics.

July 17, 2015



Retail Goods and Services Expenditures

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 20 minute radius

Latitude: 42.94129
Longitude: -73.64893

- (1) Apparel Products and Services** includes material for making clothes, sewing patterns and notions, shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.
- (2) Membership Fees for Clubs** includes membership fees for social, recreational, and civic clubs.
- (3) Audio** includes satellite radio service, sound components and systems, digital audio players, records, CDs, audio tapes, streaming/downloaded audio, tape recorders, radios, musical instruments and accessories, and rental and repair of musical instruments.
- (4) Toys and Games** includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, and online entertainment and games.
- (5) Recreational Vehicles & Fees** includes docking and landing fees for boats and planes, purchase and rental of RVs or boats, and camp fees.
- (6) Sports/Recreation/Exercise Equipment** includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.
- (7) Photo Equipment and Supplies** includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.
- (8) Reading** includes digital book readers, books, magazine and newspaper subscriptions, and single copies of magazines and newspapers..
- (9) Catered Affairs** includes expenses associated with live entertainment and rental of party supplies.
- (10) Snacks and Other Food at Home** includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fat, oil, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.
- (11) Mortgage Payment and Basics** includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent.
- (12) Maintenance and Remodeling Materials** includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for hard surface flooring, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.
- (13) Household Textiles** includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers, decorative pillows, and materials for slipcovers and curtains.
- (14) Major Appliances** includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.
- (15) Housewares** includes plastic dinnerware, china, flatware, glassware, serving pieces, nonelectric cookware, and tableware.
- (16) Lawn and Garden** includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.
- (17) Housekeeping Supplies** includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery, giftwrap supplies, postage, and delivery services.
- (18) Personal Care Products** includes hair care products, nonelectric articles for hair, wigs, hairpieces, oral hygiene products, shaving needs, perfume, cosmetics, skincare, bath products, nail products, deodorant, feminine hygiene products, adult diapers, and personal care appliances.
- (19) School Books and Supplies** includes school books and supplies for College, Elementary school, High school, Vocational/Technical School, Preschool/Other Schools, and Other School Supplies.
- (20) Vehicle Purchases (Net Outlay)** includes net outlay for new and used cars, trucks, vans, motorcycles, and motor scooters.

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2015 and 2020; Consumer Spending data are derived from the 2011 and 2012 Consumer Expenditure Surveys, Bureau of Labor Statistics.

July 17, 2015



Retail Goods and Services Expenditures

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 32 minute radius

Latitude: 42.94129
Longitude: -73.64893

| Top Tapestry Segments | Percent | Demographic Summary | 2015 | 2020 |
|---|---------|--------------------------|----------------------|-----------------|
| In Style (5B) | 9.3% | Population | 337,112 | 347,164 |
| Green Acres (6A) | 9.1% | Households | 138,809 | 143,467 |
| Savvy Suburbanites (1D) | 8.2% | Families | 86,604 | 89,287 |
| Old and Newcomers (8F) | 7.6% | Median Age | 41.2 | 42.0 |
| Comfortable Empty Nesters (5A) | 6.9% | Median Household Income | \$66,142 | \$77,215 |
| | | Spending Potential Index | Average Amount Spent | Total |
| Apparel and Services | | 110 | \$2,550.97 | \$354,097,618 |
| Men's | | 110 | \$479.16 | \$66,512,059 |
| Women's | | 112 | \$899.81 | \$124,901,551 |
| Children's | | 108 | \$403.51 | \$56,010,364 |
| Footwear | | 109 | \$497.65 | \$69,078,298 |
| Watches & Jewelry | | 113 | \$162.93 | \$22,616,817 |
| Apparel Products and Services (1) | | 111 | \$107.91 | \$14,978,528 |
| Computer | | | | |
| Computers and Hardware for Home Use | | 111 | \$240.39 | \$33,368,866 |
| Portable Memory | | 113 | \$6.10 | \$846,351 |
| Computer Software | | 111 | \$22.49 | \$3,121,430 |
| Computer Accessories | | 112 | \$21.33 | \$2,960,805 |
| Entertainment & Recreation | | 111 | \$3,659.36 | \$507,952,692 |
| Fees and Admissions | | 114 | \$738.54 | \$102,515,390 |
| Membership Fees for Clubs (2) | | 115 | \$197.70 | \$27,442,490 |
| Fees for Participant Sports, excl. Trips | | 114 | \$137.52 | \$19,088,652 |
| Admission to Movie/Theatre/Opera/Ballet | | 112 | \$185.01 | \$25,680,421 |
| Admission to Sporting Events, excl. Trips | | 117 | \$77.78 | \$10,796,177 |
| Fees for Recreational Lessons | | 114 | \$139.84 | \$19,411,534 |
| Dating Services | | 115 | \$0.69 | \$96,115 |
| TV/Video/Audio | | 111 | \$1,449.37 | \$201,185,120 |
| Cable and Satellite Television Services | | 110 | \$988.18 | \$137,167,888 |
| Televisions | | 112 | \$165.98 | \$23,039,258 |
| Satellite Dishes | | 111 | \$1.75 | \$242,422 |
| VCRs, Video Cameras, and DVD Players | | 112 | \$12.31 | \$1,708,523 |
| Miscellaneous Video Equipment | | 114 | \$12.30 | \$1,707,572 |
| Video Cassettes and DVDs | | 111 | \$35.62 | \$4,944,825 |
| Video Game Hardware/Accessories | | 110 | \$25.31 | \$3,513,683 |
| Video Game Software | | 113 | \$30.94 | \$4,294,635 |
| Streaming/Downloaded Video | | 111 | \$6.36 | \$882,644 |
| Rental of Video Cassettes and DVDs | | 110 | \$25.81 | \$3,583,111 |
| Installation of Televisions | | 114 | \$1.28 | \$177,371 |
| Audio (3) | | 112 | \$137.92 | \$19,144,211 |
| Rental and Repair of TV/Radio/Sound Equipment | | 104 | \$5.61 | \$778,976 |
| Pets | | 108 | \$615.23 | \$85,398,953 |
| Toys and Games (4) | | 111 | \$136.49 | \$18,946,044 |
| Recreational Vehicles and Fees (5) | | 105 | \$227.92 | \$31,637,412 |
| Sports/Recreation/Exercise Equipment (6) | | 107 | \$202.03 | \$28,043,118 |
| Photo Equipment and Supplies (7) | | 113 | \$91.48 | \$12,698,040 |
| Reading (8) | | 113 | \$171.44 | \$23,797,767 |
| Catered Affairs (9) | | 113 | \$26.88 | \$3,730,849 |
| Food | | 110 | \$9,373.65 | \$1,301,147,599 |
| Food at Home | | 110 | \$5,738.46 | \$796,550,357 |
| Bakery and Cereal Products | | 110 | \$804.40 | \$111,658,091 |
| Meats, Poultry, Fish, and Eggs | | 109 | \$1,255.26 | \$174,240,828 |
| Dairy Products | | 109 | \$615.33 | \$85,413,699 |
| Fruits and Vegetables | | 110 | \$1,089.43 | \$151,222,395 |
| Snacks and Other Food at Home (10) | | 110 | \$1,974.05 | \$274,015,344 |
| Food Away from Home | | 111 | \$3,635.19 | \$504,597,241 |
| Alcoholic Beverages | | 113 | \$625.72 | \$86,855,273 |
| Nonalcoholic Beverages at Home | | 110 | \$547.01 | \$75,929,773 |

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July 17, 2015



Retail Goods and Services Expenditures

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 32 minute radius

Latitude: 42.94129
Longitude: -73.64893

| | Spending Potential Index | Average Amount Spent | Total |
|--|--------------------------|----------------------|-----------------|
| Financial | | | |
| Investments | 99 | \$2,738.03 | \$380,063,237 |
| Vehicle Loans | 111 | \$4,686.59 | \$650,540,823 |
| Health | | | |
| Nonprescription Drugs | 108 | \$139.55 | \$19,371,109 |
| Prescription Drugs | 110 | \$549.17 | \$76,229,909 |
| Eyeglasses and Contact Lenses | 112 | \$100.62 | \$13,967,336 |
| Home | | | |
| Mortgage Payment and Basics (11) | 112 | \$10,496.65 | \$1,457,029,293 |
| Maintenance and Remodeling Services | 112 | \$1,884.40 | \$261,571,996 |
| Maintenance and Remodeling Materials (12) | 107 | \$319.62 | \$44,366,403 |
| Utilities, Fuel, and Public Services | 110 | \$5,577.44 | \$774,199,392 |
| Household Furnishings and Equipment | | | |
| Household Textiles (13) | 112 | \$110.69 | \$15,364,884 |
| Furniture | 112 | \$577.36 | \$80,142,900 |
| Rugs | 115 | \$28.30 | \$3,928,365 |
| Major Appliances (14) | 110 | \$296.93 | \$41,216,044 |
| Housewares (15) | 112 | \$80.70 | \$11,201,469 |
| Small Appliances | 111 | \$50.62 | \$7,026,728 |
| Luggage | 111 | \$10.19 | \$1,414,128 |
| Telephones and Accessories | 107 | \$53.38 | \$7,409,039 |
| Household Operations | | | |
| Child Care | 110 | \$494.26 | \$68,607,196 |
| Lawn and Garden (16) | 111 | \$480.20 | \$66,656,160 |
| Moving/Storage/Freight Express | 110 | \$81.77 | \$11,350,252 |
| Housekeeping Supplies (17) | 110 | \$791.40 | \$109,853,040 |
| Insurance | | | |
| Owners and Renters Insurance | 111 | \$558.53 | \$77,528,553 |
| Vehicle Insurance | 111 | \$1,342.98 | \$186,417,432 |
| Life/Other Insurance | 110 | \$510.01 | \$70,793,605 |
| Health Insurance | 112 | \$2,953.55 | \$409,979,945 |
| Personal Care Products (18) | 110 | \$512.63 | \$71,158,188 |
| School Books and Supplies (19) | 111 | \$200.68 | \$27,856,497 |
| Smoking Products | 108 | \$502.76 | \$69,787,522 |
| Transportation | | | |
| Vehicle Purchases (Net Outlay) (20) | 110 | \$4,444.71 | \$616,966,417 |
| Gasoline and Motor Oil | 109 | \$3,835.72 | \$532,433,063 |
| Vehicle Maintenance and Repairs | 111 | \$1,238.95 | \$171,977,174 |
| Travel | | | |
| Airline Fares | 113 | \$539.42 | \$74,875,821 |
| Lodging on Trips | 112 | \$506.94 | \$70,367,331 |
| Auto/Truck/Van Rental on Trips | 115 | \$38.67 | \$5,368,071 |
| Food and Drink on Trips | 112 | \$520.04 | \$72,186,410 |

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July 17, 2015



Retail Goods and Services Expenditures

751 Hudson Ave, Stillwater , New York, 12170
Drive Time: 32 minute radius

Latitude: 42.94129
Longitude: -73.64893

- (1) Apparel Products and Services** includes material for making clothes, sewing patterns and notions, shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.
- (2) Membership Fees for Clubs** includes membership fees for social, recreational, and civic clubs.
- (3) Audio** includes satellite radio service, sound components and systems, digital audio players, records, CDs, audio tapes, streaming/downloaded audio, tape recorders, radios, musical instruments and accessories, and rental and repair of musical instruments.
- (4) Toys and Games** includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, and online entertainment and games.
- (5) Recreational Vehicles & Fees** includes docking and landing fees for boats and planes, purchase and rental of RVs or boats, and camp fees.
- (6) Sports/Recreation/Exercise Equipment** includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.
- (7) Photo Equipment and Supplies** includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.
- (8) Reading** includes digital book readers, books, magazine and newspaper subscriptions, and single copies of magazines and newspapers..
- (9) Catered Affairs** includes expenses associated with live entertainment and rental of party supplies.
- (10) Snacks and Other Food at Home** includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fat, oil, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.
- (11) Mortgage Payment and Basics** includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent.
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- (16) Lawn and Garden** includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.
- (17) Housekeeping Supplies** includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery, giftwrap supplies, postage, and delivery services.
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July 17, 2015

APPENDIX D: SELECT PROJECT COST ESTIMATES

Preliminary Opinion of Probable Cost

CHAZEN ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING CO., D.P.C.

547 River Street, Troy, New York 12180
 Phone: (518) 273-0055 Fax: (518) 273-8391
 Web: www.chazencompanies.com



Dutchess County Office
 Phone: (845) 454-3980

North Country Office
 Phone: (518) 812-0513

Stillwater Towpath Trail (TCC #: 31400.15)

Date:

6/10/2014

| Description | QTY | Unit | Material & Labor Unit Price | Mat. & Labor Cost |
|--|--------|------|--------------------------------|----------------------|
| SITE PREPARATION | | | | |
| Stump and Brush Removal | 5.0 | Day | \$2,000.00 | \$10,000.00 |
| Tree Removal | 1 | LS | \$2,000.00 | \$2,000.00 |
| Erosion & Sediment Control | 1 | LS | \$1,000.00 | \$1,000.00 |
| Box-out trail path to receive stone material depth (dispose off site) | 725 | CY | \$7.00 | \$5,075.00 |
| Remove wood rail fencing at northern connection to Saratoga Trail (Deliver materials to Town of Saratoga) | 1 | LS | \$500.00 | \$500.00 |
| Total for Site Preparation | | | | \$18,575.00 |
| EARTHWORK | | | | |
| Topsoil for lawn areas at sides of trail (4" deep by 2 ft wide each side) | 12,000 | SF | \$0.50 | \$6,000.00 |
| Import and place fill for culvert crossing | 20 | CY | \$30.00 | \$600.00 |
| Import and place fill (areas where path requires widening) | 42 | CY | \$30.00 | \$1,260.00 |
| Total for Earthwork | | | | \$7,860.00 |
| SITE CONSTRUCTION - PAVEMENTS / HARDSCAPES | | | | |
| Pathway Network | | | | |
| 8 ft wide Crushed Stone Pathway (including subbase) | 23,120 | SF | \$2.25 | \$52,020.00 |
| Steel Edging for path | 5,740 | LF | \$8.50 | \$48,790.00 |
| Concrete Pad for Bench (1 location) | 60 | SF | \$8.00 | \$480.00 |
| Total for Site Construction - Pavements / Hardscapes | | | | \$101,290.00 |
| SITE CONSTRUCTION - AMENITIES | | | | |
| Interpretive Signage | 2 | EA | \$1,000.00 | \$2,000.00 |
| Benches | 1 | EA | \$800.00 | \$800.00 |
| Picnic Tables | 2 | EA | \$1,500.00 | \$3,000.00 |
| Total for Site Construction - Amenities | | | | \$5,800.00 |
| LANDSCAPING | | | | |
| Lawn Establishment - Hydroseed & Mulch Disturbed Areas | 12,000 | SF | \$0.18 | \$2,160.00 |
| Total for Landscaping | | | | \$2,160.00 |
| CONSTRUCTION TOTAL | | | | |
| Construction Total | | | | \$135,685.00 |
| PROJECT ADMINISTRATION | | | | |
| Project Administration (10% of Construction Total) | 1 | LS | \$13,568.50 | \$13,600.00 |
| PRE-DEVELOPMENT DESIGN AND PERMITTING (ENGINEERING, SURVEY, ETC.) | | | | |
| Topographic Survey | 1 | LS | \$7,000.00 | \$7,000.00 |
| Project Design (10% of Construction Total) | 1 | LS | \$13,568.50 | \$13,600.00 |
| Project Permitting (Phase 1A and 1B, SEQRA, Wetlands, SHPO, Short EAF (Phase 1A /1B, SEQRA, Wetlands, SHPO, Short EAF, Habitat Assess)) | 1 | LS | \$28,000.00 | \$28,000.00 |
| Soft Costs Total | | | | \$48,600.00 |
| TOTAL | | | | \$197,885.00 |

Appendix B: Saratoga Business Park Feasibility Study Update

* Modifications to the recommendations included in the 2017 Stillwater Business Park Feasibility Study Update were identified as part of the Comprehensive Plan Update planning process, including allowing for a broader range of uses in the district (refer to Section 3.1.3 of the Comprehensive Plan & DGEIS 2020 Update).

STILLWATER BUSINESS PARK

FEASIBILITY STUDY UPDATE

TOWN OF STILLWATER

SEPTEMBER 2017

STILLWATER TOWN BOARD

Edward Kinowski, Supervisor

Art Baker

Lisa Bruno

Ken Petronis

Ellen Vomacka

PROJECT CONSULTANT



CONTENTS

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| SITE LOCATION & CHARACTERISTICS | 5 |
| INFRASTRUCTURE & UTILITIES | 15 |
| BUILDOUT & PUBLIC BENEFITS | 21 |
| SITE DEVELOPMENT PROCESS | 25 |

An aerial photograph of a landscape, likely a rural or semi-rural area. The image shows a large, dark, irregularly shaped lake in the upper left quadrant. To the right of the lake, there is a large, light-colored, irregularly shaped area that appears to be a field or a clearing. The landscape is divided into various patches of different shades of blue and white, suggesting different types of vegetation or land use. A network of thin, light-colored lines, possibly roads or paths, crisscrosses the landscape. In the lower right quadrant, there is a large, light-colored, rectangular area that appears to be a field or a clearing. The overall image has a blue tint, giving it a monochromatic appearance.

INTRODUCTION

INTRODUCTION

In 2010, the Town of Stillwater first evaluated the development of a Business Park that would support the region's rapidly growing industries, including the technology, light manufacturing, and warehousing sectors. The Town identified an area along Route 67 because of its proximity to Interstate 87 (via the newly constructed Round Lake Road bypass) and Luther Forest Technology Campus (LFTC), the home of GlobalFoundries research and semiconductor manufacturing facility.

At the time, the proposed Business Park included seven (7) parcels, totaling approximately 980 acres of land. Since 2010, the Town has advanced the development of the Business Park by adopting new zoning (i.e., Route 67 West Business District) and expanding critical infrastructure, including water services, that now encompasses nearly 1,400 acres.

Because the Route 67 West Business District now encompasses a larger area, this update examines the increased development potential and related economic development opportunities. For the purposes of this update, 'Business Park' and 'Route 67 West Business District' are used synonymously. Finally, this update is intended to identify additional steps the Town and its economic development

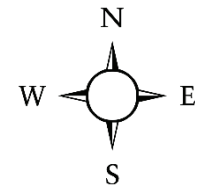
partners can take to further advance the growth of the Business Park.

Summary of Findings

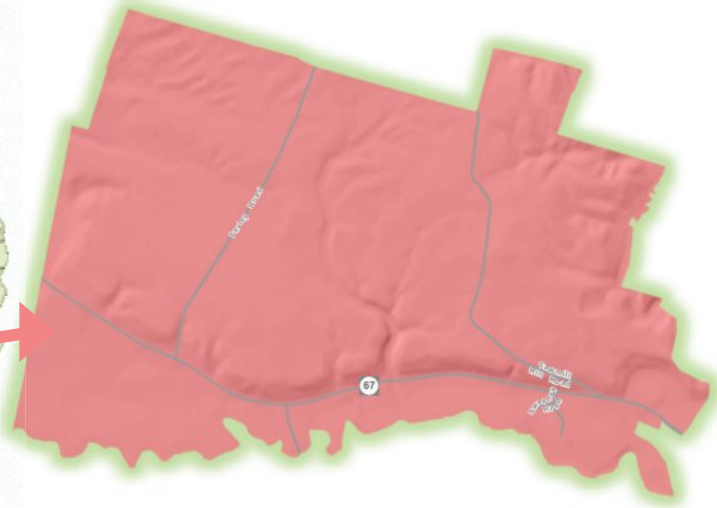
The following summary is based on the full buildout of the business park and highlights the major findings of this update. More detailed information, including how these figures were arrived at, are included within the report.

- Development Potential: 14 million square feet
- Potential Construction Jobs: 7,000
- Potential Employees: 21,850
- Potential Annual Wages: \$850 million annual wages
- Total Acres: 1,400 with 840 acres of developable land
- Undeveloped Land: 90% of land is vacant or has limited development
- New Roadway Infrastructure: 6.25 miles
- New Water Infrastructure: 6 miles of watermain
- Water Capacity: 1.4 million gallons per day (MGD)
- Electric Capacity: Proximity to 35kv and 115kv transmission lines
- Distribution: Proximity to multimodal railyard

TOWN OF STILLWATER: BUSINESS PARK



Stillwater Business Park



 Pan Am Southern Railroad

 Albany International Airport

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SITE LOCATION & CHARACTERISTICS



SITE LOCATION & CHARACTERISTICS

Located within the Town of Stillwater, the proposed Business Park now encompasses nearly 1,400 acres, making it one of the largest economic development opportunities within the region. Originally contemplated at 980 acres, the expanded area includes the area between NYS Route 67 and the Town's southern municipal boundary with Halfmoon. In 2010, when selecting the appropriate location of the Business Park, the Town of Stillwater took into consideration the availability of developable land as well as proximity to NYS Route 67 (an important east-west corridor), Interstate 87, Luther Forest Technology Campus (LFTC) (home of GlobalFoundries), and Pan Am Southern multimodal rail

terminal. The Business Park is also in proximity to the Hudson River and the NYS Canal System.

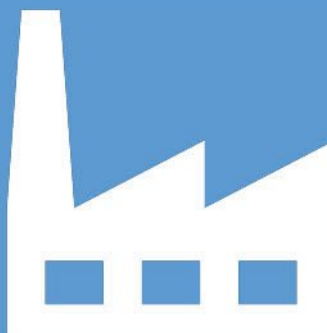
The Business Park is bounded to the west and south by the Town's municipal boundaries with Malta and Halfmoon, and to its north and east the Mechanicville Reservoir and George Thompson Road (see Site Location map located at the end of this section).

Land Use & Zoning

The Town established the Route 67 West Business District with the intent of providing a land use scheme that would advance the development of the Business Park. According to Stillwater Zoning Local

1,400 ACRE

Business Park is now zoned Route 67 West Business District, which allows for economic development uses, including research and development, warehousing, and industrial manufacture and processing



90%

of the land area within the Business Park is vacant or has limited use or development.

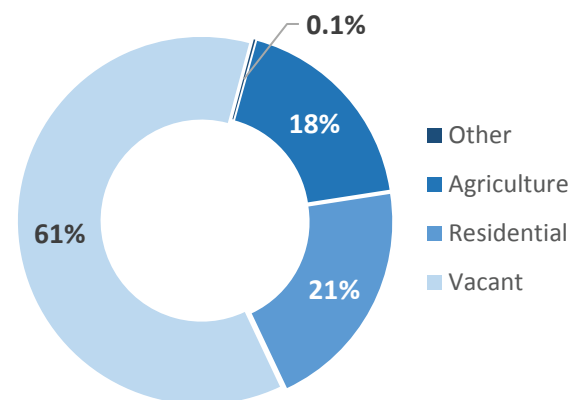
Law, the purpose of the Route 67 West Business District is to, “provide opportunity for commercial, light industrial and mixed-use development along western portions of Route 67 where adequate land use and infrastructure exist and development is complementary to the Town's economic development interests.”

To ensure quality development, many uses are allowed with a Special Use Permit. This includes research and development, warehousing, and light- and heavy-industrial manufacture and processing. With one (1) to three (3) acres minimum lot sizes (depending on the availability of water and sewer services), 50-foot maximum building heights, and permissible lot coverage up to 40 percent, the development potential within the Route 67 West Business District is significant. A complete list of permitted uses and bulk area requirements is included at the end of this section.

A small (175 acres), northeast portion of the Business Park is within the Plum Brook Watershed Protection Overlay District. The intent of the district is to protect the water resources associated with the Mechanicville Reservoir by prohibiting a number of activities that are primarily related to waste disposal and hazardous material storage and transmission (e.g., pipelines, storage tanks, etc.).

With respect to land use, there are 54 parcels within the Business Park. Twenty-nine (29) parcels (approximately 1,260 acres or 90 percent of the land area) are vacant or have limited use or development. Among the remaining parcels, seven (7) have additional development potential given the relatively small amount of existing development (e.g., single residence on a large parcel, etc.). The chart below provides a breakdown of the Business Park's existing land uses (by acres). The Land Use figure located at the end of this section identifies their location.

Business Park Land Use



Environmental Conditions

Topography

Given its geographical extent, there are a number of environmental resources that should be taken into consideration within the Business Park. The area can be described as a plateau with steep slopes



Typical topography and land cover within the Business Park (courtesy of Gooogle.com)

paralleling portions of NYS Route 67 and Plum Brook. However, since most of the area was once farmland, its topography is favorable for development. According to USGS data sources, less than 10 percent of the area exceeds 20 percent slopes, approximately 10 percent is between 15 and 20 percent slopes, and over 80 percent is below 10 percent slopes (see Site Topography map located at the end of this section).

Land Cover

The Business Park's existing land cover is conducive to development as well. According to USGS data sources, approximately 36 percent of the land area is

active or abandoned farmland, 33 percent of the land area is forested, and 7 percent is a mix of managed open space (e.g., lawns, grasslands, etc.) and low density residential development. The balance of area is a mix of wetland related resources.

Water Resources

According to NYSDEC and USFWS data, there are approximately 158 acres of NYS regulated wetlands and 178 acres of National Wetland Inventory (NWI) wetlands, respectively. However, it is important to note that approximately 48 percent of these wetland resources overlap with one another (see Water Resources figure at the end of this section) and that NWI mapping is not regulatory, but rather a useful tool for identifying where wetlands may exist. Furthermore, a majority of these wetland resources are along the Anthony Kill, which constitutes the Town's southern municipal boundary with Halfmoon. The eastern boundary of the proposed Park is generally defined by Plum Brook, which joins the Anthony Kill near the intersection of Route 67 and George Thompson Road, opposite the southeastern corner of the selected sites. The 2,858-acre Plum Brook

watershed includes the Mechanicville Reservoir, which provides water for the City of Mechanicville and to portions of the Town of Stillwater. Plum Brook and its tributaries are designated by the NYSDEC as class A and A(t) waters. The Anthony Kill is a class C(t) waterbody.

Habitat

According to NYSDEC Environmental Assessment Form (EAF) Mapper, there are no known plants or animals that are listed as rare, or as a species of special concern present within the Business Park. Previous correspondence with the NYSDEC Natural Heritage Program have confirmed this as well. However, future development projects will need to verify this information since the NYSDEC's database is continually growing and some sites may require comprehensive field surveys for a more definitive answer.

The USFWS online database notes that there is one (1) threatened (Northern Long-eared Bat) and one (1) endangered species (Karner Blue Butterfly) located within Saratoga County. There are also 16 migratory birds protected under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. However, in

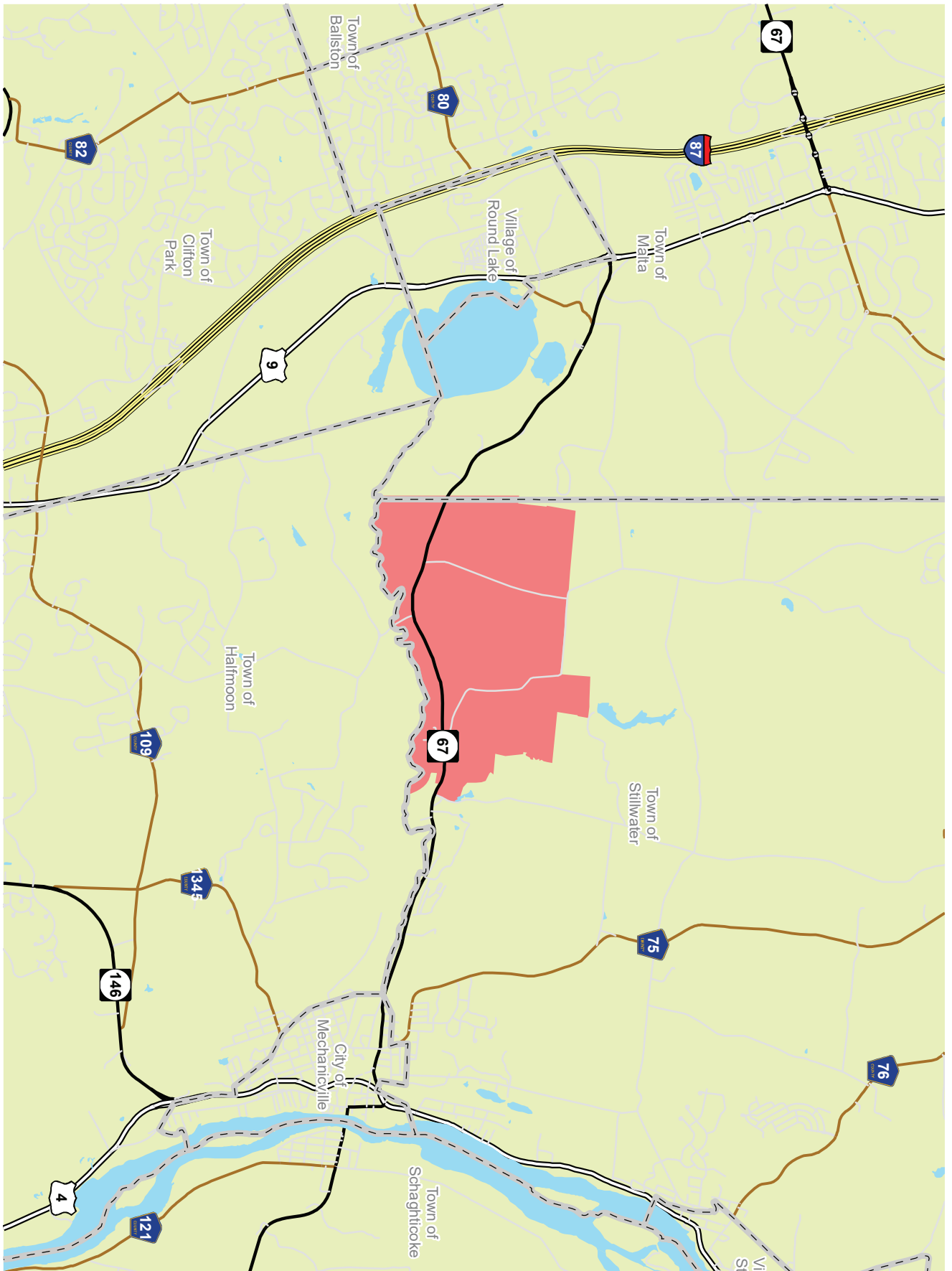
the absence of site-specific field investigations, the presence of these species is undetermined.



A glimpse of the Plumb Brook and the Mechanicville Reservoir along Elmore Robinson Road, north of the Business Park (courtesy of Google.com)

Historic & Cultural Resources

Based on a review of NYSOPRHP Cultural Resources Information System (CRIS), the western portion of the proposed Park is within the perimeter of an archeologically sensitive area. However, according to CRIS, no locations are listed on the State and National Register of Historic Places. That said, typical of many development projects, appropriate consultation is likely necessary.

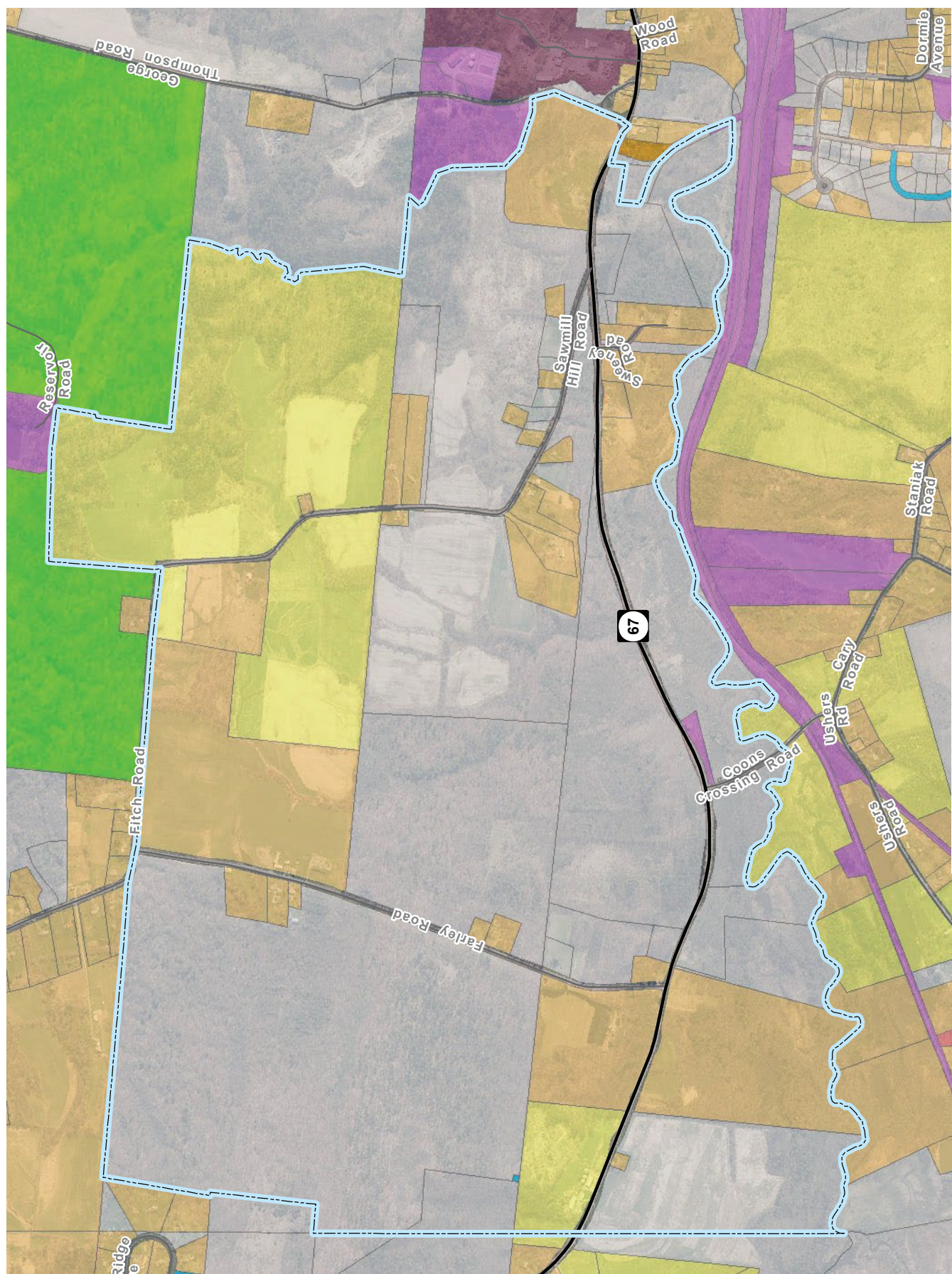


Stillwater Business Park - Feasibility Study Update

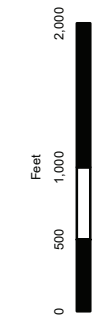
Site Location

Town of Stillwater - Saratoga County, New York

Route 67 West District Boundary
Tax Parcels



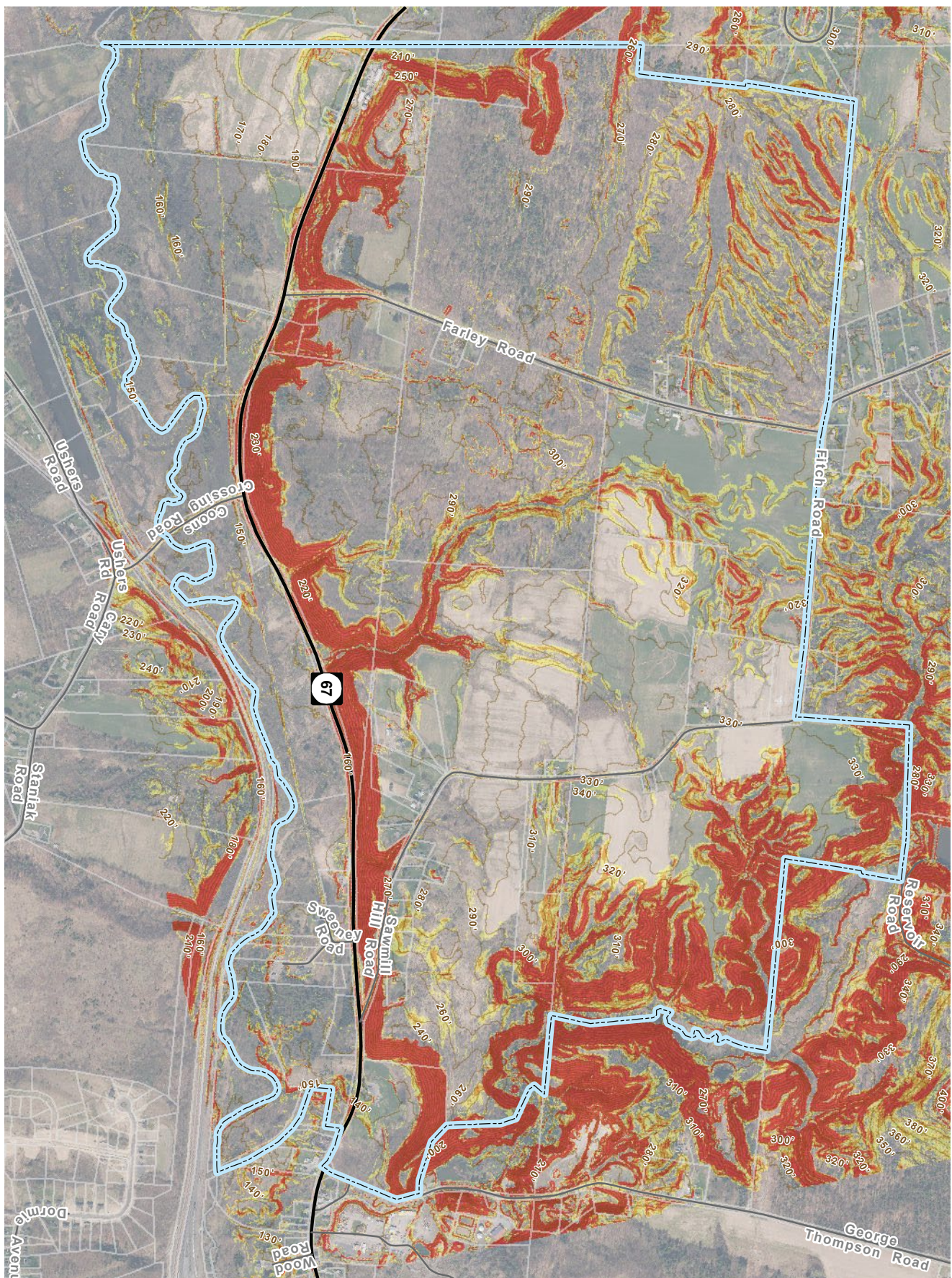
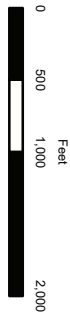
- Route 67 West District Boundary
- Agricultural
- Residential
- Apartments
- Commercial
- Industrial
- Community Services
- Public Services
- Private Forest
- Vacant



Town of Stillwater - Saratoga County, New York

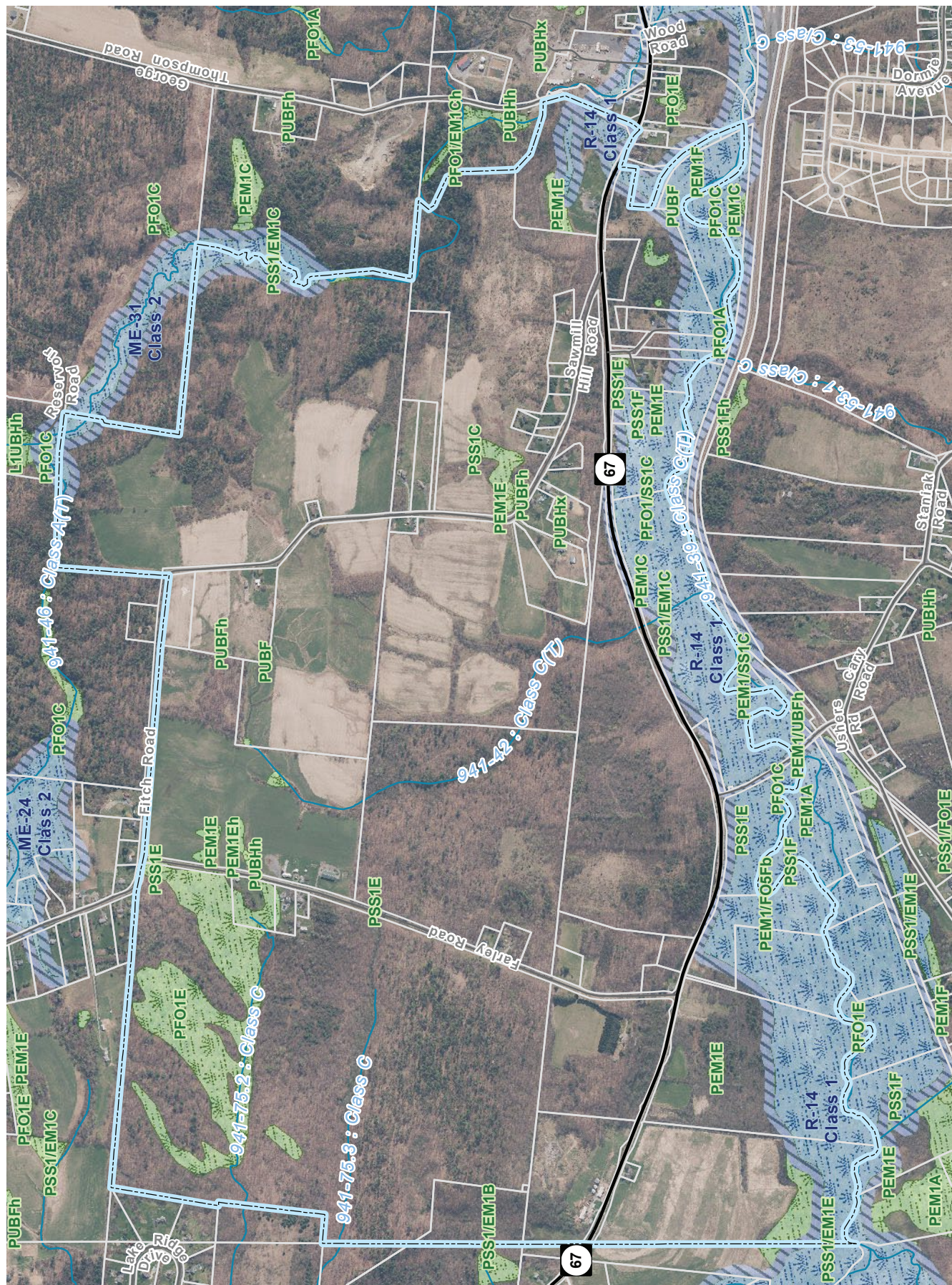
Land Use

- Route 67 West District Boundary
- Tax Parcels
- 10-ft Contours
- 0 - 10% Slopes
- > 10 - 15%
- < 15 - 20%
- > 20% Slopes



Stillwater Business Park - Feasibility Study Update

Topography



-  Route 67 West District Boundary
-  USFWS NWI Wetlands
-  DEC Wetlands
-  DEC Regulated Streams
-  DEC 100' Wetland Buffer
-  Tax Parcels

Stillwater Business Park - Feasibility Study Update

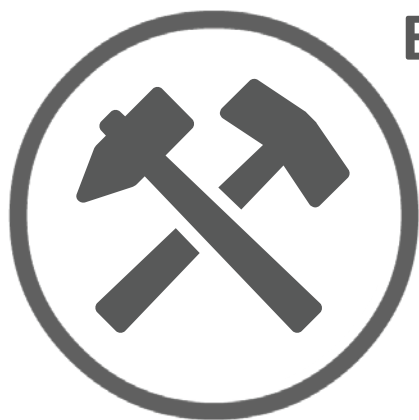
Water Resources

Town of Stillwater - Saratoga County, New York

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INFRASTRUCTURE & UTILITIES



EXISTING INFRASTRUCTURE & UTILITIES

In an effort to advance the development of the Business Park, the Town of Stillwater has been improving and expanding the existing infrastructure and utilities that serve the area. This includes improved roadways and associated stormwater management, new municipal water services, and improve electric utilities. The following provides a brief overview of the existing conditions and improvements.

Roadway Infrastructure

The Business Park is located just over four miles from Interstate 87's Exit 11, with access to Route 67 via Farley and Sawmill Hill Road. From the north, it can be accessed along Cold Springs and Fitch

roads. It is important to note that Cold Springs Road serves as one of the access points for Luther Forest Technology Campus (LFTC). Furthermore, Cold Springs Road, along with nearby Fitch, Farley, and Elmore Robbins roads (totaling 6.25 miles), have seen significant investment since the 2010 study. Improvements included full depth reconstruction, road widening, culvert and bridge replacements, signage and guiderails, and stormwater controls. NYS has also made significant improvements to Route 67, increasing its functional classification from Major Collector to Minor Arterial, which allows for faster travel speeds and heavier truck traffic.

6.25 MILES

of new roadway have been reconstructed to support the Business Park and nearby LFTC. This includes Cold Springs, Fitch, Farley, and Elmore Robbins roads. NYS has also improved NYS Route 67



1.4 MGD

of water may be available to the Business Park. This water is made available through new watermain installed by the Town of Stillwater

Ultimately, the Business Park's roadway network allows for immediate access to Interstate 87 (via Round Lake Road Bypass), LFTC, and Pan Am Southern's multimodal railyard.



Reconstructed Elmore Robinson Road directly north of the Business Park (courtesy of Google.com)

Water Services

Since 2010, the Town of Stillwater has worked diligently to expand water services within the Business Park. To date, the Town has installed six (6) miles of 12 to 16-inch watermain along Cold Springs, Fitch, Farley, and George Thompson roads. Drawing water from Saratoga County Water Authority's (SCWA) water tank on Cordero Boulevard, the approximate capacity of these waterlines is 1.4 million gallons per day (MGD). However, it is important to note these lines provide service to southeast portions of the community and some of this

capacity is committed to this area and its future growth (see Buildout Potential section below for additional estimated water capacity information). The Town is now currently considering the creation of a water district along Route 67 to support future development of the Business Park. Additional improvements may be required to address individual user needs.

Sewer Services

The Town continues to explore ways to extend sewer services to the Business Park. Currently, a 30-inch gravity sewer line is located along Farley Road adjacent to the park. GlobalFoundries may use this line as part of Fab 8.2, which would impact use of the line by the Business Park. This sewer line continues along Route 67, ultimately connecting with the Mechanicville sewage treatment plant (Saratoga County Sewer District #1). A second gravity sewer system along Sawmill Hill Road may be required; alternatively, a force main and pump station(s) could be installed. In both instances, a more detailed layout and analysis will be needed to identify the preferred alternative as well the long-term capacity of Mechanicville sewage treatment plant.

Stormwater Management

Stormwater management for the individual parcels with the Business Park can be managed on-site or on separate parcels dedicated to stormwater management and owned and maintained by a separate entity. Stormwater would be managed using detention basins designed to remove pollutants and attenuate runoff to predevelopment flow rates in accordance with current Town and NYSDEC standards. Stormwater management practices along any new roadways may include structures, pipes, ditches, and swales within the right-of-way that conveys to drainage basins.

Gas & Electric Utilities

Electric and natural gas services are provided by New York State Electric & Gas (NYSEG). Surrounding communities are serviced by National Grid. New electric utilities were installed along Cold Springs, Fitch, Farley, and

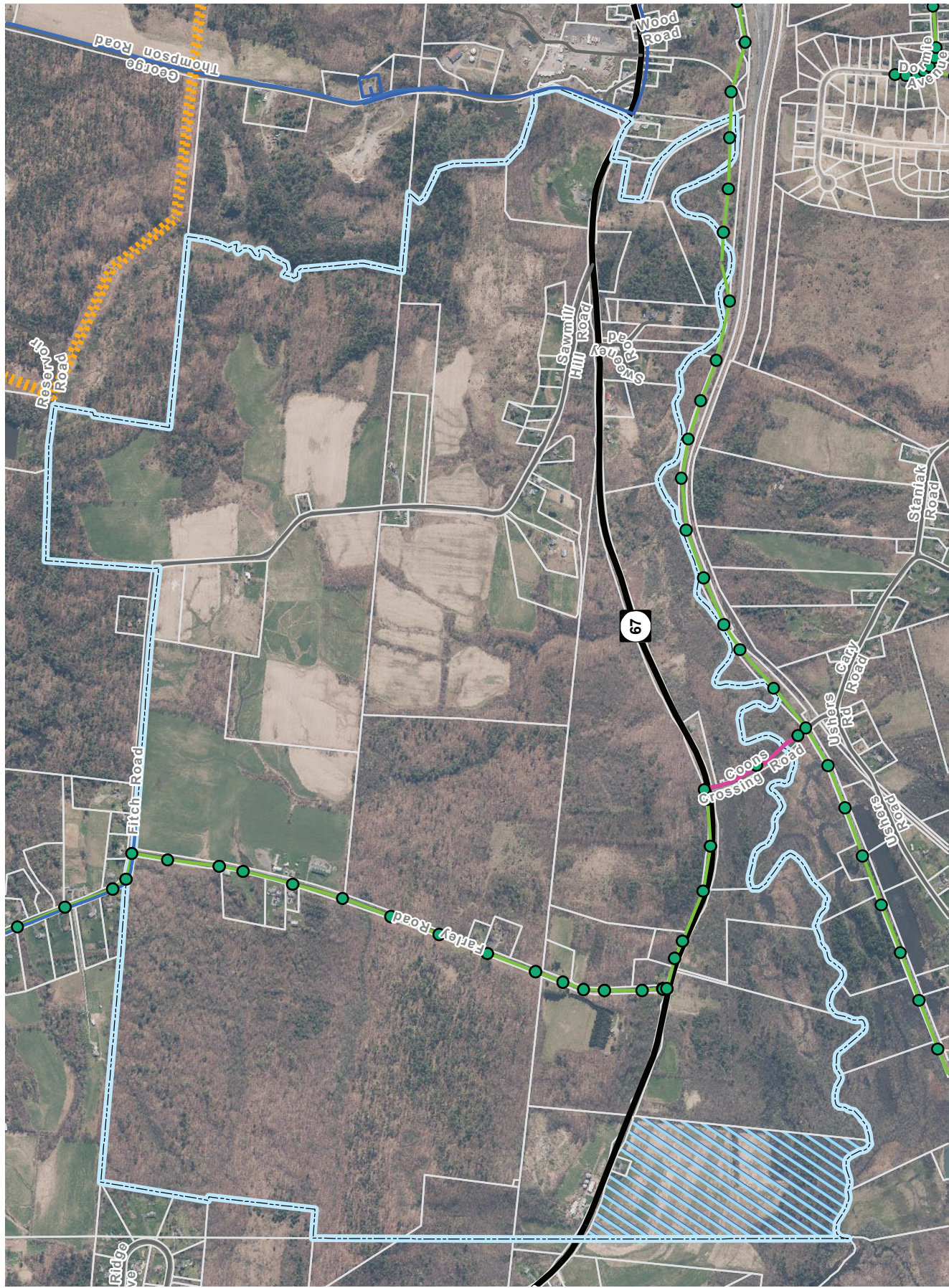










Transmission lines near LFTC

George Thompson roads during their reconstruction. According to NYSEG, there is a 35kV system along Route 67 between Farley Road and Coons Crossing Road which has a current excess capacity of three (3) MVA. Additionally, a 115kV line that provides power to LFTC was installed north of the Business Park. LFTC (including GlobalFoundries) uses a portion of the power, potential excess capacity may be available to the Business Park. However, a more detailed analysis of this system is needed to determine how much capacity could be available and what are the necessary approvals.

NYSEG also provides natural gas service to the Town of Stillwater. National Grid provides gas service to the surrounding communities and recently extended gas service along Route 67 in the Town of Malta. An additional 1,300 feet of new main is needed to reach Farley Road within the Business Park. In addition,

according to real property data a portion of LFTC neighborhoods along the northern end of Cold Springs Road (near the intersection of County Route 76), the City of Mechanicville, and northeast portions of Halfmoon (including Pan Am Southern) have natural gas service that could possibly be extended to service the area.



-  Route 67 West District Boundary
-  SCSD Manholes
-  SCSD Force Main
-  SCSD Gravity Main
-  Water Lines
-  Overhead Electric
-  State Highway
-  Local Roads
-  Tax Parcels
-  Water District



Stillwater Business Park - Feasibility Study Update

Infrastructure

Town of Stillwater - Saratoga County, New York



BUILDOUT & PUBLIC BENEFITS



BUILDOUT & PUBLIC BENEFITS

The 2010 study evaluated the development of seven (7) parcels and 490 buildable acres. In the absence of supporting zoning that would allow for the Business Park, the 2010 evaluation assumed certain lot size and coverage standards. Since that time, the Town of Stillwater has adopted zoning standards and expanded the footprint of the Business Park. Today, the Town's Route 67 West Business District encompasses 54 parcels and nearly 815 buildable acres.

Buildout Analysis

Given the increase in size and number of parcels, this update used a Geographic Information System (GIS) buildout analysis

technique to identify the development potential within the Business Park.

A GIS buildout analysis provides an estimate of the overall development potential given a set of assumptions and constraints. It considers existing parcel configurations, development patterns, local regulations such as minimum lot size requirements, and features that often inhibit development due to related costs or construction difficulties (steep slopes, shallow soils, wetlands, access related issues, etc.) regardless of their regulatory status.

According to the GIS analysis, over 14 million square feet of development (a 60 percent increase

14 MILLION

Square feet of potential development within the Business Park. This figure is based on a GIS buildout analysis and takes into consideration existing regulatory and environmental conditions.



21,850+

potential fulltime jobs and \$850 million in wages could be realized at full buildout of the Business Park and could create 7,000 construction jobs.

In development potential) could be achieved at maximum buildout. This assumes 40 percent lot coverage with 2:1 parking ratios. The buildout assumes a variety of lot sizes and roadway configuration that complements the area's topography and natural resources. Finally, it is assumed that the buildout will be a mix professional office, light industrial, and warehousing.

It is important to consider the potential demand on municipal services that may result from the buildout of the Business Park, particularly when it comes to sewer and water capacity. As previously noted, that Town is working diligently to expand these services, and future development will certainly help drive this effort.

Assuming a mix of professional office, light industrial, and warehousing, future water and wastewater demands could reach 1.11 and 1.23 MGD, respectively.¹ These figures are based on NYS design standards and Saratoga County Water District figures. As previously noted, there is existing water and sewer capacity (at the wastewater treatment plant) to meet these estimated demands. However, it is important to note that a more detailed analysis is necessary to support future

development. This is particularly true regarding uses with high water demands.

Public Benefits

Estimated employment and wages were calculated for the Business Park. To calculate the number of construction related jobs, total building costs were first estimated. Assuming the following:

- 700,000 square feet of office space at \$175 per square foot of construction,
- 6.65 million square feet of light industrial at \$150 per square foot of construction, and
- 6.65 million square feet of warehousing at \$120 per square foot of construction.

Approximately \$1.5 billion in construction is estimated.¹ Based on industry standards, this results in approximately 7,000 construction jobs. Furthermore, based on the abovementioned uses and the respective amount of development, it is estimated that approximately 21,850 fulltime equivalent jobs could be realized, with total annual wages of \$850 million.

¹ This assume a limited amount of professional office (0.5 percent), with the balance being a 50 percent mix of light industrial and warehousing. Water demands assume 0.1 gallons per square foot per

office, 0.15 for light industrial (allowing for nearly 0.4 MGD for production), and .025 for warehousing. A 10 percent reduction was applied for wastewater.

Given the scale of the facilities envisioned at the Business Park and the high variability in prospective uses, there may be fewer total jobs. Assuming a 40 percent reduction factor, a more conservative fulltime equivalent jobs estimate is approximately 13,000. That said, many indirect jobs would also be generated to support such growth in employment. This includes jobs throughout the retail and service sectors.

POTENTIAL NEW JOBS

7,000 
Construction Jobs

21,850 
New Fulltime Employment

There are significant recreational and quality of life benefits that could be achieved; similar to Luther Forest Technology Campus (LFTC), the Business Park could incorporate recreational resources, including parklands and a trail network that links with Saratoga County's Zim Smith and LFTC trails. Furthermore, thoughtfully designed stormwater management features, particularly green infrastructure practices (bioretention basins, vegetative swales, etc.), landscaping, and preservation of open space resources (wetlands, forest land covers, etc.), could result in a conservation-based development that offers natural habitat.

A blue-tinted photograph of a construction site. In the foreground, a surveyor's hands are visible adjusting a theodolite mounted on a tripod. The surveyor is wearing a white hard hat and a dark jacket. In the background, a construction worker in a white hard hat and safety vest is working on a structure. The overall scene is hazy and blue-toned.

SITE DEVELOPMENT PROCESS



SITE DEVELOPMENT PROCESS & NEXT STEPS

The Town of Stillwater has successfully advanced several aspects of the Business Park, including adopting new zoning and building new infrastructure. Further development will require additional actions to make full buildout a reality. The following are action items that the Town, along with its economic development partners, should consider as they move forward.

Implementation Strategy & Considerations

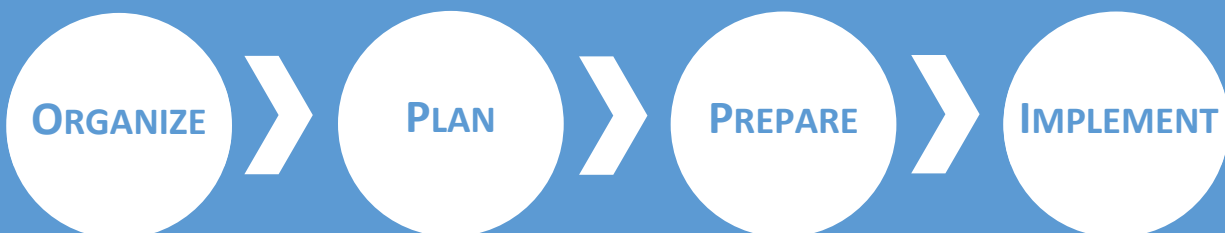
The purpose of the following recommendations is to guide the Town in the development of the Business Park. This includes a number of policy,

programmatic, and physical initiatives that are intended to encourage private investment in the Business Park.

1. Develop Organizational Strategy & Secure Site Control

As noted in the Saratoga County Economic Development Strategic Plan, it is important to have a, “supply of sites and buildings to accommodate growth in the target industry clusters.” It continues, “with the help of local governmental officials, brokers, and land owners, assemble an inventory of available sites and buildings.” In absence of available sites, the Strategic Plan recommends that the County and local officials work with landowners, developers, and local

NEXT STEPS...



planners to develop such an inventory.

Therefore, it is important for the Town to develop an organizational strategy to manage the development of the Business Park and obtain site control of properties. This will require, first and foremost, working with willing landowners. In the past, several large property owners within the Business Park have shown interest in participating in the initiative, which (in part) is what inspired the development of the Route 67 West Business District.

Property acquisition and initial development of the Business Park will require long-term commitment from knowledgeable members of community. The Town should consider appointing a leadership committee that can help catalog preferred sites, perform due diligence, and conduct outreach with property owners. The committee could also help with the property acquisition process by helping to identify and secure funding support and incentives and assist with select tasks (e.g., project management, reporting and documentation, etc.).

The Town, along with the leadership committee, should continue to explore additional incentives to encourage one-on-one property transactions and private investment within the Business Park. This may include financial (payment in lieu of

tax agreements, funding assistance, etc.), procedural (expedited reviews and approvals), or physical (provision of new infrastructure) incentives. By gaining site control, the Town would be in a better position to invest in site improvements, market opportunities, negotiate incentives, and offer attractive lease or sale prices.

In a region that has a significant amount of development opportunities and competing business parks, there is a need to differentiate Stillwater's efforts. The Saratoga County Economic Development Strategic Plan offers the following recommendations that the Town should consider:

- Allow for a diversity of tenants
- Efficient and responsive management
- Dedicated marketing, promotion, and networking efforts
- Ability to adapt to different business needs

Given the necessary commitment of time and resources, coupled with the associated complexities of developing and managing a business park, the Town should seek strategic partnerships and collaborate with select businesses to assist with the development of the Business Park. The Saratoga County Prosperity Partnership (SCPP) can help the

Town explore and develop partnership opportunities that will help facilitate private investments.

2. Continue Infrastructure Improvements & Site Preparation Efforts

The original Stillwater Business Park Feasibility Study identified approximately \$7.8 million in onsite, shovel ready infrastructure costs. This includes the development of roads, water, sewage, drainage, stormwater management, as well as predevelopment and design related costs. Given the increase in land area, as well as inflation, the total cost for onsite improvements is estimated at approximately \$12.9 million. In addition, various offsite improvements are required; this includes additional water and sewer facilities and the remaining roadway improvements.

Moving forward, the Town should develop a more detailed infrastructure plan that includes an expanded sewer and water service strategy, cost estimates, and implementation strategy that provides a recommended funding strategy. As the Town obtains site control, it should also advance more detailed

plans for onsite improvements. Much of this effort could be incorporated into a Generic Environmental Impact Statement (GEIS) for the Business Park (see related recommendation below).

3. Prepare a Generic Environmental Impact Statement for the Business Park

Preliminary engineering, permitting, and approval related development costs, or “soft costs,” can be significant to a developer. The environmental review and approval process can be complicated, lengthy, and an impediment to site selection decisions. Given the scope and scale of the Business Park, the environmental review and approval process could be considerable in time and costs. As a means of encouraging and enticing development the Town could develop a site-specific Generic Environmental Impact Statement (GEIS) that evaluates the potential environmental impacts as identified in a conceptual redevelopment plan. By preparing a GEIS, the potential impacts and appropriate mitigation measures can be identified upfront, and the cost of these measures and can be equitability

distributed to future tenants. This mechanism was successfully used for the development of the Luther Forest Technology Campus (LFTC).

4. Identify & Pursue Funding Opportunities

Given the considerable cost associated with developing the Business Park, the Town should explore multiple funding programs. This may include direct funding for municipal led projects or partnering with businesses to support their

endeavors. The NYS Consolidated Funding Application (CFA) offers several possible programs that the Town and their potential business partners should consider. This includes Regional Economic Development Councils (REDC) Priority Projects, Empire State Development (ESD) grants for development and planning (as well as tax credits), and Environmental Facilities Corporation Green Innovation Grant Programs for water quality improvements and green infrastructure.



Appendix C: Stillwater – Saratoga Lake/Route 9P WRP

TOWN OF STILLWATER

Saratoga Lake Waterfront Revitalization Plan

WHERE LAKE, LIFE & COMMUNITY MEET

PREPARED BY:
THE CHAZEN COMPANIES
JUNE 2019



Department
of State

THIS DOCUMENT WAS PREPARED FOR THE NEW YORK STATE
DEPARTMENT OF STATE WITH THE FUNDS PROVIDED UNDER
TITLE 11 OF THE ENVIRONMENTAL PROTECTION FUND

ACKNOWLEDGMENTS

The Stillwater Saratoga Lake Waterfront Revitalization Plan Advisory Committee would like to thank the many citizens of the Town for contributing their ideas toward the creation of this plan and for their commitment to improving their community.

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SPECIAL THANKS

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- B: EXISTING CONDITIONS ANALYSIS & MAPS
- C: STORMWATER MANAGEMENT PLAN
- D: SELECT PROJECT CONCEPTS & COST ESTIMATES

INTRODUCTION



WHAT IS THE STILLWATER SARATOGA LAKE/ ROUTE 9P PLAN?

The New York State Department of State (DOS) Local Waterfront Revitalization Program (LWRP), funded under Title 11 of the Environmental Protection Fund (EPF), provides matching grants on a competitive basis to eligible villages, towns, cities, and counties located along New York's coasts or designated inland waterways for planning, design, and construction projects to revitalize communities and waterfronts, and restore and protect waterfront environmental resources. This program helps communities breathe new life into their waterfront and underused assets in ways that ensure successful and sustainable revitalization.

The Town of Stillwater Saratoga Lake Waterfront Revitalization Plan was funded by a DOS EPF LWRP grant to facilitate Stillwater's preparation of this Waterfront Revitalization Plan to inventory existing conditions, identify challenges and opportunities, set goals, and recommend policies and programs to achieve those goals.

Previously, the Town and Village of Stillwater utilized DOS EPF LWRP funding to create the "Hudson River Waterfront Revitalization Plan," which was completed in 2017. It resulted in zoning updates, multi-use trail construction, and other community projects. Buoyed by the successes of the Hudson River LWRP, the Town of Stillwater directed their attention to their next largest body of water, Saratoga Lake, in 2017.

WHY DEVELOP A WATERFRONT PLAN FOR SARATOGA LAKE?

Saratoga Lake has always been a vital asset to the community. Seventeen percent of the Town's population lives in the Study Area along the shores of Saratoga Lake, but the land area accounts for just nine percent of the entire Town (see following page for a map of the Study Area). The Stillwater Saratoga Lake/ Route 9P Study Area is bounded to the north by the Town of Saratoga, to the south by the Town of Malta, to the west by Saratoga Lake, and to the east by less developed rural agricultural lands of Stillwater. New York State Route 9P traverses the east shore of Saratoga Lake and is the primary transportation route in the Study Area.

Increasing development pressure in the Study Area has made planning for the area's future a priority. Seventy percent of all residential growth in Stillwater between 2000 and 2010 occurred in the Study Area, prompting municipal leaders and residents to explore ways to strike a balance between economic growth and the protection of water quality and community character.

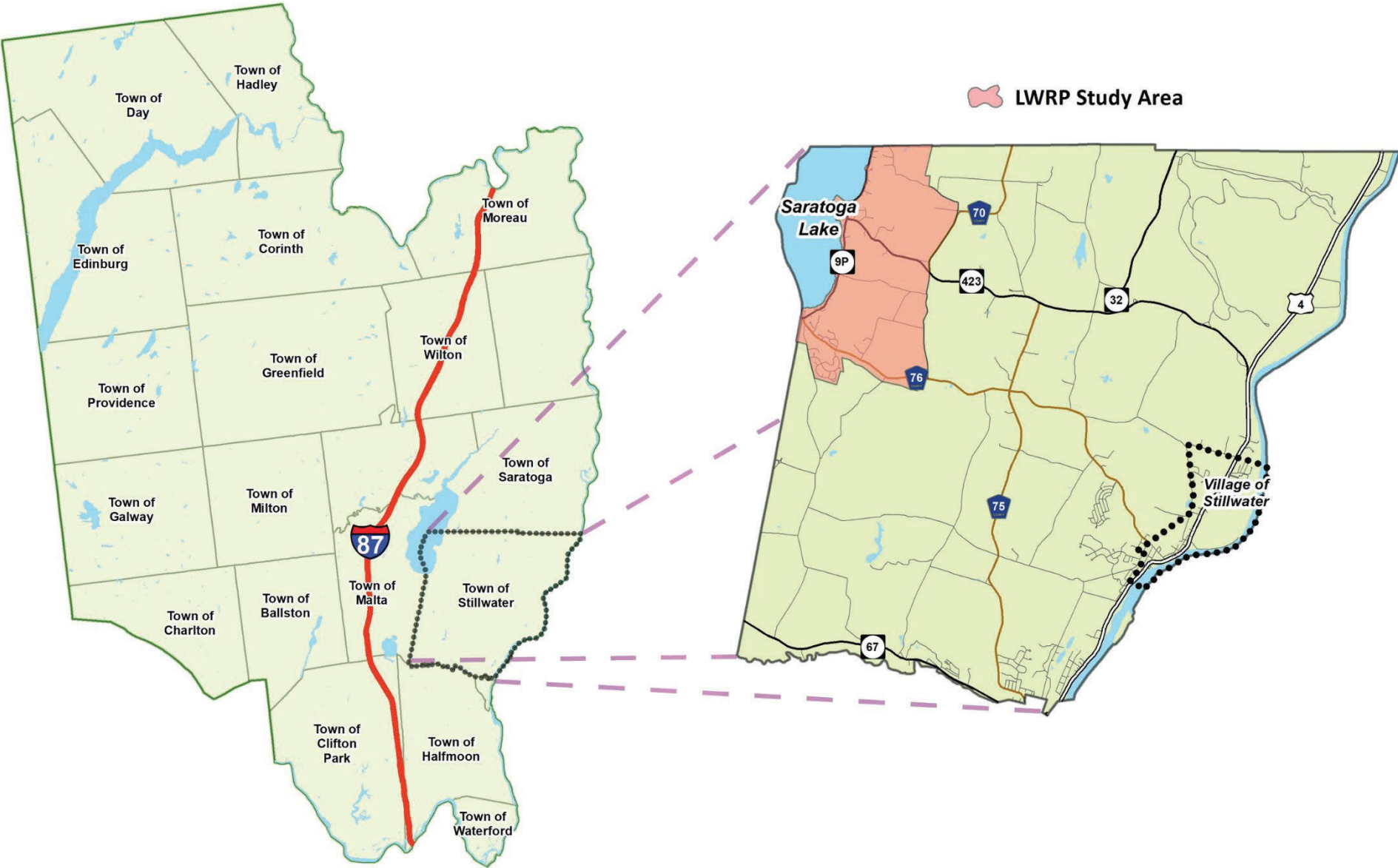
The "Saratoga Lake & Route 9P Plan" outlines a series of policy, programmatic, and place-making recommendations that are intended to address issues of economic development, land use policy, quality of life, transportation, infrastructure, and water quality. The plan also provides a framework for

Stillwater to pursue funding, budget wisely, and implement these projects.

This plan enhances the Town's ongoing Comprehensive Plan update by providing a detailed analysis of existing conditions, increased public engagement, and site-specific strategies for the Saratoga Lake area of Stillwater.

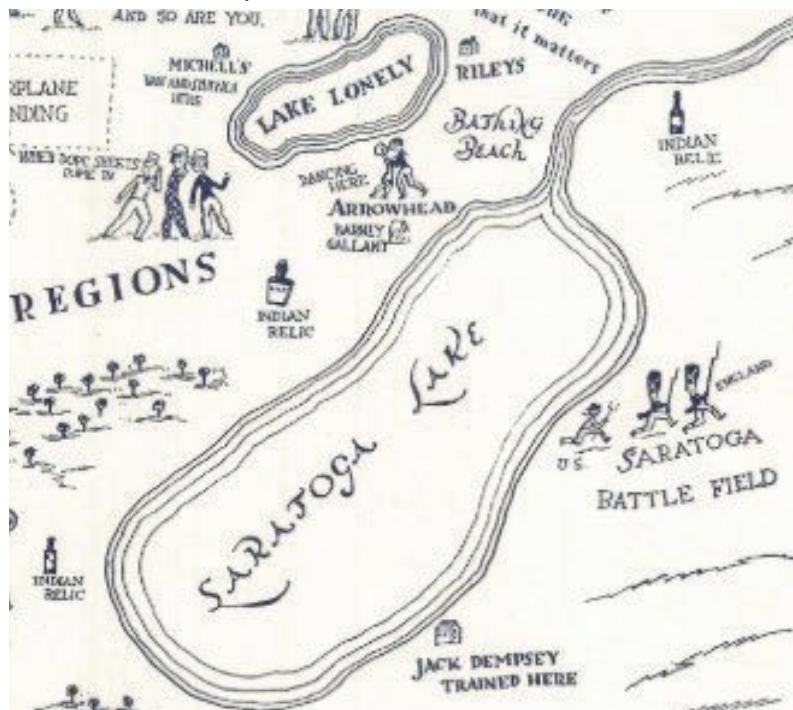
DRAFT

Saratoga County



COMMUNITY BACKGROUND & HISTORICAL CONTEXT

Saratoga Lake and its shoreline served as a meeting place, a fishing destination, and hunting grounds for native Mohawk Indians long before European colonists started visiting the area. For as long as Americans have been visiting for recreation and relaxation they have been coming to Saratoga Lake. Records of leisure travelers visiting Saratoga Lake date back hundreds of years.



A John Held Tourist Map circa 1926

Initially a seasonal destination for vacationers, gamblers, and visitors to the area's mineral springs, Saratoga Lake has transformed from a part-time retreat to a full-time residential area. Over the past six decades, much of the previously quiet agricultural land between the cities of Albany and Glens Falls has transformed into suburban enclaves and bedroom communities for commuters and Stillwater is experiencing the same regional trends. Billions of dollars of public and private investments in the microchip fabrication facility along the western border of Stillwater has further spurred the transformation of previously idyllic farmland into single family housing and industrial sites. As more people discover the remarkable beauty of Saratoga Lake, property near the waterfront is experiencing unprecedented development pressure.

THE LAKE

Saratoga Lake covers 6.3 square miles and holds 33 billion gallons of water. Compared to Lake George (at 44 square miles and 555 billion gallons of water), Saratoga Lake is relatively small. Despite being smaller in volume and surface area than Lake George, Saratoga Lake has a similarly sized drainage basin- meaning that there is a greater amount of land contributing run-off into the lake. Saratoga Lake's large drainage basin presents a serious challenge to water quality, with twelve different municipalities controlling the land that drains into the lake. This plan is the first municipally driven effort to establish policies and land use regulations to protect

Saratoga Lake. This study represents the bold first steps by a municipality to take responsibility for protecting the shared resource that is Saratoga Lake. Not-for-profit groups like the Saratoga Lake Association (SLA) and the Saratoga Lake Protection and Improvement District (SLPID) have taken up the charge of protecting Saratoga Lake's water quality, but additional municipal and community support is necessary to stabilize and improve the lake's water quality.



The iconic land formation of Snake Hill has been referenced in art and writings for centuries and remains a reference point for residents and boaters.



Beachgoers enjoying a summer day on Brown's Beach on the shores of Saratoga Lake (southernsaratoga.org)

VISION & PROJECT OVERVIEW



VISION STATEMENT

Vision statements are aspirational statements that describe a desired end state. This Vision Statement reflects what residents would like the Saratoga Lake/ Route 9P area to look like in the next five to ten years. A series of discussions, committee meetings, and public engagement sessions were

drawn upon to develop the following statement. The vision statement serves as both the foundation upon which the plan is built and the keystone holding the framework of recommendations and goals together.

The Saratoga Lake area of Stillwater is a great place to live with a high quality of life. Attractive public spaces connect residents to a clean and healthy Saratoga Lake. New development makes efficient use of land and provides a mix of housing types and commercial activities to serve residents, prevent sprawl, and create a diverse and sustainable tax-base. Policies that protect upland forests and agricultural lands have resulted in water-quality improvements. Stillwater's efforts to improve and protect Saratoga Lake serve as a model for other municipalities in the watershed and have inspired a regional approach to lake protection. Transportation investments have been made that account for increased demands by motor-vehicles, pedestrians, and cyclists. Open dialogue, education, and outreach efforts allow residents, town government, businesses, developers, and not-for-profits to collaboratively and transparently chart a course for a sustainable future.



DRAFT

PROJECT OVERVIEW

In the fall of 2015, the Town of Stillwater was awarded a New York State Department of State (DOS) Environmental Protection Fund (EPF) Local Waterfront Revitalization Program (LWRP) grant to develop a plan for the Saratoga Lake waterfront and Route 9P corridor. Following the award, NYS authorized the project in the latter part of 2016. Once authorized, the Town created a project advisory committee (the “Committee”) that consisted of residents, businesspeople, property owners, municipal and county staff, appointed and elected officials, and Capital District Regional Planning Commission (CDRPC) representatives. Ultimately, the Committee members represented a broad spectrum of the community, ensuring a fair and balanced planning process.

The Committee commenced the planning process in early 2017 with a project kick-off meeting. This meeting was an opportunity for the public and the Committee to get an overview of the project and to identify preliminary issues to be explored. Following the kick-off meeting, the consultant team began a detailed analysis of the physical, demographic, environmental, and regulatory conditions of the Study Area. The consultant team, along with Town planning staff, also conducted a series of site visits. This information was gathered into an “Existing

Conditions Report” that was presented to the committee in early 2018. The full detailed report of findings are included in Appendix B, “Existing Conditions and Analysis and Maps.”

Findings from the Existing Conditions Report were discussed with the advisory committee and used to guide further research and explore issues and opportunities within the Study Area. In concert with the Town’s Comprehensive Plan update, the Existing Conditions Report was also used to support further town-wide research, including a buildout analysis, growth



A view of Stillwater's shoreline looking north from the Brown's Beach dock.

projections, and a traffic analysis of existing and projected traffic volumes.

Committee interest in understanding how land use impacts water quality prompted an in-depth study of the portions of Stillwater that contribute runoff to Saratoga Lake. An area-specific analysis of Saratoga Lake's subcatchments was prepared to understand how water flows from the Town of Stillwater into the lake. This work included field visits, delineation of subcatchments, hydrologic and land cover modeling, and pollutant load analysis. The primary intent of this was to identify, at a planning level, subcatchments that may have a higher potential for stormwater runoff and pollutant loading into Saratoga Lake. The results of the effort are included in Appendix C, "Watershed Analysis Memorandum."

Public Outreach & Participation

Public input was gathered from community workshops at Town Hall, a community survey, and stakeholder interviews. Residents were kept abreast of the project via the Town's newsletter, website, and Facebook page. The Town also prepared a series of articles about the project that were featured in the SLA's newsletter "Shore Lines."

In conjunction with the Comprehensive Plan update, the Committee's first public workshop was held at Stillwater Town Hall on November 14, 2017 and was attended by residents,

business owners, Planning and Zoning Board representatives, and elected officials. The workshop commenced with a presentation of the Study Area's demographic and economic characteristics, amenities, and attractions. Following the presentation, participants took part in a series of facilitated breakout sessions where they had an opportunity to discuss their ideas and concerns in smaller groups while reviewing maps and key takeaways from the inventory and analysis. Afterward, the floor was opened up for public discussion, which focused on economic development, land use and zoning, transportation, infrastructure, and quality of life issues. Attendees identified several areas of improvement, particularly topics related to land use and zoning, wayfinding and signage, bicycle facilities, and expansion of sewer and water infrastructure

After the public workshop, the Committee prepared an online survey that was answered by 280 residents from various parts of the Town. The results of this survey were used to inform the Committee as the Saratoga Lake/ Route 9P plan was drafted.

Appendix A, "Meeting & Public Input Summaries," provides summary of the committee meetings, public workshop, and online survey.

Plan Development & Implementation

After gathering and examining all the information and public input, the Committee formulated a vision statement, developed more detailed recommendations, and prepared a thoughtful implementation and funding strategy to ensure the success of the plan. After further review and revisions, the

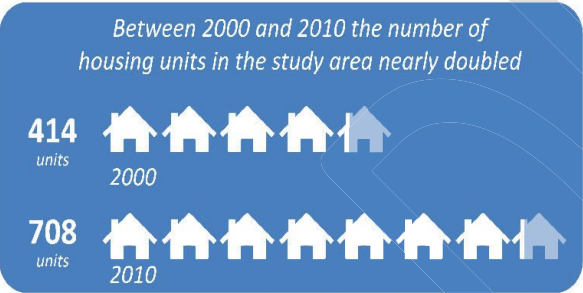
Committee finalized the plan in the Spring of 2019 for the Town Board's review and authorization as a Comprehensive Plan amendment for the Study Area. This document is intended to serve as an appendix to the Comprehensive Plan, which was updated during the time that this plan was drafted.

OBSERVATIONS & FINDINGS

Various public engagement exercises and committee meetings in addition to an online survey, demographic analysis, and technical reports, were used to deepen the project team’s understanding of the issues and opportunities facing the Project Area. The following is a summary of key points and foundational assumptions that informed the development of this plan.

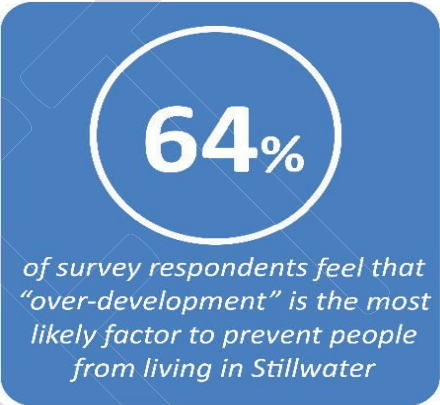
Land Use and Zoning

Residential development pressure is increasing in the Study Area. Planned Development Districts (PDDs) have been formed to allow higher density residential development. Seasonal homes and camps are being converted into year-round residences. Land disturbances and changes to stormwater patterns that result from



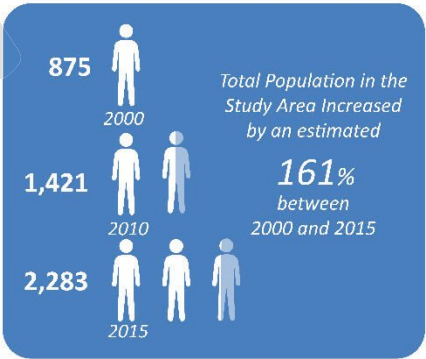
new construction may be negatively impacting water-quality. Residents of the Study Area are interested in revisiting land use regulations to address recent development pressure and the potential community and environmental impacts that comes with it.

Community Enhancements and Quality of Life



Saratoga Lake is the primary driver of a positive impression of the area’s quality of life. However, the rapid growth of population and housing units has residents worried that the essential community character may change.

Brown’s Beach has become a destination for Town residents and regional visitors. Continuing to upgrade and improve Brown’s Beach may benefit the entire community.



The number of Study Area residents in the 65 and up age cohort increased from 87 to 191, representing a 120 percent increase between 2000 and 2010. Anticipating and addressing the needs of

an aging population will be an important effort to ensure that the population’s quality of life remains high.

Transportation



5,500 vehicles a day¹. Residents have expressed concerns regarding increased traffic volumes and deteriorating roadway conditions, in addition, the town-wide traffic analysis reveals that traffic volumes will likely increase in the future, and there will be a need for improvements at key locations to address increased volumes; this includes the Route 9P and Route 76 (Lake Road) intersection.

"There is no sidewalk or walking trail along 9P. So many kids and pedestrians are walking along the roadway especially since the introduction of the town beach and the town park."
- Survey Response

According to the New York State Department of Transportation (NYSDOT), the Annual Average Daily Trip (AADT) on the Route 9P corridor exceeds

Walking and biking is difficult in the Study Area due to the limited number of sidewalks, bike-lanes, and other pedestrian accommodations. As

the population of the Study Area continues to grow and more residents use nearby recreational areas and commercial uses,

particularly around Brown's Beach, the need for more multi-modal improvements is evident. At public meetings, stakeholder interviews, and committee meetings the desire for biking and walking facilities was clear. This sentiment was reiterated in the community survey as well.

Infrastructure

"With increased growth, public utilities become a necessity to maintain our home values. The region's aquifer is already stressed. Continued growth will require public utilities."
-Survey Response

Sewer and water service varies within the Study Area. Some portions of the Study Area are served by municipal sewer or water while others are

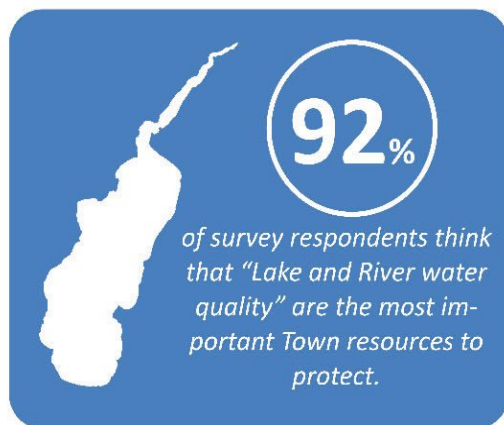
not. In upland areas to the west and north, residences are served by private wells and have on-lot septic systems. Underground Karst geology complicates the water supply for some well-users, sometimes impacting water yields.

Broadband and cellular service are important telecommunications infrastructure, but coverage in the Study Area is not evenly distributed. Stakeholders (and open-source cellular coverage mapping applications) indicate that upland areas of the Study Area suffer from irregular cellular coverage. Availability of broadband is not uniform throughout the Study Area.

¹ See NYSDOT Traffic Data Viewer at <https://www.dot.ny.gov/tdv> (note: the most recent counts were conducting in August 2015)

Watershed Issues

Most residents would support measures to improve and protect water quality. Eighty percent of survey respondents ranked “a clean, well-preserved environment” as a high priority. Throughout the planning process, many residents



expressed concerns regarding ongoing water quality issues, particularly stormwater issues. This included problems related to sedimentation and the conveyance of discarded items into the lake after a storm event.

Residents of the Study Area recognize that they and community have a responsibility to protect the lake and prevent further water-quality degradation, but they also feel that policies to address watershed issues should be borne proportionately by those who use or benefit from the lake. Additionally, residents of the Study Area feel that Stillwater’s

efforts to protect the lake need to be supported by the other watershed communities that share this common resource.

It was noted that strengthened partnerships with SLPID and SLA will help the Town make meaningful steps to protect water quality that can be replicated on a regional scale. The Watershed Analysis Memorandum included in Appendix C provides several best management practices and science-based approaches that are intended to preserve and enhance Saratoga Lake water quality. In addition to these, there was community support for several land use and zoning strategies that can be implemented locally.

Economic Development

Many residents noted that the economic health of the Study Area is interrelated to the existing community character, nearby recreational resources, and environmental quality of Saratoga Lake. Ninety-nine percent of workers in the Study Area commute elsewhere for work, and people live in the Study Area because of the quality of life afforded by Saratoga Lake and the relatively quiet lifestyle. Research in the Lake Champlain basin found that, for homes within 100 meters of Lake Champlain, an increase in water quality was directly associated with an increase in home values.² It is likely that home values around Saratoga Lake have a similar correlation with water quality and the surrounding environs; this is

² Voight, et al. (2015). “An Assessment of the Economic Value of Clean Water in Lake Champlain.” P 3.

supported by the fact that housing values around Saratoga Lake are among the highest in the community.

Furthermore, residents of the Study Area expressed interest in limited small-scale commercial neighborhood and lake-oriented type business like home occupations, neighborhood restaurants, historic tourism-based businesses, and smaller

lake-oriented business (e.g., local bait shop, etc.). Conversely, residents want to avoid large-scale commercial establishments and developments, particularly large traffic generators, or projects with large development footprints.

DRAFT

RECOMMENDATIONS



ABOUT THESE RECOMMENDATIONS

The following recommendations are based on extensive public input that was obtained during the Saratoga Lake & Route 9P Waterfront planning process. While these recommendations represent a range of policy and land use options that will help revitalize and improve the Study Area, true success will depend upon a committed and informed community and local government and strong public and private partnerships.

Because implementation of these strategies requires a long-term commitment from dedicated and knowledgeable members of the community, one of this plan's primary recommendations is the creation of an Implementation Committee. Created by the Town Board, members of an Implementation Committee would be appointed to serve a limited term and tasked with implementing the recommendations outlined in this plan. The Town may consider having such a committee help implement other town-wide planning initiatives.

The Implementation Committee would also be responsible for advising the Town Board, Planning Board, and Zoning Board of Appeals on waterfront revitalization-related matters. This may include proposed land use regulations, infrastructure projects (e.g., water and sewer services, etc.), and proposed developments.

While the Implementation Committee would provide the necessary commitment and continuity, additional support and/or partnership opportunities should include neighborhood associations, the Town Board, the Capital Region Economic Development Council, Saratoga County Prosperity Partnership, Saratoga Economic Development Corporation, Mechanicville Stillwater Industrial Development Agency, Saratoga County Planning Department, and local land trusts, such as Saratoga PLAN (Preserving Land and Nature).



Swimmers and sunbathers enjoy a hot summers day at Brown's Beach.

DRAFT

LAND USE STRATEGIES & WATERSHED MANAGEMENT PRACTICES

The Saratoga Lake area of Stillwater is experiencing the greatest amount of growth within the community. There is broad support for alternative land use practices that are intended to preserve the area's quality of life, mitigate the potential impacts of growth, and protect Saratoga Lake's water quality. While the following recommendations are divided into two categories (land use strategies and watershed management practices), the two should be viewed as interrelated. More specifically, recommended land use strategies may help to improve water quality, and watershed management practice may help to manage growth and development. Finally, the following recommendations are intended to inform specific revisions to the zoning and related regulations.

1. Rezone Study Area to better reflect existing and desired land use patterns. Current land use patterns in the Study Area can be divided into three areas: the Saratoga Lake shoreline, including immediate Route 9P corridor; the adjoining upland area; and the more rural eastern portion (see Study Area land use characteristics map on the following page). Currently, the Town's zoning divides this area into Residential Resort (RRD), Low Density Residential (LDR), and an increasing number of Planned Development Districts (PDD). It is recommended that the Town divide

the Study Area into three zoning districts: one that recognizes the existing development pattern along Saratoga Lake and Route 9P; a second that permits moderate increases in densities to reflect newer development patterns east of the Route 9P corridor (thereby decreasing the need for PDDs); and a third that maintains existing lower densities in the eastern portion of the Study Area. The following provides a more detailed description of this approach:

- **Allow for existing densities along Saratoga Lake and Route 9P.** Approximately 70 percent of the lots within the RRD (which covers the Saratoga Lake shoreline and Route 9P corridor) are nonconforming because their lot sizes do not meet the 0.5-acre minimum lot size requirement. While the original intent of this requirement was to encourage lower densities along Saratoga Lake, because much of the area was already developed and the demand for housing has only increased, the goal of decreasing existing densities is unlikely. As such, this land use scheme has resulted in a significant commitment of time and resources for zoning administration and variance applications. More importantly, it has placed an undue burden on property owners and has not resulted in the desired outcome. By reducing the RRD minimum lot size to something that more closely reflects existing lot sizes, the Town could spend more of its resources

implementing the other recommendations outlined in this plan. When determining the preferred lot size, it is worth noting that approximately 50 percent of the lots within the RRD are less than 0.3 acres.

- **Consider moderately increasing allowed densities within the central portion (east of Route 9P corridor and existing RRD) of Study Area.** Much of the newer development has occurred in this “upland” portion of the Study Area. The area is predominately zoned LDR; however, much of the new development has been approved and developed through the Town’s PDD process. Based on input from the development community, the reason for this is the potential 20 percent increase in density the PDD process offers, which effectively reduces the minimum lot size from two acres to 1.6 acres. Given market demand for the area, it is likely that the development community will continue to pursue development opportunities using the PDD process. However, many residents have expressed their concern with the PDD process. While the Town has objectively reviewed and scrutinized PDD projects in accordance with its zoning and subdivision provisions resident’s response to this type of development is increasingly negative. This is due, in part, to the perceived impacts on community character and an aversion to the PDD process in and of itself. As such, the Town should consider limiting or eliminating

the use of PDD developments within the Study Area and approving proposed projects through the Town’s cluster or conservation subdivisions process (see recommendation two, below). However, to provide for an orderly transition from the RRD to LDR district, the Town should create a new zoning district that allows for lot sizes that are smaller than the LDR’s two-acre minimum. For example, a reduction from two to 1.5 acres would accommodate future growth spurred by proximity to the lake and make efficient use of existing infrastructure without drastically increasing the current development potential. In turn, this would reduce or eliminate the demand for approval through the PDD process.

- **Continue to employ or expand open space and farmland conservation land use practices in the more rural (eastern) portion of the Study Area.** The most eastern portion of the Study Area is defined by its more rural character, including some larger farming operations. Efforts to conserve this area should be made by employing the farmland and conservation land use practices outlined in the Town’s Hudson River Waterfront Revitalization Plan and Comprehensive Plan, including the use of Transfer of Development Rights (TDR); these efforts could be employed either with the existing LDR zoning or by rezoning the area to T2 Rural/ Conservation (T2). The rezoning to T2 would

incorporate the area into a TDR “sending district,” thereby allowing development rights to be transferred to the Town’s “receiving district” along the Hudson River corridor.

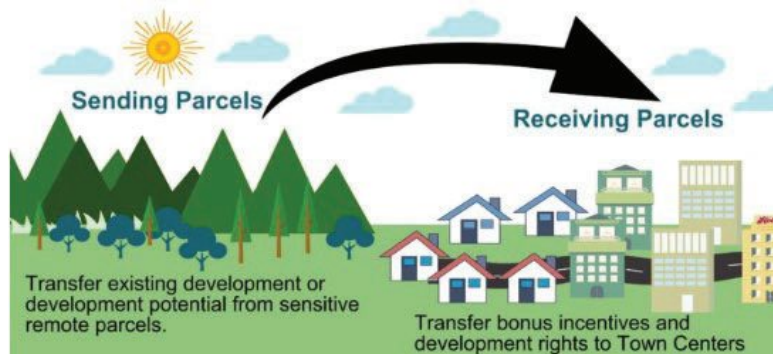


Image Courtesy of Tahoe Regional Planning Agency

2. **Require the use of Cluster and Conservation**

Subdivisions within the Study Area. The demand for housing within the vicinity of Saratoga Lake will likely continue. With much of the shoreline and Route 9P corridor area developed, the adjacent upland area is experiencing the greatest growth pressures. Much of this growth has occurred through the PDD and subdivision process. While the Town’s underlying zoning and existing subdivision process includes standards that are intended to promote the wise use of land, recent development trends have raised

concerns among area residents. Among these concerns is the loss of existing land cover (woodlands, etc.) and the impact on community character. The Study Area’s community character is defined, in part, by Saratoga Lake’s seasonality, waterfront community, forested uplands, and rural setting. Newer developments have resulted in significant clearing, grading, and sprawling development patterns. As such, the Town should consider requiring the use of a cluster and conservation subdivision provision for all development, regardless of whether it is approved through the PDD process or not. The cluster and conservation subdivision provision is intended to allow for flexible lot configurations and densities that preserve key natural and cultural resources on any given site. Principally, the provision is intended to reduce and mitigate the impacts of sprawl and maintain community character.

3. **Maintain the community character along Saratoga Lake’s waterfront and the Route 9P corridor by adopting design standards and modifying the types of allowed uses.** Saratoga Lake’s historical development pattern consists of both year-round and seasonal housing. Nearly 50 percent of the housing was built in 1950 or earlier, and another 20 percent built between 1951 to 1990. Housing is predominantly single-family

homes on smaller lots. In recent years there has been an increase in the number of homes being redeveloped into larger homes with increased value.

Architectural styles in the area range from bungalow, arts and crafts, cottage and colonial, to contemporary. There is a limited amount of commercial uses along the waterfront and within the immediate Route 9P corridor. Based on public input, there is a strong desire to maintain this existing community character and manage and limit the amount of commercial uses in the Study Area. Residents are primarily concerned about the potential aesthetic and traffic impacts associated with increased commercial development. However, there is some support for well-designed, small-scale uses that are appropriate to the Study Area. For example, small home-based businesses, small agri-businesses, or small-scale waterfront-related businesses (e.g., bait shop, etc.).

Currently, the area bounded on the west by Saratoga Lake and stretching 500 feet east of Route 9P is zoned RRD, which allows uses such as single- and two-family dwellings, home occupations, timber harvesting, bed and breakfasts, and restaurants and taverns. However, there is little guidance regarding the design of new development or how it should relate to the waterfront,

roadway, or adjoining uses. The Town recently adopted Form Based Code (FBC) zoning and associated design guidelines along the Hudson River corridor. Such zoning is specifically intended to focus on design, versus the traditional approach of bulk area requirements.

The Town should consider developing design guidelines, standards, or FBC zoning language that identifies the architectural character of the Saratoga Lake waterfront and Route 9P corridor and details how new construction should preserve the character. Such provisions should articulate how buildings, access, and parking areas better relate to one another and to the existing landscape. Special consideration should be given to building placement so that its more conducive to improved water quality and mirrors existing land use patterns (e.g. building scale, orientation, massing, etc.). Consideration should also be given to controlling and managing access to limit the amount of curb cuts and mitigate the potential associated impacts of traffic. Finally, large parking areas and open curb cuts, which are uncommon in the Study Area, should be avoided, and efforts should be made to locate parking along the side and rear of lots and to employ screening techniques.

4. Consider adopting a Saratoga Lake Watershed Overlay District that ensures protection of shorelines, stream corridors, and steep slopes and incorporates enhanced stormwater management standards.

Many lake communities have adopted additional land use provisions to protect natural resources that impact water quality. Intact riparian areas along shorelines and stream corridors are vital to a lake's health, and development of steep slopes can exacerbate runoff conditions, negatively impacting water quality. As such, the Town should adopt an overlay district that encompasses the limits of the Saratoga Lake watershed. The provision should include standards that limit impacts to these environmental resources, such as buffers and design standards. These provisions also typically include a minimum setback requirement that prohibits or limits the amount of any disturbance. In addition, the overlay may restrict or limit development on steep (15-20 percent grade) slopes. Setting limits on the percentage of tree clearing that can occur on a lot can further protect viewsheds and prevent erosion.

The proposed overlay district could incorporate enhanced stormwater design standards to help mitigate the impacts of future development on water quality. The Town may consider adopting a local

provision that requires the implementation of enhanced stormwater practices at a lower threshold of disturbance than the current New York State Department of Environmental Conservation (NYSDEC) threshold of one acre. The Lake George Park Commission, for example, requires projects that have one-half acre of disturbance to meet select stormwater management standards. The benefit is that smaller-scale projects, whose smaller individual impacts result in cumulatively significant impacts, would include lake friendly stormwater practices. When it comes to existing housing and developments, the infrastructure section below provides additional opportunities to help maintain existing stormwater practices and encourage the development of new ones.

The watershed overlay could also be the mechanism that requires the cluster or conservation subdivisions outlined above. As understanding and awareness of the watershed increases, there may be an opportunity to form a watershed wide drainage district that engages multiple jurisdictions.

5. Continue to improve the shared understanding of Saratoga Lake's hydrological and ecological characteristics to better inform land use and infrastructure related decision-making.

The Saratoga

Lake Improvement District, SLA, and Skidmore College's Water Resources Initiative, among others, have developed a significant amount of research about Saratoga Lake's existing environmental and ecological conditions. These organizations have played an integral role in advancing best management practices that are vital to protecting the lake's water quality. However, analysis of the lake varies with funding availability, faculty and student interest, and local support. Furthermore, involvement from relevant municipalities has also varied, resulting in a disparate understanding of the issues facing the lake. The town should consider leading a partnership with all Saratoga Lake communities, as well as Saratoga Lake Improvement District, SLA, and Skidmore College, to advance watershed-wide research examining topics such as population and development trends, existing sewer, water, roadway, and stormwater infrastructure, land use and land cover characteristics; and future buildout and growth projections. Such a comprehensive database should be used to support future decision-making regarding potential water quality impacts. The intent is also to develop a shared understanding of the lake and to foster better collaboration among the various decision-makers.

TRANSPORTATION ENHANCEMENTS

The Route 9P corridor has experienced a steady increase in traffic as the area continues to grow. This has resulted in issues ranging from negative public perceptions of nominal increases in traffic volumes to actual burdens to the transportation system. Comments from public input sessions and an online survey indicate that residents are concerned with traffic volumes and road conditions. The technical transportation analysis conducted as part of this study found that all intersections are currently performing at satisfactory levels but, in select locations, improvements will be necessary to maintain existing levels of service. As upgrades are considered, it is important to note that Route 9P has a very narrow right of way and that expansions of drive lanes, bike lanes, or sidewalks will be complicated.

Efforts to address resident concerns of being overwhelmed by traffic dovetail with resident's desire for a more walkable and connected community, as improving the transportation network to account for pedestrians and cyclists may reduce automobile pressure on the existing roadways and enhance resident quality of life. Currently, the prospect of crossing New York State Route 9P during the middle of a busy summer day is daunting enough to deter many people from walking in the Study Area and makes driving a more attractive option. Complete Streets are streets that are designed for walking and biking and are comfortable for users of all ages and abilities.

Complete Street techniques, like improving and installing crosswalks, accommodating cyclists, signaling intersections, and reducing curb-cuts would encourage more residents to leave their cars at home. The following transportation recommendations are intended to address the public comments and technical analysis that were part of this planning process.

1. Improve select intersections in the Study Area to address future growth and development. Traffic analysis evaluate the level of service (LOS) based on the amount of time motorists wait at intersections. LOS is rated alphabetically between A and F, with A indicating a smooth, unimpeded journey through an intersection and F indicating that a motorist must sit through multiple light cycles or wait longer than 50 seconds at an intersection before passing through. The intersection of Route 423 and Route 9P and the intersection of Route 76 and Route 9P were evaluated as part of the town-wide traffic study (see the Comprehensive Plan for the full report). All turns in all directions at the intersection of Route 423 and Route 9P operate at LOS A with the exception of left turns onto Route 423 westbound, which operate at LOS B.

The intersection of Route 9P and Route 76 performed at a slightly lower LOS. Motorists turning left or right onto Route 9P from Route 76 operate at LOS C in the morning peak hour and LOS D in the evening peak hour. Under

projected growth scenarios for 2030, the intersection of Route 9P and Route 76 will deteriorate to LOS F, and extreme delays will ensue. However, the intersection of Route 9P and Route 423 will continue to operate at LOS A or B.

Unlike a gridded city street where traffic can easily follow the path of least resistance, the Study Area roadway network prevents the establishment of new roads to alleviate congestion. Another unique feature of the Study Area is its seasonality. During the winter months the LOS at most intersections is sufficient, but during peak summer months the LOS can deteriorate. Investing in intersection enhancements to improve the reduced LOS experienced during a few select months can be difficult to justify; however, the intersection of Route 9P and Route 76 will require improvements due to projected future conditions. Two options were considered to address the projected future conditions as part of this study: a signalized or a roundabout intersection. However, based on the study, the installation of a roundabout was considered unfeasible due to the difficulty of acquiring the necessary amount of land. Figure A in Appendix D, "Select Project Concepts & Cost Estimates depicts the layout of a signalized intersection, as well as other complete streets improvements discussed here. Therefore, the signaling of the intersection of Route 9P and Route 76 is the recommended solution. With implementation of these

measures the intersections LOS will improve and pedestrian crossing will be possible. The preliminary cost estimate for upgrading the intersection is \$175,000.

2. Coordinate in-depth analysis of NYS Route 9P to identify long-term trends and feasible Complete Streets improvements.

Route 9P is a 12-mile alternate route of Route 9, serving as a connection between the Town of Malta to the south and the City of Saratoga Springs to the north. Route 9P is the busiest road in the Study Area, circumnavigating the eastern side of Saratoga Lake. Various studies of sections of Route 9P have been conducted as part of municipal planning and zoning reviews, but no comprehensive analysis of the entire route has been completed to date.

New housing developments in the surrounding municipalities and the growth of Luther Forest Technology Campus (LFTC) have resulted in increased traffic volumes along Route 9P. At the same time, the growing year-round population has increased the demand for bike and pedestrian facilities, and Route 9P, with all its deficiencies (perceived or real), is being used by more cyclists, pedestrians, and motorists than ever before. Route 9P faces multiple challenges, from its limited right of way to its proximity to existing buildings and Saratoga Lake, and solving the issues faced by motorists and other users of

the road is a complex endeavor requiring a concerted effort on a multi-municipal scale.

Within the Study Area, there are currently no bike lanes or sidewalks along Route 9P. At a minimum, improvements to Route 9P to accommodate bikes and pedestrians would require a four-foot-wide paved shoulder with appropriate striping; full accommodation of bikes and pedestrians would entail an eight- to 12-foot-wide multi-use path separated from traffic. While survey respondents recognize the need for better bike and pedestrian facilities, there is no consensus on the actual size and location of those facilities, and many survey respondents are unaware that a full and detailed survey of the right of way would be required.

As part of the town-wide traffic analysis, alternative routes to Route 9P were evaluated. Public input indicated that Brightman Road, which runs parallel to Route 9P approximately one mile to the east, was a possible alternative. However, the study shows that Brightman Road is not a desirable alternative to Route 9P due to construction costs, neighborhood concerns, and the negligible benefits it would provide to the transportation networks. However, as the Study Area continues to develop, alternatives like Brightman Road and opportunities to connect new developments will need to

be evaluated for their contribution to overall network connectivity.

The cost to fully evaluate Route 9P and determine the actual improvements required will be considerable. Incorporating traffic mitigation fees into the Comprehensive Plan/ Generic Environmental Impact Statement (GEIS) could serve as a funding mechanism. In addition, the Capital District Transportation Committee (CDTC), the region's Metropolitan Planning Organization (MPO), may be able to provide grant funding for transportation corridor studies.



The intersection of Route 9P and Lake Road is projected to operate with significant delays within the next 10 years if no improvements are made.

- 3. Adopt a Complete Streets policy and revise local highway design standards.** Communities adopt Complete Streets ordinances to ensure that local government departments like the Department of Public Works, the Planning Board, and the Highway Department consider how their decisions will impact *all* users of roadways. For example, this could mean that when the Planning Board is deciding whether to approve a new business's special use permit, they would condition their approval on the provision of bike racks and sidewalks. Or, when a Highway Department is evaluating different snow clearing equipment, they would consider whether it could service multi-use paths.

Adopting a Complete Streets ordinance that requires consideration of Complete Streets principles in the municipal decision-making process is the first step in accommodating various users of the roads. The next step is incorporating Complete Streets concepts into the local roadway design standards. Local roadway design standards determine how roads are built and maintained. Local roadway design standards can also apply to PDDs and subdivisions. In the current period of residential growth, updated roadway design standards that incorporate Complete Streets concepts have the potential to make lasting positive impacts on the community's quality of life and safety.

Residents have expressed a desire for Complete Streets in the Study Area, particularly in the waterfront areas near Brown's Beach. Since Brown's Beach's reopening, the waterfront area has increasingly become an important activity center for the western portion of the town. In summer months and during the winter ice-fishing season, pedestrian activity in the Study Area increases sharply, making the need for Complete Streets a growing concern.

Appendix D illustrates a Complete Streets concept plan for the portion of the Study Area between the waterfront area by Browns Beach and the intersection of Route 9P and Route 76.

Full commitment to Complete Streets will most likely increase the responsibilities of the Town Highway Department staff and require an increase in their budget. Not only will an increased financial commitment be required, but staff training will be necessary as well. As the town moves forwards with implementing Complete Streets, clear and continued communication with the local, county, and state Highway Departments will be required. Long term, the town will need to maintain a dialogue with the NYSDOT to ensure that state level roadway design and maintenance decisions are reflective of local desires for Complete Streets along the Route 9P Corridor.

4. Plan for continued mobility of an aging population.

Keeping an aging population mobile is an increasing concern in the Study Area. Older adults are faced with the

challenge of keeping up with medical appointments, shopping, and socializing as their ability to safely operate a motor vehicle declines. Vacation homes are becoming retirement homes, and retirees are moving to the Study Area full-time. Most seniors, if given the option, prefer to age in place as opposed to moving to a retirement or assisted living community. This means that there will be a need to explore transportation options other than driving oneself. The Capital District Transportation Authority (CDTA) is the regional bus operator, but their routes are limited in Saratoga County, meaning that paratransit options may not be available to Stillwater residents. The Stillwater Area Community Center (SACC) operates an Elder Care van and the Town's Community Committee on Eldercare (CCOE) serves as a resource for seniors. New senior residents in the area will need to be informed of the resources already available to them.

The town could also provide educational resources on ridesharing applications like Uber and Lyft to their senior population. Many seniors are not familiar with mobile applications and are uncertain about how to start using them.

INFRASTRUCTURE

For the purposes this plan, infrastructure includes roadways (addressed in the previous section), sewer and water (both private and public), and other related services (e.g., natural gas, etc.), in addition to “green” infrastructure items such as stormwater management controls. Ultimately, the following recommendations are intended to address existing issues; however, they are equally intended to facilitate future transportation and land use changes in a more financially and environmentally sustainable manner.

1. Expand sewer, water, natural gas, and internet services where appropriate or necessary. Figure 1 in Appendix B, depicts the limits of existing sewer and water services and districts. Currently, the Study Area is served by a mix of public and private infrastructure, the latter including private community systems, franchise services areas, and on-lot systems (e.g., private wells and septic systems). As growth continues within the Study Area, these systems will need to be upgraded and expanded in areas that cannot accommodate an increase of on-lot systems due to housing densities or underlying environmental conditions (e.g., poor soils, slopes, geology, hydrology). The focus of these upgrades and expansions should be in the areas that are experiencing the greatest rates of growth: the lake, the Route 9P corridor, and the upland areas. It is important to note that the provision of these services can often

encourage development. As such, the town should concurrently advance the land use recommendations and watershed best management practices identified in this plan to mitigate the potential impacts of such development. As for the eastern, more rural, portions of the Study Area, the town should consider limiting the expansion of services to minimize growth near its agricultural resources. With regards to natural gas, the southern limits of the Study Area are near existing services that operate from the Town of Malta. Stillwater should explore the expansion of natural gas by working with utility providers and engaging the community to measure their support and potential demand.

2. Facilitate existing on-site septic system replacements or retrofitting. New York State has been developing approaches to address the issue of increasing quantities of hazardous algal blooms. Many waterfront communities realize the potential impact hazardous algal blooms and are taking a leadership role in addressing the issue. One of the major contributors to harmful algal blooms (in addition to fertilizers and other contaminants from stormwater runoff) is human effluent. The source of this is often failed on-lot septic systems. Given the age of some of the housing along Saratoga Lake and its tributaries, the likelihood of antiquated and failing systems is high. While newer development is held to a high standard, existing (antiquated) systems may remain until a site is completely

redeveloped. To address this issue, the town should consider a program for inspecting and addressing failed systems in high priority areas (e.g., within a select distance from Saratoga Lake and its tributaries). Such programs could include mandatory system inspections during all home sales and their required replacement, in addition to mandatory pump-outs every few years. Finally, some programs include an incentive, whereby property owners may get funding support if they voluntarily repair or replace a system. At minimum, the town should support SLPID's and SLA's efforts to educate homeowners about the importance of having a proper system and performing regularly scheduled maintenance.

3. **Identify and advance select green infrastructure and stormwater management controls at key locations to mitigate impacts of existing roadways and development and enhance water quality prior to entering Saratoga Lake.** Like most waterbodies, Saratoga Lake has a long history of human influence along its shoreline and uplands. Herd paths have transformed into roadways, and indigenous settlements have given way to small camps and hotels and subsequently to higher density residential development. During this time, stormwater management has gone from nonexistent to a robust regulatory program. While new development is often subject to at least the most basic of stormwater management standards, older

development preexists such standards. As such, the Town should continue to evaluate, model, and design solutions

for stormwater on a watershed scale with the goal of



The “daylighting” of the Saw Mill River in Yonkers is an example of a large-scale green infrastructure project.

developing controls at key locations that are intended to capture and treat stormwater prior to entering the lake. These controls may be centralized and larger-scale or diffused throughout a catchment or stream network. To assist with the evaluation, the Watershed Analysis Memorandum (Appendix C) was prepared to better understand what catchments within the Saratoga Lake region present the greatest concerns when it comes to

existing land cover and stormwater characteristics. The memorandum includes several best management practices and green infrastructure improvements for the town to consider. Many of these improvements are intended to take advantage of publicly owned or accessible lands and right of ways, however, many Stakeholders noted that the cost to construct and maintain these improvements can be high. As such, the Town should explore ways to fund this effort, which may include a special stormwater district tax paid by property owners within the watershed, a mitigation fee in conjunction with town funding, or a regional approach that involves a modified SLPID tax, including potentially modifying the SLPID boundary to incorporate more upland properties to ensure more equity.

4. Ensure proper function of existing stormwater controls and advance existing private stormwater improvements.

The town has been advancing the creation of stormwater management districts for new projects in an effort to ensure the long-term maintenance and operation of these controls. The town is also wisely securing access agreements to inspect stormwater controls on select properties and on features that cross multiple parcels to ensure long-term maintenance and operation of these facilities. Moving forward, it is recommended that the town continue to seek new ways to secure access agreements for smaller scale projects perhaps in

conjunction with the recommended decreases in the acres of disturbance that would require enhanced stormwater management. For existing stormwater controls, the town should consider conducting an audit of approved plats to see where stormwater controls were required and if access agreements were secured. Depending on rights of access, the town should inspect these controls wherever possible; either from within the right-of-way or from within the property, with the owner's approval. The intent of this recommendation is to see if the required controls are still operating correctly or if they need improvements or upgrades. In conjunction with this effort, the town could continue to support stormwater management training and compliance with the MS4 program requirements.

COMMUNITY ENHANCEMENTS & QUALITY OF LIFE

Quality of life considerations are woven through all of the recommendations of this report. Measures to protect water-quality provide recreational value, smart zoning regulations create an attractive community, and economic development initiatives can make a more prosperous community. The following quality of life recommendations address community issues that don't fit neatly into one category but impact everyone or expand on opportunities for the community to play a more active role in improving their neighborhood and environment. Improving the community's quality of helps retain residents and attracts new residents and businesses.

1. **Help foster a culture of Saratoga Lake Stewardship.**

Environmental quality contributes to resident's social, mental, and physical health and is inseparable from overall quality of life. Saratoga Lake, in addition to Stillwater's proximity to work, quality schools, and sense of community, is one of the primary reasons that residents are attracted to the Study Area. For decades, not for profit organizations including SLA and SLPID have strived to protect and enhance the environmental quality of Saratoga Lake and educate residents about lake issues. Throughout the planning process, residents have repeatedly expressed their desire to protect Saratoga Lake. As a policy, the Town should nurture that desire and facilitate connections

between residents and lake protection groups like SLA and SLPID.

Working models of partnerships between municipalities, citizens, and environmental groups exist throughout the state. As an example, Lake George benefits from ongoing partnerships between environmental groups, municipalities, and residents. The resulting sense of cohesiveness has enabled Lake George waterfront municipalities to implement policies that require significant "buy-in" from residents, like mandatory boat inspections for invasive species.

To foster a culture of lake stewardship, the Town of Stillwater, in partnership with SLPID, SLA, Saratoga PLAN, and potentially, Saratoga County Cornell Cooperative Extension (CCE) and Skidmore College should pursue the following recommendations:

- **Encourage resident participation in programmatic water quality sampling and monitoring programs that gather data for local and state agencies and help inform decisions on water quality protection efforts.**

The Citizens Statewide Lake Assessment Program (CSLAP) has been in place on Saratoga Lake intermittently over the past decades. Saratoga Lake's CSLAP data suffered from a multi-year gap in the early 2000s due to insufficient volunteer participation. The

town should actively encourage citizen participation and solicit volunteers for the program so that, in the future, there will be no more data gaps due to lack of participants. The NYSDEC established a citizen-based water quality assessment for wadeable streams called Water Assessments by Volunteer Evaluators (WAVE). The Saratoga County CCE administers the WAVE program in Saratoga County and can provide support in managing volunteers.

CSLAP and WAVE benefit from uniform reporting across the state, but even simpler citizen scientist programs can offer residents a chance to participate in lake quality monitoring. As an example, in the Chesapeake Bay, residents record how far they can wade into the water before they cannot see their feet, and on Lake George, waterfront residents tie a brick to a rope and drop it off the end of their dock, periodically monitoring it for Zebra Mussels. The Town should work with SLPID and SLA to identify similar programs that would facilitate widespread citizen participation.

- **Establish other opportunities to encourage stewardship for the average citizen.** The Town of Stillwater can use its municipal newsletter to provide additional educational resources and provide information on lake protection initiatives. Educating

private landowners in the Saratoga Lake watershed on best practices for property management could have a positive impact on water quality. Hosting competitions for activities like “best raingarden” or “most beautiful pesticide free yard” or supporting a “waterfront cleanup day” could engage a wider range of residents in lake protection efforts and build a sense of community.

- **The Town should facilitate or join a Saratoga Lake coalition with existing lake groups and waterfront municipalities.** Any efforts that the Town endeavors upon should complement and support the substantial efforts that SLPID, SLA, Saratoga PLAN, and Saratoga County CCE are already undertaking. To prevent duplication of efforts and encourage the sharing of resources, the Town should consider spearheading an effort to form a Saratoga Lake coalition that brings together local government, not-for-profits, and state agencies. A coalition of this nature would allow different groups an opportunity to communicate with one another and develop a regional strategy for lake protection. Working together as a group, the different organizations could offer their unique strengths to the mission of protecting Saratoga Lake. For example, SLPID is limited in geographic scope by its 1986 establishing legislation, but the land trust Saratoga

PLAN operates throughout Saratoga County and could help SLPID protect important upland areas containing tributaries and wetlands that feed into the lake. A Saratoga Lake coalition would also provide a unified voice to petition for resources and advocate for the lake. If organized as a not-for-profit, this coalition would be able to pursue state grant funding as well. The Town of Stillwater in partnership with other lake groups, or as part of a Saratoga Lake coalition, could interface with other lake groups in the same way the SLA is part of the NYS Federation of Lake Associations. This would allow the Town to stay abreast of best practices that are being successfully adopted elsewhere in the state and nation.

2. **Develop a page on the Town website for Saratoga Lake protection efforts.** As part of the above-mentioned educational and organizational efforts, the Town of Stillwater should consider developing a website that serves as a clearinghouse for Saratoga Lake information and resources. The SLA publishes the newsletter “Shorelines” which provides updates on all Saratoga Lake-related issues and activities happening in the four waterfront municipalities. “Shorelines” is a valuable publication for lake-related issues, but residents would benefit from a more focused and actively updated website as well. This website could

include information about stewardship opportunities and lake-oriented organizations.

3. **Explore the viability of establishing a boat washing station at Browns Beach.** The Town of Stillwater should explore the viability of installing a boat washing station at Brown’s Beach. SLPID is already battling multiple invasive species like Water Chestnut, Eurasian Milfoil, and Zebra Mussels that were almost certainly introduced by visiting boaters. Boat-washing stations allow boaters to inspect and clean their boats for invasive species before they are launched. The NYSDEC has established boat-washing stations throughout the Adirondacks with great success, providing an easily replicable model for the town to follow. Installing a boat washing station would make it easy for visitors to prevent the spread of invasive species and complement SLPID’s invasive species monitoring work.
4. **Continue to enhance recreational amenities in the Study Area and ensure that residents have safe and appropriate access.** As the population of the Study Area continues to grow, special care needs to be taken to ensure that residents are well served by public parks and open space.
 - **Continue to improve Glen Hollow Park.** Glen Hollow Park on Route 76 in the Study Area is a 2.5-acre

municipal park. It serves as a major recreation asset for the nearby residents. In 2010 Friends of Saratoga Glen Hollow Park formed with the purpose of transforming the park from an underutilized lot into a community gathering place, complete with playing fields, restrooms, and a kitchen facility. Since opening, the park has swiftly become a huge success. The town should continue to improve the park as per the park master plan and ensure that it remains a vital piece of community infrastructure.

- **Continue to improve Brown's Beach.** Brown's Beach is the town's only public access point to Saratoga Lake and is a crucial recreational asset. In 2015, the beach reopened after a decade of being closed, and the town has been continually upgrading its facilities. As the town continues to manage Brown's Beach, there needs to be periodic evaluation of the park's physical and programmatic operations. The town should consider the capacity of the facilities, as well as the needs and desires of the surrounding community. Physical improvements could include better facilities for kayaks and stand up paddle boards. Programmatic improvements could include developing a mechanism to audit the financial operations of the various enterprises at Brown's Beach.

Brown's Beach is also busy in the winter during ice-fishing season. The Town should evaluate how Brown's Beach facilities are meeting the needs of the winter user groups, like ice-fishermen and cross-country skiers.

As mentioned in the transportation recommendations above, the Town should enhance pedestrian safety and access to and around Brown's Beach. Complete Streets upgrades along Route 9P should be coordinated with improvements to Brown's Beach.

5. Ensure that the Town tracks and obtains recreation fees associated with already approved subdivisions.

Recreation and open space fees are required as part of the PDD and subdivision approval process. These fees are collected to assist the Town in providing adequate recreational space for residents. Since many projects for which these recreation fees are collected are completed in stages by one or more developers, the ultimate responsibility for developing recreational or open space and determining who is responsible for paying the fees can be ambiguous. The town should ensure that these requirements are adhered to throughout the life of the project so that adequate recreational facilities are developed in tandem with new housing.

6. Ensure that the unique needs of an aging population are being met.

There is a higher proportion of older retirees living in and moving to the Study Area. To prepare for the impacts of an increasingly older population, it is recommended that the town pursue new programs and participate in existing programs that support seniors.

- **Support the Existing Meals on Wheels Program**

Meals on Wheels is a program that delivers wholesome meals to homebound seniors whose volunteers also serve as important points of social contact. Additionally, Meals on Wheels programs can provide an extremely useful infrastructure for contacting and monitoring homebound seniors in emergency situations. The Town of Stillwater can support volunteer recruitment on their website, explore grant funding opportunities, and offer direct financial support to the Meals on Wheels program.

- **Develop a local Emergency Safety Registry**

Emergency Safety Registry should be established to provide emergency personnel and first responders with information on the presence and location of homebound seniors who may be at a higher risk during emergency situations.

- **Encourage participation in CodeRED, the county reverse 911 system.**

This service can be useful when seniors and their caregivers are notified of emergency events that may impact those in their care.

- **Use Brown's Beach for senior programming**

Brown's Beach should be programmed to serve as an important socializing point for seniors. Once seniors have stopped going to work and raising families, they need to find alternative outlets for socialization. Social isolation is a serious physical and mental health issue that disproportionately impacts seniors. Brown's Beach is a centrally located place that could be used to engage seniors.

7. Provide Youth Programming at Brown's Beach.

Brown's Beach already serves as an important community gathering place. The town's Parks and Recreation Department and volunteer groups could provide youth programming, like swim lessons, arts and crafts, and educational programs at the beach facility. The Town and Village benefit from the Stillwater Area Community Center (SACC), located in the old Palmer Street School in the Village of Stillwater, but additional programming at Brown's Beach would provide services closer to residents on the western side of town.

8. **Coordinate and provide lake-oriented events.** The Town of Stillwater should coordinate with groups like the SLA, Saratoga PLAN and SLPID to host events that engage and educate residents about lake-oriented issues. Hosting speakers, offering free space for fundraising events, and cross marketing events on the municipal website and newsletter are all ways that the town could help coordinate and provide lake-oriented events.
9. **Improve waste management practices in the Study Area.** Waste receptacles left on the roadside are a growing traffic and safety concern. During the busy summer months, multiple trash collection companies have staggered schedules, resulting in a perpetual collection day. Stillwater is authorized by municipal home rule authority to regulate the duration that residents can leave trash receptacles on the roadside, as well as the days that trash collections can occur. Coordinating garbage pickups could ease the traffic congestion caused by multiple trucks on the roadway and reduce visual blight. A trash containment regulation that prevents trash and trash receptacles from spilling onto the roadways could also be developed.

ECONOMIC DEVELOPMENT

The primary economic driver in the Study Area is its desirability as a place to live and recreate. Residents of the Study Area have indicated that large-scale economic development projects are not the suitable in the Study Area; other areas of the Town have the land, infrastructure, and zoning that would support more intensive economic development projects. With few exceptions, such as certain residential uses and geography-appropriate, small-scale businesses, public workshop attendees and survey respondents strongly advocated for maintaining the Route 9P Saratoga Lake corridor as a small, neighborhood-scale, lakefront hamlet, rather than promoting additional commercial growth. According to public input, home occupations, lake-oriented small retail, and restaurants are the preferred types of commercial land uses in the Study Area. Residents generally prefer businesses that service their direct needs and are comfortable travelling out of the Study Area for shopping and employment.

1. **The Town should strive to maintain and enhance the high quality of life in the Study Area.** Economic development efforts should consider residents' existing concerns related to increased traffic, population growth, environmental impacts, and changes to the character and visual appeal of the area. Rather than promoting growth simply for growth's

sake, or presuming growth to be the economic ideal, residents seek a healthy, functioning economy that provides basic services without excessive negative consequence, such as significant traffic levels or impacts on the watershed. The desirability of the Study Area as a residential neighborhood is the area's economic driver.

2. **Develop zoning regulations to ensure that commercial development is appropriately scaled and contextually sensitive.** When the Study Area's zoning regulations are revisited (see "Land Use Strategies" above) the Town should refine the district regulations in the area to facilitate the type of small-scale businesses preferred by residents.
3. **Leverage Brown's Beach as an economic asset.** Brown's Beach is the primary public space in the western portion of the Town. Economic development here could provide amenities to existing residents and a destination for visitors while contributing to the local economy. Recent improvements at Brown's Beach provide opportunities for small-scale economic development that would maintain the area's quality of life. The new outdoor pavilion at Brown's Beach could be used as an economic anchor for the Study Area, particularly during the summer tourist season. The beach area attracts scores of visitors throughout the

day, creating many options for the pavilion to be utilized throughout the year as an events venue, a children's day camp, an off-campus learning center for students, a farmer's market location, or even a small business popup to foster the creative, entrepreneurial spirit of Stillwater's residents. As the Town considers ways to leverage Brown's Beach as an economic asset, the Town will need to ensure transparency and accountability of existing programs. If the Town decides to utilize tax dollars for ongoing operations at

Brown's Beach the decision-making process should be public and transparent.

IMPLEMENTATION & FUNDING STRATEGY



Implementation & Funding Strategy

Implementing the Saratoga Lake & Route 9P Plan will require ongoing support from residents, in addition to financial and technical support from grant programs. Grant funding is made available through a wide variety of programs that have changing requirements on a year-to-year basis. The Implementation Committee and Town Board will need to stay abreast of all grant funding opportunities that are available. Given the variety of funding sources and strategies, it is important to continually examine priorities, possible alternatives, and implementation strategies to champion the projects that are identified with this plan.

The Saratoga Lake/ Route 9P Plan is being adopted as an appendix to the updated Town of Stillwater Comprehensive Plan. Many of the funding strategies and implementation considerations outlined here are applicable to the entire Town, in addition to the Study Area.

New York State's Consolidated Funding Application (CFA) process is the best, most efficient program to capture grant money. In 2011, New York made dramatic changes to the grant funding arena by developing ten Regional Economic Development Councils (REDC) and the CFA process. This resulted in an efficient system for NYS funding agencies and an innovative approach to community and economic

development. The CFA process is highly competitive and includes many funding programs that are due at the same time (typically during the summer). The Town and Village of Stillwater are within the Capital Regional Economic Development Council (CREDC). The CREDC, coupled with select NYS funding agencies, is responsible for reviewing and prioritizing CFA applications based on relevant program criteria and funding priorities. The CDRPC holds multiple CFA workshops each spring to keep communities informed of new grant programs and updates to ongoing grant programs. The CFA process includes the following funding opportunities that the Town should target:

- **Priority Project Funding:** As part of the CFA process, REDCs may identify priority projects that align with their respective economic development plan. If the REDC identifies your project as a priority for the region, there is a greater likelihood of receiving funding. There is a separate priority project application that is included in the CFA process. Information on the CREDC's priorities can be found in their 2011 Strategic Plan, the 2015 Capital Region Upstate Revitalization Initiative (URI) Plan and other annual reports found on the CREDC's website: regionalcouncils.ny.gov/capital-region

- The US Environmental Protection Agency (EPA) Environmental Education Local Grants Program: Supports locally-focused environmental education projects that increase awareness and knowledge about environmental issues.³
- NYS Department of State Local Waterfront Revitalization Program: Having funded Stillwater's Hudson River Waterfront Revitalization Plan and this report, the NYSDOS Local Waterfront Revitalization Program (LWRP) can be used to fund a host of waterfront, recreational, and cultural improvements, including trails, waterfront access, streetscapes, etc.
- NYS Office of Parks, Recreation, and Historic Preservation Municipal Grants: NYS's Office of Parks, Recreation, and Historic Preservation (OPRHP) offers funding for the acquisition, development, and planning of parks, trails, and recreational facilities, to preserve, rehabilitate, or restore lands, waters or structures for park, recreation, or conservation purposes and for structural assessments or planning.
- NYSDOT Transportation Alternative Program (TAP): TAP funding can cover alternative transportation projects, including "on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation."
- Environmental Facilities Corporation Green Innovation Grant Program (GIGP): GIGP provides grants on a competitive basis to projects that improve water quality and demonstrate green stormwater infrastructure. Funding could be used for standalone water quality projects or in conjunction with development projects that incorporate green infrastructure practices. This may include porous pavements or landscaping design features (e.g., bioretention basins or rain gardens, etc.).
- Community Development Block Grant (CDBG): The CDBG program is a federally funded program that is administered locally by the New York State Office of Community Renewal (OCR). The CDBG Program provides grants to smaller communities for a variety of project types, including public infrastructure.
- New York Main Street (NYMS) Program: The NYMS program offers grants to units of government and not-for-profits to partner with building owners to provide assistance for commercial and residential improvements to buildings in communities downtown areas. This program has been used in many communities to renovate or create residential units in former commercial spaces in downtown areas,

meeting the goals of the funding agency and increasing the local supply of decent, affordable housing units.

- United States Department of Agriculture (USDA) Rural Development Technical Assistance and Training Grants:

This program provides funds to identify and evaluate solutions to water and waste disposal challenges.

DRAFT

SARATOGA LAKE/ ROUTE 9P PLAN RECOMMENDATIONS TABLE

| RECOMMENDATIONS | | PRIMARY LEADERSHIP (TBD PENDING COMMITTEE REVIEW) |
|---|--|--|
| LAND USE AND ZONING | | |
| REZONE STUDY AREA TO BETTER REFLECT EXISTING AND DESIRED LAND USE PATTERNS | | TOWN OF STILLWATER (PLANNING AND TOWN BOARDS) |
| REQUIRE THE USE OF CLUSTER AND CONSERVATION SUBDIVISIONS WITHIN THE STUDY AREA | | TOWN OF STILLWATER (PLANNING AND TOWN BOARDS) |
| MAINTAIN THE COMMUNITY CHARACTER ALONG SARATOGA LAKE'S WATERFRONT AND ROUTE 9P CORRIDOR BY ADOPTING SELECT DESIGN STANDARDS AND MODIFYING THE TYPES OF ALLOWED USES | | TOWN OF STILLWATER (PLANNING AND TOWN BOARDS) |
| CONSIDER ADOPTING A SARATOGA LAKE WATERSHED OVERLAY DISTRICT THAT ENSURES PROTECTIONS OF SHORELINES, STREAM CORRIDORS, AND STEEP SLOPES AND INCORPORATES ENHANCED STORMWATER MANAGEMENT STANDARDS | | TOWN OF STILLWATER |
| CONTINUE TO IMPROVE THE SHARED UNDERSTANDING OF SARATOGA LAKE'S HYDROLOGICAL AND ECOLOGICAL CHARACTERISTICS TO BETTER INFORM LAND USE AND INFRASTRUCTURE RELATED DECISION-MAKING. | | TOWN OF STILLWATER PLANNING BOARD IN COOPERATION WITH SLPID, SLA AND SARATOGA COUNTY CCE |
| TRANSPORTATION | | |
| IMPROVE SELECT INTERSECTIONS WITHIN THE STUDY AREA TO ADDRESS FUTURE GROWTH AND DEVELOPMENT | | NYSDOT |
| COORDINATE AN IN-DEPTH ANALYSIS OF NYS ROUTE 9P TO IDENTIFY LONG-TERM TRENDS AND FEASIBLE COMPLETE STREETS IMPROVEMENTS (CONSIDER PARTNERING WITH CDTC, NYSDOT, AND COUNTY) | | CDTC |
| ADOPT A COMPLETE STREETS POLICY AND REVISE LOCAL HIGHWAY DESIGN STANDARDS ACCORDINGLY | | TOWN OF STILLWATER |
| PLAN FOR CONTINUED MOBILITY OF AGING POPULATION | | TOWN OF STILLWATER |
| INFRASTRUCTURE | | |
| EXPAND SEWER, WATER, NATURAL GAS, AND INTERNET SERVICES, WHERE APPROPRIATE OR NECESSARY | | TOWN OF STILLWATER |

| | |
|---|--|
| FACILITATE EXISTING ON-SITE SEPTIC SYSTEM REPLACEMENT OR RETROFITTING | TOWN OF STILLWATER |
| IDENTIFY AND ADVANCE SELECT GREEN INFRASTRUCTURE AND STORMWATER MANAGEMENT CONTROLS AT KEY LOCATIONS TO MITIGATE IMPACTS OF EXISTING ROADWAYS AND DEVELOPMENT AND ENHANCE WATER QUALITY PRIOR TO ENTERING SARATOGA LAKE | TOWN OF STILLWATER WITH SLPID, SARATOGA COUNTY CCE, SARATOGA COUNTY SOIL AND WATER CONSERVATION DISTRICT |
| ENSURE PROPER FUNCTION OF EXISTING STORMWATER CONTROLS AND ADVANCE EXISTING PRIVATE STORMWATER IMPROVEMENTS | TOWN OF STILLWATER |
| COMMUNITY ENHANCEMENTS AND QUALITY OF LIFE | |
| HELP FOSTER A CULTURE OF SARATOGA LAKE STEWARDSHIP | TOWN OF STILLWATER, SLA, SARATOGA PLAN |
| EXPLORE THE VIABILITY OF ESTABLISHING A BOAT-WASHING STATION AT BROWN'S BEACH | SLA, SARATOGA PLAN, TOWN OF STILLWATER, NYSDEC |
| CONTINUE TO ENHANCE RECREATIONAL AMENITIES IN THE STUDY AREA AND ENSURE THAT RESIDENTS HAVE SAFE AND APPROPRIATE ACCESS | |
| ENSURE THAT THE TOWN TRACKS AND OBTAINS RECREATION FEES ASSOCIATED WITH ALREADY APPROVED SUBDIVISIONS | TOWN OF STILLWATER PLANNING DEPARTMENT |
| ENSURE THAT THE UNIQUE NEEDS OF AN AGING POPULATION ARE BEING MET | SACC, TOWN OF STILLWATER PLANNING DEPARTMENT |
| PROVIDE YOUTH PROGRAMMING AT BROWN'S BEACH | SACC |
| COORDINATE AND PROVIDE LAKE-ORIENTED EVENTS | SLPID, SLA, TOWN OF STILLWATER |
| IMPROVE WASTE MANAGEMENT PRACTICES IN THE STUDY AREA | TOWN OF STILLWATER |
| ECONOMIC DEVELOPMENT | |
| MAINTAIN AND ENHANCE THE STUDY AREA'S HIGH QUALITY OF LIFE | TOWN OF STILLWATER (PLANNING AND TOWN BOARDS) |
| DEVELOP ZONING REGULATIONS TO ENSURE THAT COMMERCIAL DEVELOPMENT IS APPROPRIATELY SCALED AND CONTEXTUALLY SENSITIVE | TOWN OF STILLWATER (PLANNING AND TOWN BOARDS) |
| LEVERAGE BROWN'S BEACH AS AN ECONOMIC ASSET | TOWN OF STILLWATER (PLANNING AND TOWN BOARDS) |

LEADERSHIP INFRASTRUCTURE

Implementation of the Saratoga Lake/ Route 9P Plan will require a long-term commitment from dedicated and knowledgeable members of the community. As noted in the beginning of this document, it is recommended that the town create a standing Implementation Committee. Created by the

Town Board, the members of the Implementation Committee would be appointed to serve for a select number of years and tasked with advancing the plan’s recommendations. The town may choose to expand the Implementation Committee’s role to help with Town-wide initiatives.



LAND USE & ZONING

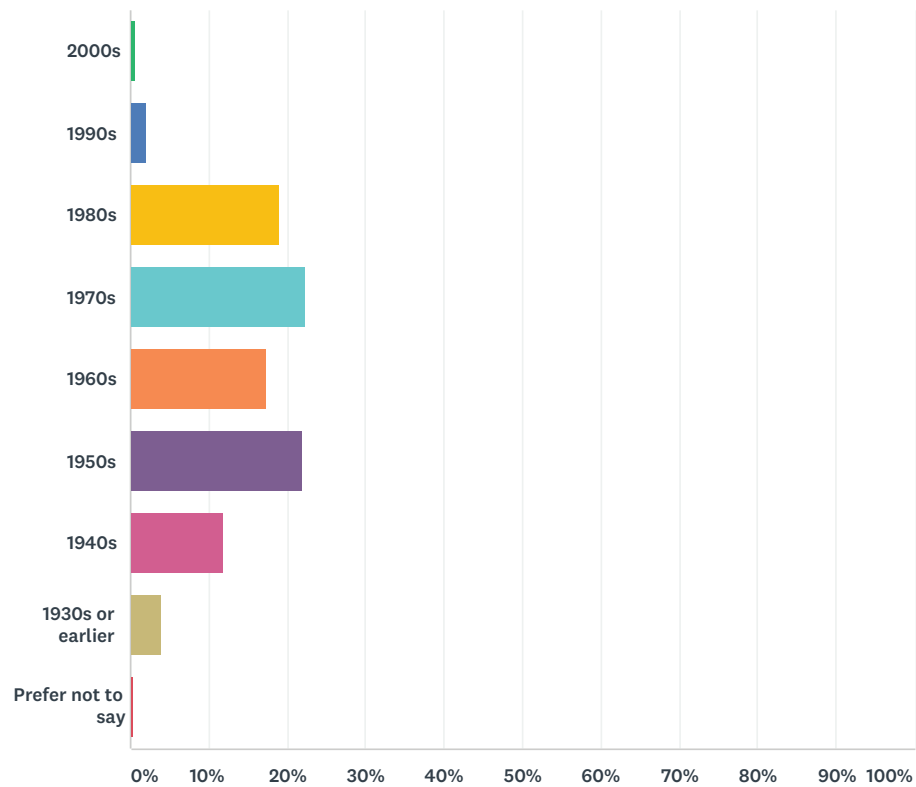
The land use and zoning recommendations represent one of the more complex components of the Saratoga Lake/ Route 9P Plan. As such, it is recommended that the plan's Advisory Committee and/or the proposed Implementation Committee take a leadership role in preparing draft zoning and design guidelines on behalf of the Town Board.

The Saratoga Lake & Route 9P Plan is intended to be adopted by the Stillwater Town Board as part of the ongoing Comprehensive Plan update. The official adoption of this plan by the Town Board will support updates to Stillwater's land use regulations that are in keeping with this plan and the extensive community input that was used to develop it.

Appendix D: Stillwater Community Survey

Q1 Please select the decade in which you were born.

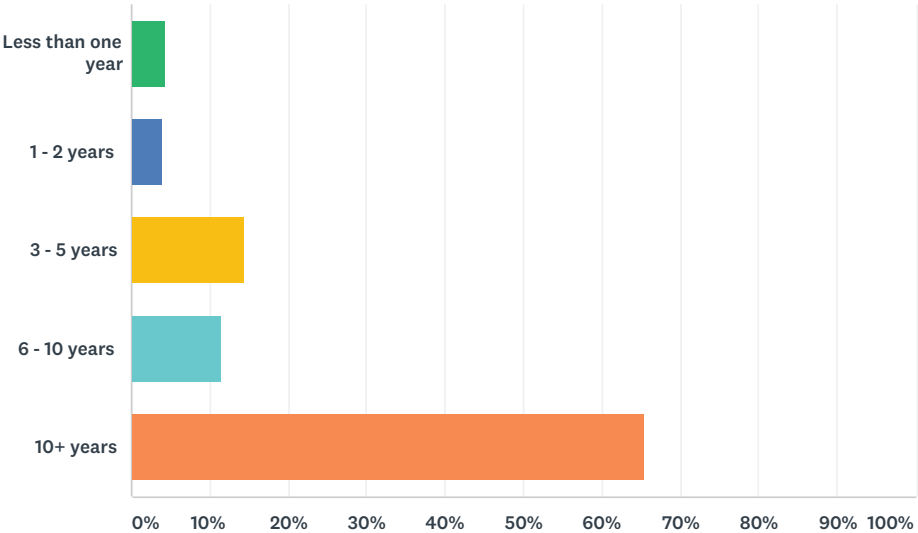
Answered: 277 Skipped: 3



| ANSWER CHOICES | RESPONSES | |
|-------------------|-----------|-----|
| 2000s | 0.72% | 2 |
| 1990s | 2.17% | 6 |
| 1980s | 19.13% | 53 |
| 1970s | 22.38% | 62 |
| 1960s | 17.33% | 48 |
| 1950s | 22.02% | 61 |
| 1940s | 11.91% | 33 |
| 1930s or earlier | 3.97% | 11 |
| Prefer not to say | 0.36% | 1 |
| TOTAL | | 277 |

Q2 How many years have you been a Town resident?

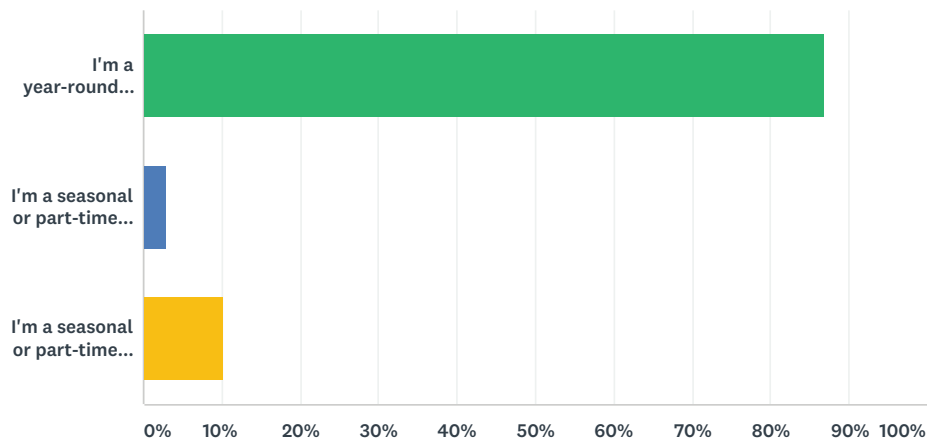
Answered: 276 Skipped: 4



| ANSWER CHOICES | RESPONSES | |
|--------------------|-----------|-----|
| Less than one year | 4.35% | 12 |
| 1 - 2 years | 3.99% | 11 |
| 3 - 5 years | 14.49% | 40 |
| 6 - 10 years | 11.59% | 32 |
| 10+ years | 65.58% | 181 |
| TOTAL | | 276 |

Q3 Do you live in Stillwater year-round or seasonally?

Answered: 274 Skipped: 6

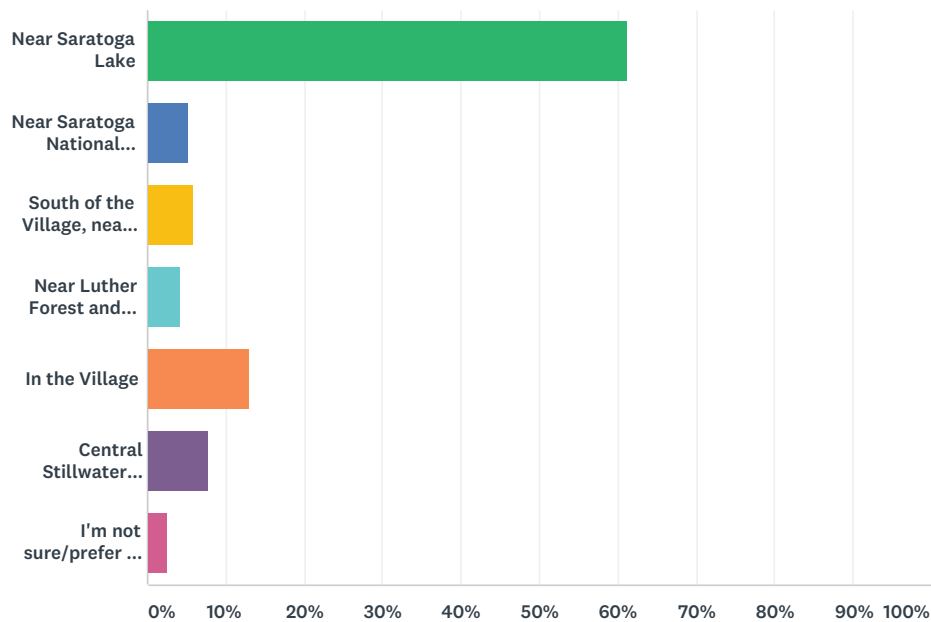


| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| I'm a year-round resident (my primary home is in Stillwater). | 86.86% | 238 |
| I'm a seasonal or part-time resident, and my primary home is in Stillwater. | 2.92% | 8 |
| I'm a seasonal or part-time resident (my primary home is elsewhere). | 10.22% | 28 |
| TOTAL | | 274 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|--------------------|
| 1 | Own property that I lease to others | 5/6/2018 9:47 PM |
| 2 | I'm a year-round resident of Malta. | 5/4/2018 3:05 PM |
| 3 | Been past ten years ago | 4/28/2018 11:47 AM |
| 4 | Was seasonal til retired 2 years ago | 4/21/2018 12:00 PM |
| 5 | year-round Town of Saratoga | 4/20/2018 11:47 AM |
| 6 | I have lived in the town of Malta my entire life, 57 years. In Riley Cove, on the lake. | 4/19/2018 11:26 PM |
| 7 | Brunswick, NY | 4/19/2018 7:46 PM |
| 8 | I reside in a neighboring community | 4/18/2018 4:23 PM |
| 9 | Massapequa Park, NY | 4/18/2018 10:25 AM |

Q4 In what area of the Town do you live?

Answered: 269 Skipped: 11



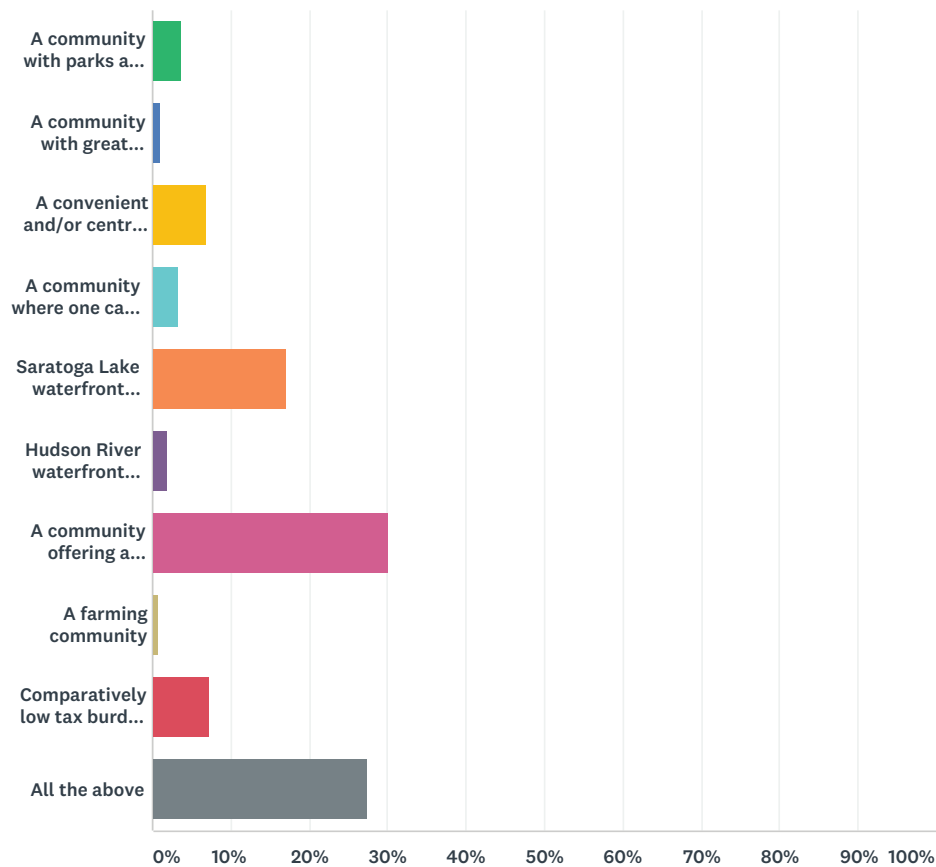
| ANSWER CHOICES | RESPONSES |
|---|------------|
| Near Saratoga Lake | 61.34% 165 |
| Near Saratoga National Battlefield | 5.20% 14 |
| South of the Village, near Mechanicville | 5.95% 16 |
| Near Luther Forest and Route 67 | 4.09% 11 |
| In the Village | 13.01% 35 |
| Central Stillwater (rural, farmland area) | 7.81% 21 |
| I'm not sure/prefer not to say | 2.60% 7 |
| TOTAL | 269 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|---|--------------------|
| 1 | Close to the village | 4/30/2018 8:22 AM |
| 2 | near Luther Forest *and* the Lake | 4/28/2018 2:57 PM |
| 3 | Scotland | 4/28/2018 11:47 AM |
| 4 | Home is lakefront on Saratoga Lake. | 4/25/2018 5:59 PM |
| 5 | Castle Cliffs Development (Gurba neighborhood) | 4/25/2018 8:13 AM |
| 6 | Saratoga Glen | 4/24/2018 3:58 PM |
| 7 | Saratoga Glen | 4/23/2018 5:09 PM |
| 8 | lake front | 4/21/2018 7:23 AM |
| 9 | Saratoga Glen | 4/20/2018 11:46 AM |
| 10 | Off County Route 75 | 4/20/2018 10:54 AM |
| 11 | We own a home on Saratoga Lake | 4/20/2018 8:51 AM |
| 12 | On the lake in Riley Cove. | 4/19/2018 11:26 PM |
| 13 | Saratoga Lake waterfront | 4/19/2018 5:48 PM |

| | | |
|----|---------------------------|--------------------|
| 14 | County Route 75 | 4/18/2018 5:54 PM |
| 15 | Just outside of village | 4/18/2018 10:56 AM |
| 16 | In Gurba Development | 4/17/2018 8:33 PM |
| 17 | Near the Village | 4/17/2018 4:27 PM |
| 18 | West of the village-CR 76 | 4/17/2018 10:49 AM |

Q5 What is the Town's best, most defining quality?

Answered: 262 Skipped: 18



| ANSWER CHOICES | | RESPONSES | |
|---|--|-----------|-----|
| A community with parks and recreational activities for all ages, lifestyles and abilities | | 3.82% | 10 |
| A community with great services (i.e. library, churches, senior center, etc.) | | 1.15% | 3 |
| A convenient and/or central location | | 6.87% | 18 |
| A community where one can age and maintain a comfortable lifestyle | | 3.44% | 9 |
| Saratoga Lake waterfront community | | 17.18% | 45 |
| Hudson River waterfront community | | 1.91% | 5 |
| A community offering a quiet, rural lifestyle surrounded by nature | | 30.15% | 79 |
| A farming community | | 0.76% | 2 |
| Comparatively low tax burden (taxes are low and affordable) | | 7.25% | 19 |
| All the above | | 27.48% | 72 |
| TOTAL | | | 262 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|--|--------------------|
| 1 | I think Stillwater's most defining quality is not it's best. Sadly, there is a good deal of racism and ignorance in this town. The people flying confederate flags (they do realize New York wasn't in the Confederacy, right?) really bring a lot of shame on the town. | 4/28/2018 3:04 PM |
| 2 | ? | 4/28/2018 11:49 AM |

| | | |
|----|--|--------------------|
| 3 | Right to farm except in areas of residence?? | 4/25/2018 8:17 AM |
| 4 | Speed limit on Lake Road should be lowered. Bad enough they fly down the road now, but by Saratoga Glen alot of kids. | 4/23/2018 7:50 AM |
| 5 | For us, the Saratoga Lake beach area & low taxes are both great! | 4/22/2018 8:53 PM |
| 6 | central to many regional activities | 4/21/2018 12:10 PM |
| 7 | Several apply, but could only answer one. Also, affordable retirement community for me. | 4/20/2018 11:50 AM |
| 8 | A community with history! | 4/20/2018 11:08 AM |
| 9 | I love the waterfront community with pockets of resturants, stores, and parks intermixed to best support the community and tourists. | 4/19/2018 1:12 PM |
| 10 | You should be able to click more than one. I would say a community where one can maintain a comfortable lifestyle, a comparatively low tax burden, and a rural lifestyle | 4/17/2018 9:29 PM |
| 11 | It used to be a community offering a quiet, rural lifestyle surrounded by nature, but it is turning into suburban sprawl | 4/17/2018 9:00 PM |
| 12 | Used to be a nice community where land was valued | 4/17/2018 8:48 PM |

Q6 What factors listed below are of the highest priority and most important? What factors are lower priority?

Answered: 266 Skipped: 14



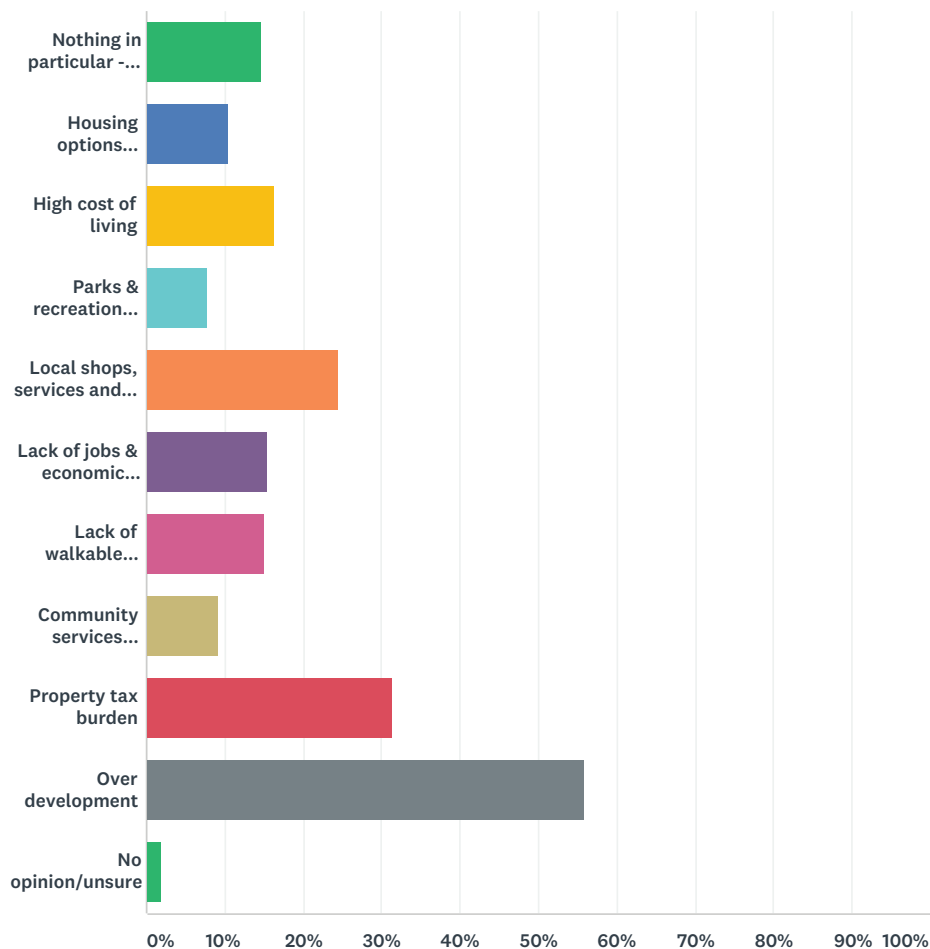
| | LOW PRIORITY | NOT VERY IMPORTANT PRIORITY | NEUTRAL | SOMEWHAT IMPORTANT PRIORITY | HIGH PRIORITY | N/A | TOTAL | WEIGHTED AVERAGE |
|---|--------------|-----------------------------|--------------|-----------------------------|---------------|------------|-------|------------------|
| A clean, well-conserved environment | 0.00% 0 | 0.38% 1 | 2.26% 6 | 16.60% 44 | 80.38% 213 | 0.38% 1 | 265 | 4.78 |
| A diverse, stable economy | 2.63% 7 | 3.76% 10 | 19.92% 53 | 29.32% 78 | 43.23% 115 | 1.13% 3 | 266 | 4.08 |
| Access to quality of life amenities | 2.65% 7 | 3.79% 10 | 19.32% 51 | 34.47% 91 | 39.02% 103 | 0.76% 2 | 264 | 4.04 |
| A safe community | 0.00% 0 | 0.75% 2 | 4.15% 11 | 9.06% 24 | 84.91% 225 | 1.13% 3 | 265 | 4.80 |
| A strong identity or sense of place for residents | 3.77% 10 | 6.79% 18 | 23.02% 61 | 29.81% 79 | 36.23% 96 | 0.38% 1 | 265 | 3.88 |
| Equity and social justice | 5.28% 14 | 2.26% 6 | 21.13% 56 | 22.26% 59 | 47.17% 125 | 1.89% 5 | 265 | 4.06 |
| Quality public services | 2.66% 7 | 1.90% 5 | 15.21% 40 | 34.22% 90 | 45.63% 120 | 0.38% 1 | 263 | 4.19 |
| Mobility and access to transportation options | 12.50% 33 | 15.91% 42 | 32.95% 87 | 21.97% 58 | 15.53% 41 | 1.14% 3 | 264 | 3.12 |

| | | | | | | | | |
|---|------------|------------|--------------|--------------|---------------|------------|-----|------|
| Restricted growth to preserve community character | 3.03% 8 | 3.41% 9 | 13.26% 35 | 18.18% 48 | 60.23% 159 | 1.89% 5 | 264 | 4.32 |
| Affordability | 1.91% 5 | 2.67% 7 | 16.41% 43 | 29.01% 76 | 49.24% 129 | 0.76% 2 | 262 | 4.22 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|--|--------------------|
| 1 | Development, both existing and new should provide for pedestrian and bike/ non- motor safe ways | 5/6/2018 10:00 PM |
| 2 | Trails | 5/2/2018 5:53 AM |
| 3 | Which factors are currently highest priority? Or which factors do I wish were highest priority. I'm selecting those that I WISH were highest priority. | 4/28/2018 3:04 PM |
| 4 | Just trying to stop getting emails as I am in Scotland | 4/28/2018 11:49 AM |
| 5 | Town Governments a joke, dog warden is a joke, women in town hall are miserable when you go to pay a bill | 4/25/2018 8:17 AM |
| 6 | Affordability is HUGE. With all the new housing going up, it would be nice to see new decent communities with homes under 200,000. These young kids can't afford to purchase homes because the homes being built are so expensive. | 4/24/2018 11:52 AM |
| 7 | Listen to the voices of people who MADE this town and have lived here over 30 years!! | 4/24/2018 7:03 AM |
| 8 | Sidewalks, natural gas, sewers | 4/22/2018 10:17 PM |
| 9 | 9P Could use a refresh, and the south side of the lake could use a public boat launch, picnic area, playground on the water etc. (maybe there is one and we haven't found it yet). | 4/22/2018 8:53 PM |
| 10 | better zoning codes to maintain the integrity of the location and to protect long term service costs to the taxpayer | 4/21/2018 12:10 PM |
| 11 | I am concerned about over development on the lake and to not trust that Knowski and the board are listening to the taxpayers. | 4/21/2018 11:42 AM |
| 12 | highest priority are lower taxes by limiting residential development | 4/21/2018 8:59 AM |
| 13 | To fast growth. Feel like losing the small hometown community. | 4/20/2018 10:59 AM |
| 14 | No big housing developments! No Clifton Parking! | 4/20/2018 8:43 AM |
| 15 | VERY HIGH PRIORITY A supervisor who's actions reflect those of his constituents.....not his personal views | 4/19/2018 5:55 PM |
| 16 | Stillwater should not turn into the cities and towns that surround it. Those towns and cities are experiencing growth in such excess that quality of life and community is sacrificed. | 4/18/2018 8:23 PM |
| 17 | The jewel that is Saratoga lake has a high priority to limit overdevelopment while also maintaining the quality of the lake due to protecting the watershed. | 4/17/2018 10:57 PM |
| 18 | Quality School | 4/17/2018 4:30 PM |
| 19 | We need more businesses to prevent increases in general town tax and to afford public services that do not pay for themselves (i.e. Browns beach, Robinson Rd water line and tower) | 4/17/2018 10:49 AM |

Q7 What factors below might prevent you or others from living in Stillwater long-term, or moving to the Town as a new resident? Select all that apply.

Answered: 258 Skipped: 22



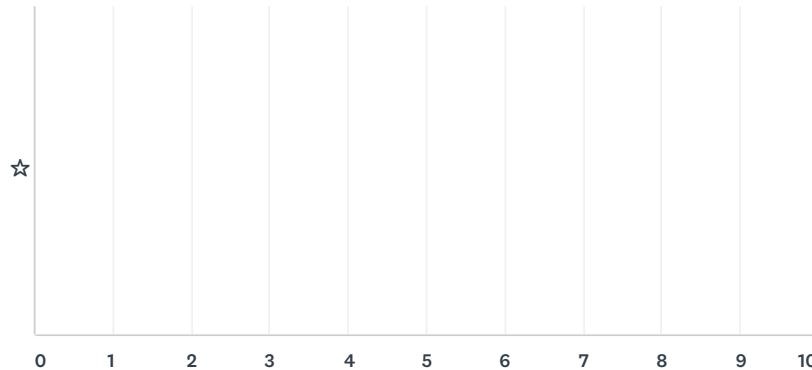
| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| Nothing in particular - I'm happy here! | 14.73% | 38 |
| Housing options (lacking in variety or quality) | 10.47% | 27 |
| High cost of living | 16.28% | 42 |
| Parks & recreation (lacking in available options or quality) | 7.75% | 20 |
| Local shops, services and amenities (lacking in quantity and/or quality) | 24.42% | 63 |
| Lack of jobs & economic opportunity | 15.50% | 40 |
| Lack of walkable neighborhoods | 15.12% | 39 |
| Community services (lacking in availability or quality) | 9.30% | 24 |
| Property tax burden | 31.40% | 81 |
| Over development | 55.81% | 144 |
| No opinion/unsure | 1.94% | 5 |
| Total Respondents: 258 | | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|--|--------------------|
| 1 | Rents are too high in surrounding areas. Rents are based on Global Foundries - not everyone makes that kind of money. | 5/14/2018 10:42 AM |
| 2 | Over development and traffic are the biggest issue, appearance including setbacks and density also | 5/6/2018 10:00 PM |
| 3 | too many subdivisions being developed | 5/3/2018 4:23 PM |
| 4 | The reason we moved here was the "smallness" of everything. A beautiful quaint place to raise a family. | 4/30/2018 11:43 PM |
| 5 | quality of schools | 4/30/2018 12:18 PM |
| 6 | The boards ongoing approval of unnecessary development (condos near Winding Brook) show they don't care about why residents chose to live here | 4/29/2018 12:37 PM |
| 7 | There is too much uncontrolled development around Saratoga Lake and 9P cannot handle the traffic | 4/28/2018 7:38 PM |
| 8 | TRAFFIC,lack of response to pleas of residents,continual construction in the lake area, poorly maintained roads, | 4/28/2018 7:23 PM |
| 9 | I am in Scotland | 4/28/2018 11:49 AM |
| 10 | Low income, section 8 | 4/26/2018 7:27 AM |
| 11 | Stillwater keeps adding houses but no businesses. Lengthy trips/commutes are required to get to anything. | 4/25/2018 9:12 AM |
| 12 | Government | 4/25/2018 8:17 AM |
| 13 | School tax burden | 4/24/2018 1:43 PM |
| 14 | Outdoor wood furnaces that pollute the air all winter long; Number of houses that are poorly maintained | 4/24/2018 1:10 PM |
| 15 | Walking path to Brown's Beach would be great for people close like Saratoga Glen. Better quality and service at Docks Browns. They are not consistent and it could be managed much better after 3 years. | 4/23/2018 7:50 AM |
| 16 | Global Foundries and the towns dependence on them | 4/23/2018 6:58 AM |
| 17 | A paved fitness trail near the lake could be a nice addition (similar to the Delmar Rail Trail). Not a deal breaker though. | 4/22/2018 8:53 PM |
| 18 | Do not allow the lake to further fill in or become polluted by run offs | 4/21/2018 12:10 PM |
| 19 | Higher residential density that will create a greater tax burden for all current residents | 4/21/2018 8:59 AM |
| 20 | Built in 2002. I couldn't afford to buy this house now. | 4/20/2018 11:50 AM |
| 21 | The fact that Stillwater's actions , or lack of them, have compromised the quality of Saratoga Lake over the last twenty or so years | 4/19/2018 5:55 PM |
| 22 | We moved here to have the best of both worlds. Work in Albany, but have the luxury of leaving the stress of the city and other over populated high trafficked areas to have peace and quiet and connect with nature and local farms. | 4/18/2018 8:23 PM |
| 23 | I live closeby and the roads have become quite busy. | 4/18/2018 4:25 PM |
| 24 | Route 9p - while a state road, it is a main thoroughfare for residents near the lake. Improvements like walking/biking lane would be a significant safety and quality of life improvement. | 4/18/2018 8:19 AM |
| 25 | Over development near 9P & 423. | 4/17/2018 10:39 PM |
| 26 | property cost | 4/17/2018 9:58 PM |
| 27 | Deterioration of the quality of life due to unrestrained growth | 4/17/2018 9:01 PM |
| 28 | Absolutely ridiculous overbuilding. You are destroying the community. | 4/17/2018 8:48 PM |
| 29 | I would like to see some senior housing, over 55, affordable housing. Also single family houses with services provided, snow plowing, lawn care maintenance, | 4/17/2018 8:43 PM |
| 30 | Over development of housing projects and apartment complexes!! | 4/17/2018 8:01 PM |
| 31 | Racist | 4/17/2018 3:09 PM |
| 32 | High school taxes for the Mechanicville Schools | 4/17/2018 11:19 AM |
| 33 | If the area gets over developed I will likely move to somewhere less densely populated. | 4/17/2018 11:05 AM |
| 34 | Would love to see a diner somewhere in the community | 4/17/2018 11:05 AM |

| | | |
|----|--|--------------------|
| 35 | There are zero businesses..not even a bar where we can go have a drink | 4/17/2018 10:49 AM |
|----|--|--------------------|

Q8 Overall, I would rate the quality of life in Stillwater as:

Answered: 256 Skipped: 24

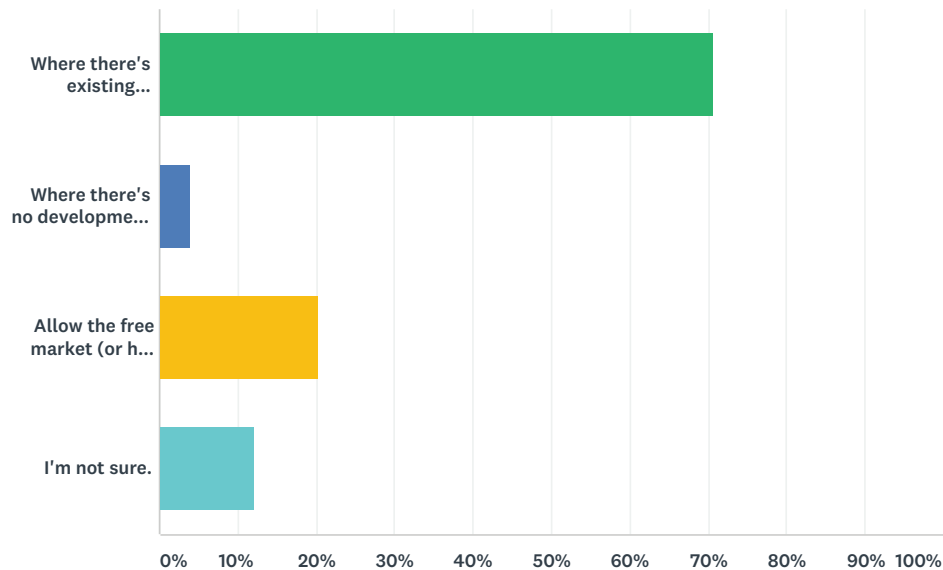


| | POOR | AVERAGE | NEUTRAL | VERY GOOD | EXCELLENT | N/A | TOTAL | WEIGHTED AVERAGE |
|---|-------|---------|---------|-----------|-----------|-------|-------|------------------|
| ☆ | 1.95% | 7.81% | 13.67% | 65.23% | 10.16% | 1.17% | 256 | 0.00 |
| | 5 | 20 | 35 | 167 | 26 | 3 | | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|---|--------------------|
| 1 | Rural- suburban is very good. The more built up regions in the town I would rate poor | 5/6/2018 10:00 PM |
| 2 | Too many barking dogs in the neighborhood. | 5/4/2018 1:00 PM |
| 3 | On a spiral downward as we are being overrun by development | 4/28/2018 7:38 PM |
| 4 | It was better years ago before PDD's started sprouting up all along Saratoga Lake. 9P is too crowded | 4/28/2018 5:22 PM |
| 5 | Quality of life is declining as traffic, noise and pollution increase from overdevelopment | 4/28/2018 5:07 PM |
| 6 | Quality of life is declining as natural open space is shrinking and replaced by development | 4/28/2018 4:49 PM |
| 7 | Quality of life and sense of place is declining due to overdevelopment | 4/28/2018 4:23 PM |
| 8 | It's ok. there is a lot of run down houses, etc. trailer parks. | 4/28/2018 2:22 PM |
| 9 | Builders are about to destroy it completely. There is too much building, period. | 4/24/2018 1:43 PM |
| 10 | I would have said excellent but the over development on the lake and 423 is too much!! | 4/24/2018 7:03 AM |
| 11 | We only have well water...would like "city water" | 4/21/2018 4:53 PM |
| 12 | Very good | 4/21/2018 1:04 PM |
| 13 | Drugs and alcohol abuse as is everywhere is a problem. It takes community support, not just laws. | 4/21/2018 12:10 PM |
| 14 | We live off the crumbling route 9P and we have been subjected to constant stormwater run-off for YEARS....no action by Stillwater, although this has been brought to their attention TOO MANY TIMES | 4/19/2018 5:55 PM |
| 15 | Great | 4/19/2018 4:55 PM |
| 16 | DO NOT CHANGE IT | 4/19/2018 9:08 AM |
| 17 | Quality life as it stands is just what I want to raise my family in. | 4/18/2018 8:23 PM |
| 18 | Over development and irresponsible town government is literally killing stillwater | 4/18/2018 10:41 AM |
| 19 | If the current status of things are maintained without allowing overdevelopment. | 4/17/2018 10:57 PM |
| 20 | Very good (for now) | 4/17/2018 10:39 PM |
| 21 | Stillwater benefits from many shared amenities to neighboring communities | 4/17/2018 9:01 PM |

Q9 Where should development occur in the Town? Select any/all that apply.

Answered: 222 Skipped: 58



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| Where there's existing development and supporting infrastructure. | 70.72% | 157 |
| Where there's no development yet on open land, such as rural farmland and/or forested areas. | 4.05% | 9 |
| Allow the free market (or home buyers) to decide. | 20.27% | 45 |
| I'm not sure. | 12.16% | 27 |
| Total Respondents: 222 | | |

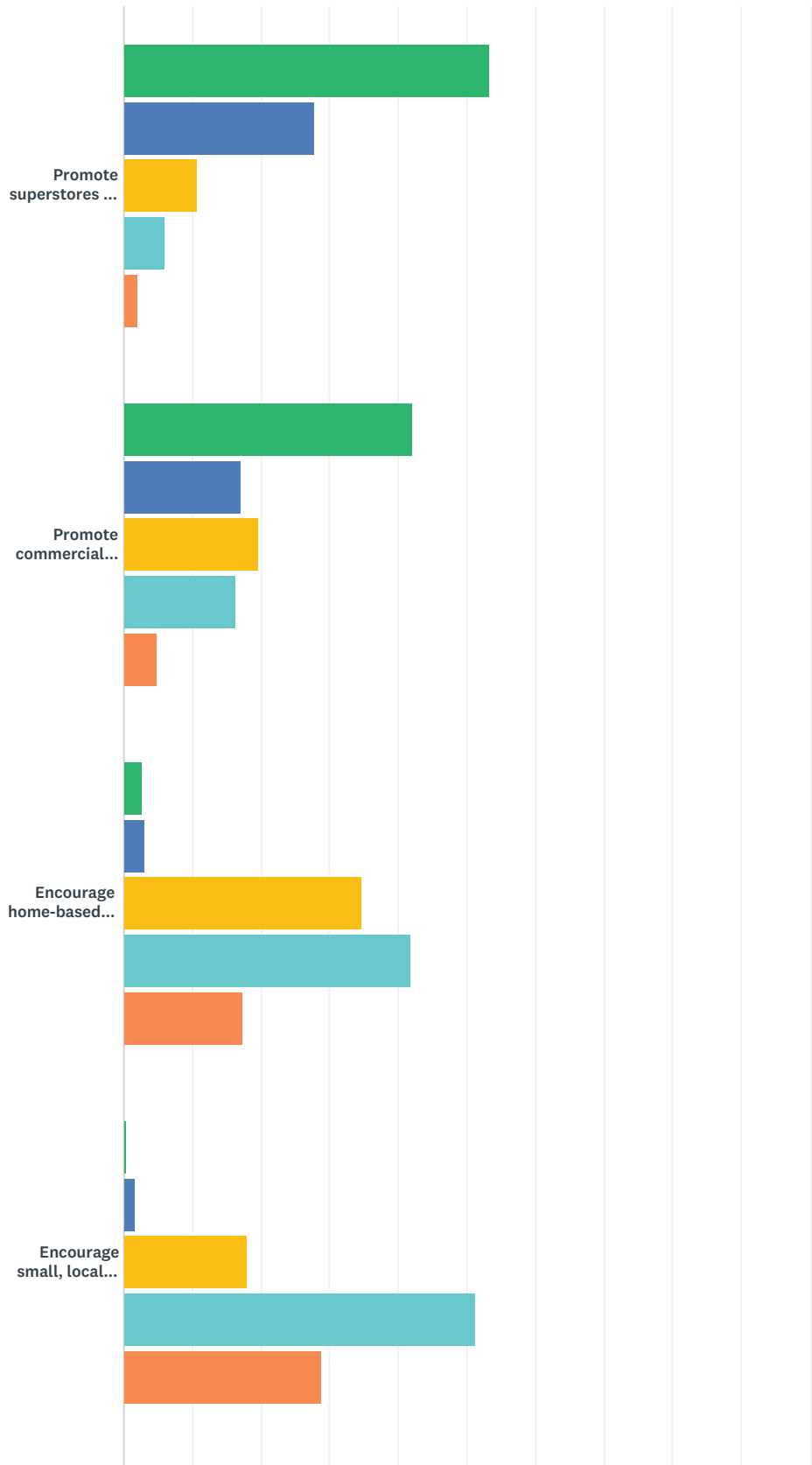
| # | OTHER (PLEASE SPECIFY) | DATE |
|----|---|--------------------|
| 1 | Lower rent units near the Village. But NOT subsidized or poor people housing. Not all people who are poor are low class. | 5/14/2018 10:46 AM |
| 2 | Not a fan of development. I do think 2 family home density in ural-suburban areas can diversify housing stock and help affordability in ti | 5/6/2018 10:12 PM |
| 3 | There is more tha enough housing development | 5/6/2018 6:48 PM |
| 4 | No more development near Saratoga Lake. | 5/4/2018 3:09 PM |
| 5 | Along the current business corridor and one block back. | 5/4/2018 1:05 PM |
| 6 | And not too much please | 5/2/2018 5:57 AM |
| 7 | None | 5/1/2018 2:29 AM |
| 8 | It's less about how much development and more about what kind | 4/29/2018 12:41 PM |
| 9 | We should be preserving open space to retain the rural character of our town. That rural character is why I moved here. When it is gone I will go to. | 4/28/2018 7:45 PM |
| 10 | Along the Hudson River and near the town | 4/28/2018 7:29 PM |
| 11 | Saratoga Lake is beautiful and should not be marred by large buildings and made to resemble a city | 4/27/2018 9:39 AM |
| 12 | Areas that are not overdeveloped | 4/25/2018 6:00 PM |
| 13 | I'm referring to business/services development, not more housing developments. | 4/25/2018 9:20 AM |
| 14 | Away from Saratoga Lake in already developed areas. | 4/25/2018 9:11 AM |

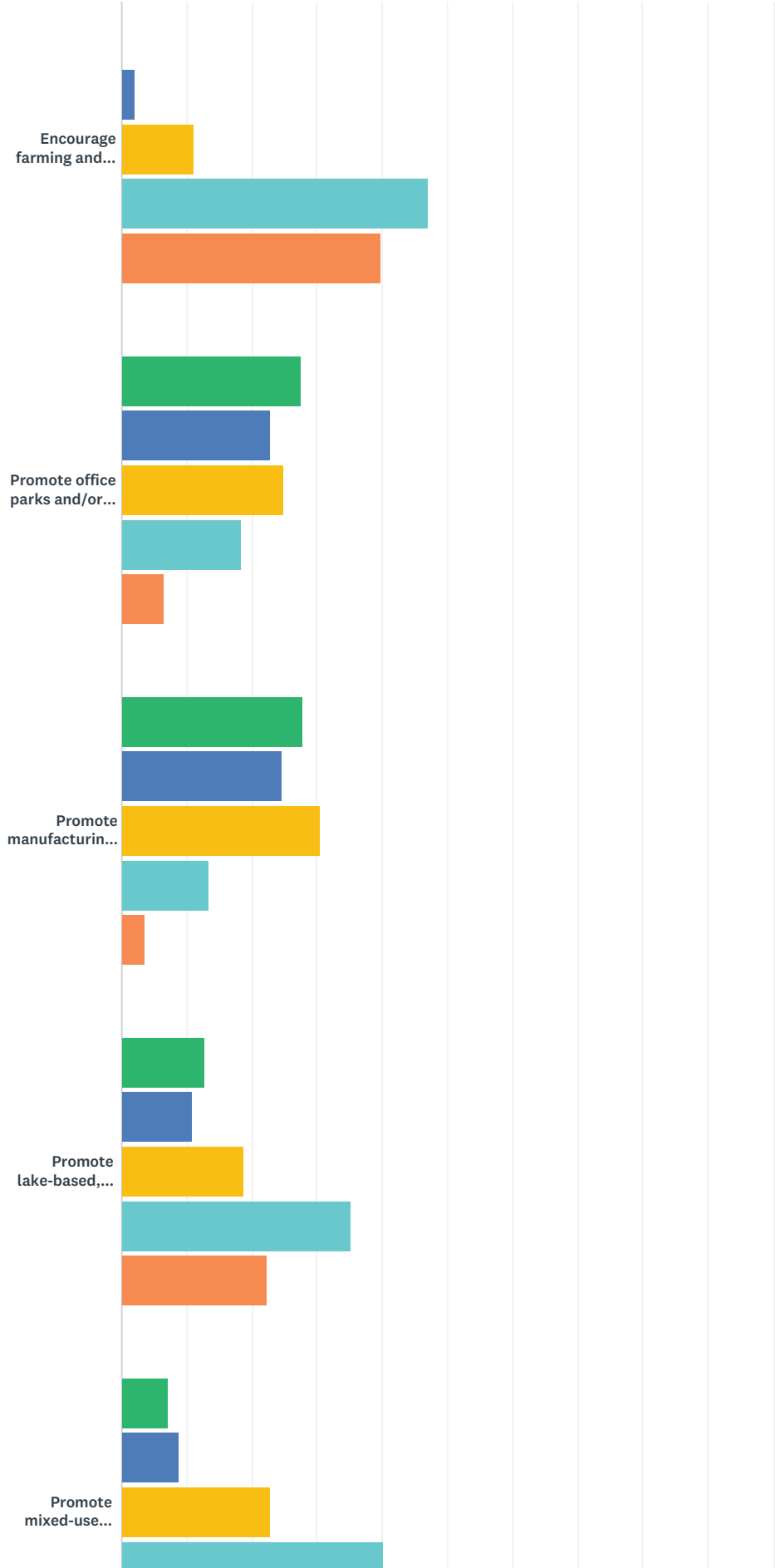
| | | |
|----|---|--------------------|
| 15 | Not on farmland, not where hurts lake. Along the Hudson and near Mechanicville already walkable and needs services. | 4/24/2018 7:11 PM |
| 16 | There is too much building and too much density. The town is collaborating with builders to spit on the existing communities. | 4/24/2018 1:48 PM |
| 17 | It would seem logical that the best answer would be a mix of all of these, but that is not provided as a possible choice. | 4/24/2018 1:23 PM |
| 18 | Not near the lake!! The traffic is awful and unsafe!! | 4/24/2018 7:14 AM |
| 19 | Where it will not harm the environment especially the wells, aquifers, or cause drainage or erosion problems. The town has only been caring about the tax benefit no the environmental impact. | 4/21/2018 12:28 PM |
| 20 | Lots of factors to consider. | 4/21/2018 11:46 AM |
| 21 | anywhere but all lower density development | 4/21/2018 9:08 AM |
| 22 | I think we should address properties that are vacant and collapsing for rehab support and limit new housing- leaving our farm and rural wildlife lands free to be what they are. | 4/20/2018 11:13 AM |
| 23 | Nowhere. Please leave the land alone. | 4/20/2018 8:51 AM |
| 24 | Not in the hills around the lake. | 4/20/2018 8:36 AM |
| 25 | no development. its over developed already | 4/20/2018 8:17 AM |
| 26 | Having a town plan that would ensure open green space. Building lots to be a minimum of 2 acres each. | 4/19/2018 11:39 PM |
| 27 | condos on Brown's Beach | 4/19/2018 8:00 PM |
| 28 | It seems the Supervisor needs additional funds to support Brown's Beach..why not classify the Hudson Rive are "Resort Recreational" to put it on a par iwth the saratoga lake properties....this would rightly generate additional funds | 4/19/2018 6:06 PM |
| 29 | No further indiscriminate development | 4/19/2018 5:47 PM |
| 30 | Single Family Homes with large rural lots. No condos or mega developments with tiny lots. Less density. | 4/19/2018 2:24 PM |
| 31 | I belive its best and least impactful to the character of the community to preserve the existing farmlands and rural parts of town while promoting growth in the already dense 9P & Hudson ave corridors. Look at what the suburban growth did to the farmlands and open spaces in Halfmoon and Clifton park. | 4/19/2018 1:28 PM |
| 32 | Lets put resources into fixing all the vacant buildings first before we worry about new development. To many homes left in poor conditions as the banks do not maintain properties when they seize them | 4/19/2018 10:36 AM |
| 33 | get rid of PDDs located in various areas of the town. | 4/18/2018 9:04 PM |
| 34 | I do not want any more of our open land to be developed | 4/18/2018 5:25 PM |
| 35 | We have had enough development. We should be preserving our rural environment and stop the insane development. Current Town management is awful. The politicians are corrupt and the big money debvelopers call the shots. | 4/18/2018 10:43 AM |
| 36 | Not near Saratoga Lake!!!! | 4/18/2018 9:32 AM |
| 37 | Redevelop town near school and "shops" make a stronger town/community - individual home owners to decide but large developments should get approval of community surrounding the proposed development | 4/18/2018 9:17 AM |
| 38 | No more development is required, there is currently too much. | 4/18/2018 6:56 AM |
| 39 | No further development should be allowed in order to protect Saratoga lake | 4/17/2018 11:05 PM |
| 40 | In areas as to not promote overcrowding. | 4/17/2018 10:47 PM |
| 41 | Growth should continue in the direction of sizeable acreage lots and where developments build, the lot sizes should also maintain larger sized lots. Growth should continue in areas where space allows for building while maintaing the small town rural feel that has attracted many new residents. | 4/17/2018 9:58 PM |
| 42 | Do not leave to free market forces. Careful preservation of the watershed needs to be a priority or builders will ruin the character for profit. | 4/17/2018 9:11 PM |
| 43 | Pay attention to all of the people going to all of your meetings. Don't develop. | 4/17/2018 8:52 PM |
| 44 | Don't agree that development should occur necessarily. It should be restricted and limited, not used to justify additional expenditures by the Town and Village. | 4/17/2018 8:47 PM |
| 45 | None, do not change the character of Stillwater. | 4/17/2018 8:07 PM |

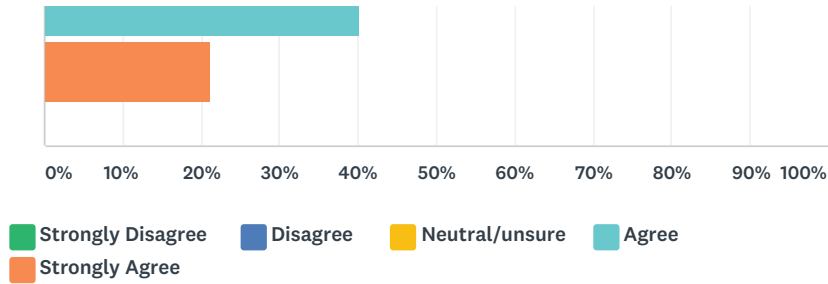
| | | |
|----|--|--------------------|
| 46 | We don't need any more | 4/17/2018 12:12 PM |
| 47 | Route 67 | 4/17/2018 12:03 PM |
| 48 | Not in a development that has already been built. Adding townhouses or apartments to a developed area is not the preferred method. | 4/17/2018 11:12 AM |
| 49 | Rebuild the town so it doesn't make the rest look bad. | 4/17/2018 11:03 AM |
| 50 | We need to look at GF and build out from there. There are too many segmented business districts including one that is a swamp. | 4/17/2018 11:02 AM |
| 51 | Stilwater should maintain its rural character and stop over developing | 4/17/2018 10:24 AM |
| 52 | Limit developing. Stillwater is losing it's charm rapidly | 4/17/2018 10:22 AM |

Q10 The Town should focus on the following opportunities to grow the local economy ...

Answered: 251 Skipped: 29







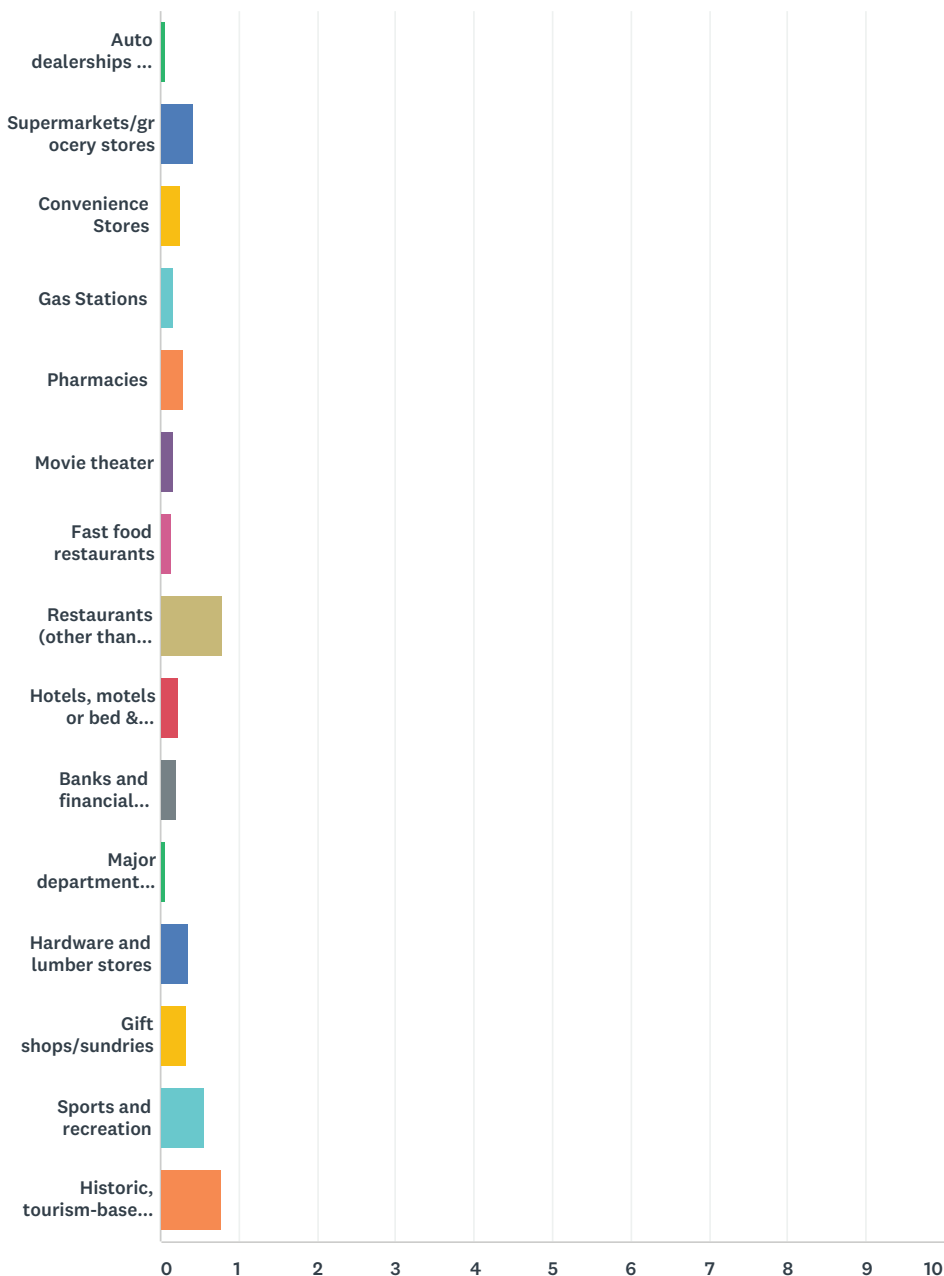
| | STRONGLY DISAGREE | DISAGREE | NEUTRAL/UNSURE | AGREE | STRONGLY AGREE | TOTAL |
|--|-------------------|--------------|----------------|---------------|----------------|-------|
| Promote superstores and large-scale commercial stores | 53.39% 134 | 27.89% 70 | 10.76% 27 | 5.98% 15 | 1.99% 5 | 251 |
| Promote commercial strip (plaza-style) development | 42.00% 105 | 17.20% 43 | 19.60% 49 | 16.40% 41 | 4.80% 12 | 250 |
| Encourage home-based businesses | 2.82% 7 | 3.23% 8 | 34.68% 86 | 41.94% 104 | 17.34% 43 | 248 |
| Encourage small, local start-ups | 0.40% 1 | 1.60% 4 | 18.00% 45 | 51.20% 128 | 28.80% 72 | 250 |
| Encourage farming and agribusiness | 0.00% 0 | 1.99% 5 | 11.16% 28 | 47.01% 118 | 39.84% 100 | 251 |
| Promote office parks and/or high tech industry | 27.60% 69 | 22.80% 57 | 24.80% 62 | 18.40% 46 | 6.40% 16 | 250 |
| Promote manufacturing and industry | 27.82% 69 | 24.60% 61 | 30.65% 76 | 13.31% 33 | 3.63% 9 | 248 |
| Promote lake-based, recreational development | 12.80% 32 | 10.80% 27 | 18.80% 47 | 35.20% 88 | 22.40% 56 | 250 |
| Promote mixed-use development with a small, village-style appearance | 7.17% 18 | 8.76% 22 | 22.71% 57 | 40.24% 101 | 21.12% 53 | 251 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|--|--------------------|
| 1 | We should concentrate growth in and around the existing village of Stillwater and its immediate surroundings that are walkable to the essential amenities of life. | 4/28/2018 7:45 PM |
| 2 | Promote river-bases recreation | 4/28/2018 7:29 PM |
| 3 | Utilize our location of the Hudson River- ie rentals, or a dinner barge | 4/28/2018 12:07 PM |
| 4 | Yes, to lake-based recreation. But we don't want to be like Lake George village. | 4/27/2018 9:39 AM |
| 5 | Development should not hurt existing quality of life. | 4/24/2018 7:11 PM |
| 6 | We long lived in Westchester. These goals are a bit lofty, but have merit. Be environmental responsible. Use salt alternatives on the roads. Try to prevent fertilizer runoffs (I grew up on a working farm and was a Key club 4-H honoree). | 4/21/2018 12:28 PM |
| 7 | No zoning changes should be made to accommodate Global Foundries unless they give us back some of the public assistance money we have given them. | 4/21/2018 9:08 AM |
| 8 | There is an abundant supply of unoccupied mixed use/commercial property already available. Re-purpose those facilities first. | 4/20/2018 9:01 AM |
| 9 | Saratoga Lake is saturated with recreational development....there are already too many VACANT commercial sites surrounding us, even though they are in highly used commercial areas... | 4/19/2018 6:06 PM |
| 10 | While I understand we need development. We should start with what we are working with within our public services. We have a Police Dept basically working out of a garage. A firehouse that was outdated 40 years ago. A Rescue Squad building that should not even be occupied due to its condition | 4/19/2018 10:36 AM |
| 11 | Use the history of the town to attract business to the village. The river front is a beautiful area where side walks and bike paths can be a very attractive option with small shops that bring business to the village/town. Attractive to people of all ages and stages. | 4/18/2018 9:04 PM |
| 12 | Lake based recreational development should not be at the expense of the quality of the lake or the residents living there. | 4/18/2018 1:02 PM |

| | | |
|----|--|--------------------|
| 13 | Develop riverfront economic opportunities | 4/18/2018 11:02 AM |
| 14 | Just Stop! | 4/18/2018 10:43 AM |
| 15 | Create unique town - quaint - develop downtown excellent restaurants - look at river to host annual canoe event or community music to draw people to town | 4/18/2018 9:17 AM |
| 16 | Maintain the open rural quality of Stillwater | 4/17/2018 11:05 PM |
| 17 | As much as I would like to promote lake-based recreational development, I see too much of that, driven by profit and squeezing in as much as one can for money. The HEALTH OF THE LAKE needs to be considered before any more development of any kind. | 4/17/2018 9:11 PM |
| 18 | Saratoga Lake is great...but it will never have the draw that Lake George does no matter what we do. It is overdeveloped as it is and needs a massive infrastructure overhaul just to support what is already there. All frontage on cold springs road should be re-zoned mixed use and commercial, the road should be expanded to 4 lanes with on street parking. | 4/17/2018 11:02 AM |
| 19 | I agree we need to maintain a level of industry/business. What we have (for example, lake business, village businesses and the chip plant) are more than adequate | 4/17/2018 10:22 AM |

Q11 What kind of retail and/or local businesses are most needed or desired in the Town? Choose up to FIVE *most needed/desired* business types from the list below.

Answered: 249 Skipped: 31



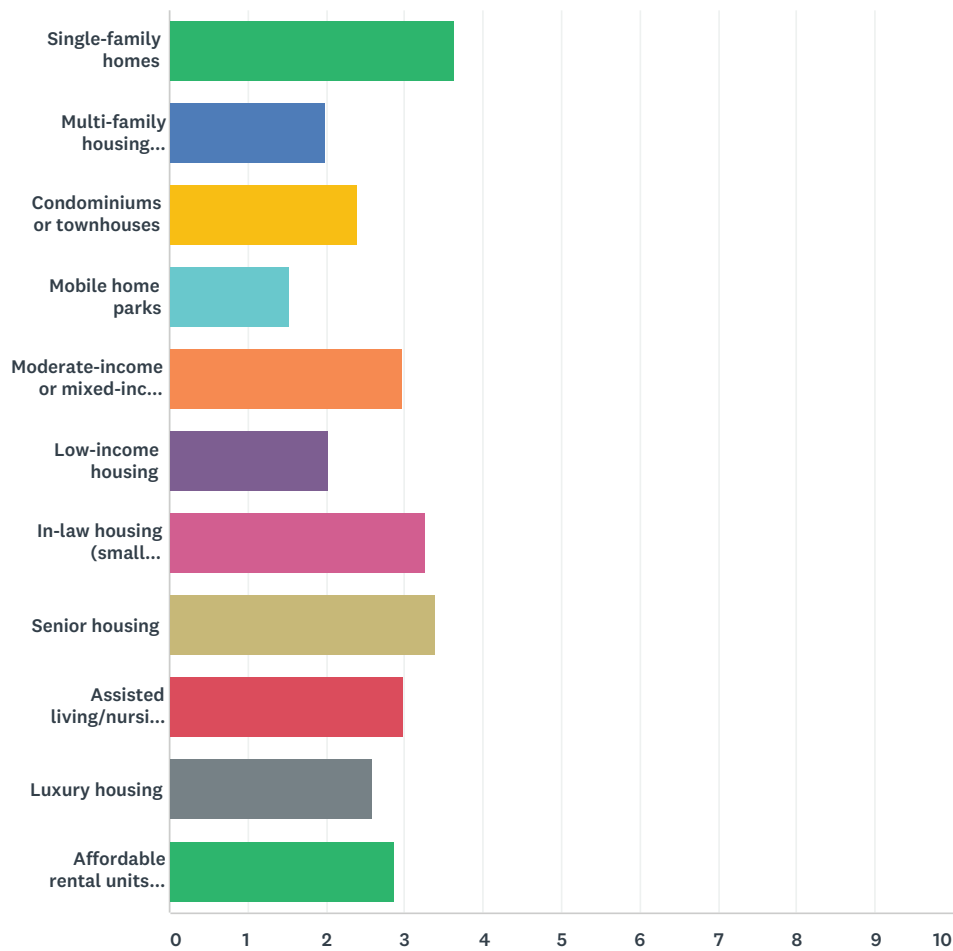
| | THIS IS ONE OF THE *MOST* NEEDED/DESIRED BUSINESS TYPES IN THE TOWN. | NOT NEEDED/DESIRED. | TOTAL | WEIGHTED AVERAGE |
|-----------------------------------|--|---------------------|-------|------------------|
| Auto dealerships and repair shops | 5.70% 11 | 94.30% 182 | 193 | 0.06 |
| Supermarkets/grocery stores | 42.25% 90 | 57.75% 123 | 213 | 0.42 |
| Convenience Stores | 25.74% 52 | 74.26% 150 | 202 | 0.26 |

| | | | | |
|--|---------------|---------------|-----|------|
| Gas Stations | 16.15% 31 | 83.85% 161 | 192 | 0.16 |
| Pharmacies | 29.53% 57 | 70.47% 136 | 193 | 0.30 |
| Movie theater | 16.32% 31 | 83.68% 159 | 190 | 0.16 |
| Fast food restaurants | 13.99% 27 | 86.01% 166 | 193 | 0.14 |
| Restaurants (other than fast food) | 80.26% 187 | 19.74% 46 | 233 | 0.80 |
| Hotels, motels or bed & breakfasts | 21.54% 42 | 78.46% 153 | 195 | 0.22 |
| Banks and financial institutions | 20.63% 39 | 79.37% 150 | 189 | 0.21 |
| Major department stores | 6.19% 12 | 93.81% 182 | 194 | 0.06 |
| Hardware and lumber stores | 34.72% 67 | 65.28% 126 | 193 | 0.35 |
| Gift shops/sundries | 32.98% 63 | 67.02% 128 | 191 | 0.33 |
| Sports and recreation | 56.37% 115 | 43.63% 89 | 204 | 0.56 |
| Historic, tourism-based businesses (i.e. complimentary to Blockhouse, National Cemetery, National Battlefield, etc.) | 77.97% 177 | 22.03% 50 | 227 | 0.78 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|---|--------------------|
| 1 | Stores and restaurants are readily accessible either in Stillwater or neighboring towns. | 4/28/2018 4:30 PM |
| 2 | Bike path longer than 5 miles. | 4/28/2018 2:26 PM |
| 3 | Post office with accessible window hours for working people | 4/28/2018 2:21 PM |
| 4 | Not sure what you're asking here--do you mean in addition to what we already have? It's good to have grocery stores, pharmacies and banks. We already have some of those. | 4/27/2018 9:39 AM |
| 5 | *I know that I chose 6, bed and breakfasts would be great | 4/26/2018 11:27 AM |
| 6 | Village needs grocery, pharmacy, restaurants, bed and breakfast, tours on river | 4/24/2018 7:11 PM |
| 7 | Any other restaurants other than pizza. There are 3 restaurants within a block of each other. | 4/24/2018 11:58 AM |
| 8 | small businesses like it used to be in the village | 4/23/2018 10:00 AM |
| 9 | Dream, Bon Ton's is in bankruptcy. Toys are us out of business. | 4/21/2018 12:28 PM |
| 10 | I live close enough to Malta and Saratoga that I don't need any more commercial development | 4/20/2018 11:56 AM |
| 11 | If you live near the lake Malta or Wilton already offers most of these things. Let them have the ugly commercial hub and we can utilize it but maintain rural character of Stillwater. Best of both worlds. | 4/19/2018 2:24 PM |
| 12 | River activities, marina on the river, coffee shop, bed and breakfast which attracts those to the historic value of the area. Think VA and events they do to attract tourism. s | 4/18/2018 9:04 PM |
| 13 | I would prefer no major business development around the lake. | 4/17/2018 9:11 PM |
| 14 | Once again, listen | 4/17/2018 8:52 PM |
| 15 | I don't like to think this town would be headed to be like Clifton park. Ugh. No big businesses. | 4/17/2018 8:52 PM |
| 16 | With so much available in neighboring areas (Malta, B Spa, Wilton, Saratoga), it's questionable that we need aggressive business growth. Identifying supports for existing businesses to keep them around would be worthwhile to explore. | 4/17/2018 8:47 PM |
| 17 | What I need already exists. I don't mean additional ones to what I checked. | 4/17/2018 5:24 PM |
| 18 | The current "downtown" needs a business that locals can rally behind. A local homemade dairybar would be great to get people out and walking the streets again. | 4/17/2018 11:02 AM |

Q12 The following types of housing are needed in the Town of Stillwater.

Answered: 250 Skipped: 30



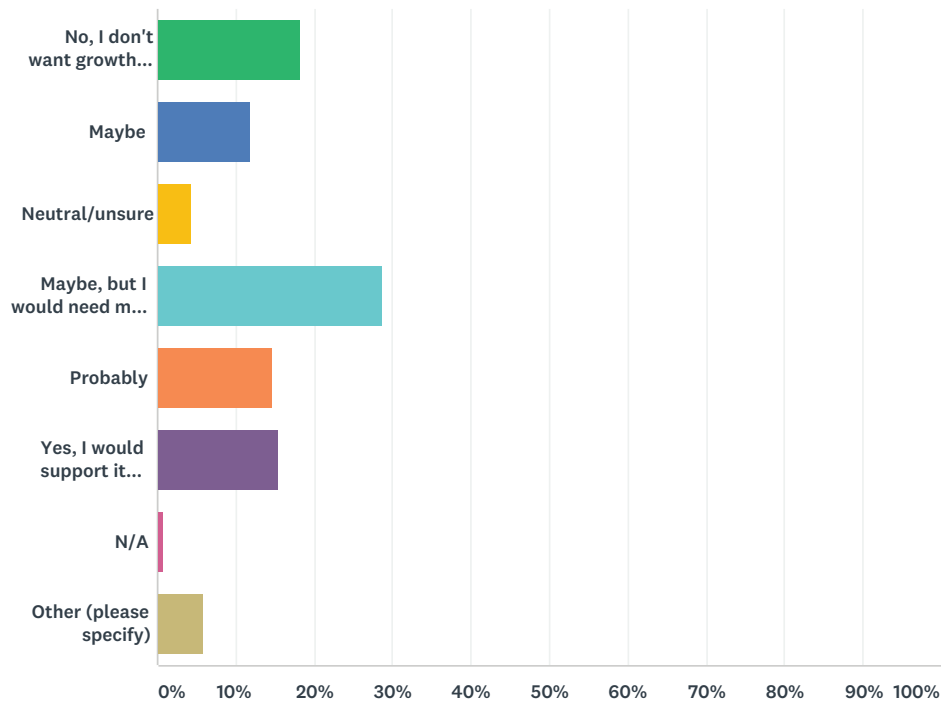
| | STRONGLY DISAGREE | DISAGREE | NEUTRAL | AGREE | STRONGLY AGREE | N/A | TOTAL | WEIGHTED AVERAGE |
|--|-------------------|--------------|---------------|--------------|----------------|------------|-------|------------------|
| Single-family homes | 7.88% 19 | 4.98% 12 | 26.97% 65 | 33.61% 81 | 24.90% 60 | 1.66% 4 | 241 | 3.64 |
| Multi-family housing (apartment complexes) | 45.04% 109 | 23.97% 58 | 17.36% 42 | 8.68% 21 | 2.89% 7 | 2.07% 5 | 242 | 1.98 |
| Condominiums or townhouses | 35.39% 86 | 17.28% 42 | 23.46% 57 | 16.46% 40 | 6.17% 15 | 1.23% 3 | 243 | 2.40 |
| Mobile home parks | 61.16% 148 | 23.97% 58 | 11.16% 27 | 0.83% 2 | 0.83% 2 | 2.07% 5 | 242 | 1.53 |
| Moderate-income or mixed-income housing | 17.70% 43 | 13.99% 34 | 25.93% 63 | 34.98% 85 | 6.17% 15 | 1.23% 3 | 243 | 2.98 |
| Low-income housing | 44.44% 108 | 21.40% 52 | 20.99% 51 | 9.05% 22 | 2.47% 6 | 1.65% 4 | 243 | 2.02 |
| In-law housing (small accessory apartment to a single-family home) | 11.98% 29 | 7.85% 19 | 33.06% 80 | 30.99% 75 | 13.64% 33 | 2.48% 6 | 242 | 3.27 |
| Senior housing | 10.12% 25 | 5.67% 14 | 32.79% 81 | 37.25% 92 | 12.96% 32 | 1.21% 3 | 247 | 3.38 |
| Assisted living/nursing homes | 13.22% 32 | 10.33% 25 | 42.98% 104 | 27.69% 67 | 4.55% 11 | 1.24% 3 | 242 | 3.00 |

| | | | | | | | | |
|---|--------------|--------------|--------------|--------------|--------------|------------|-----|------|
| Luxury housing | 22.92% 55 | 19.17% 46 | 33.33% 80 | 17.92% 43 | 4.17% 10 | 2.50% 6 | 240 | 2.60 |
| Affordable rental units (homes or apartments) | 24.28% 59 | 16.46% 40 | 19.34% 47 | 25.51% 62 | 12.76% 31 | 1.65% 4 | 243 | 2.86 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|---|--------------------|
| 1 | Reduce density of 2 family in rural suburban areas | 5/6/2018 10:12 PM |
| 2 | Not sure. | 5/4/2018 1:05 PM |
| 3 | I have no idea what type of housing is needed. | 4/29/2018 2:26 PM |
| 4 | In the right area. | 4/24/2018 7:11 PM |
| 5 | Against development in the south end of Saratoga Lake. Its overdeveloped now. | 4/23/2018 4:30 PM |
| 6 | Don't use our tax money for this, unless the Feds require it. | 4/21/2018 12:28 PM |
| 7 | I don't need any more housing. I have a house I'm very satisfied with. Eventually I'll need assisted living and nursing care. | 4/20/2018 11:56 AM |
| 8 | Route 9 corrida cannot tolerate ANY ADDITIONAL TRAFFIC,,,be it foot or vehicles.. | 4/19/2018 6:06 PM |
| 9 | The market will determine if it needs these housing types but I do think Town officials should support existing residents desire for rural character (i.e. no condos, dense development). | 4/19/2018 2:24 PM |
| 10 | Luxury homes do allow for tax revenue to the town. Apart,ents and low income only add to the drain on taxes. | 4/18/2018 9:04 PM |
| 11 | not sure what luxury housing is? | 4/18/2018 6:45 PM |
| 12 | We do not need more housing. | 4/18/2018 5:25 PM |
| 13 | I am disappointed to hit any of these buttons for fear this will be interpreted as building all of it near the lake. Please care for the watershed. Locate condos where runoff and development will not affect streams that flow into the lake. | 4/17/2018 9:11 PM |
| 14 | Single family homes that have HOA fees. Affordable homes | 4/17/2018 8:52 PM |
| 15 | Not nearly enough affordable 3 bedroom apartments are available. | 4/17/2018 5:24 PM |
| 16 | We should never strive to be a low income resident community. | 4/17/2018 11:02 AM |

Q13 Would you support future growth and development in your area if low impact development methods were required? Low impact development includes reduced land clearing, maintaining land cover, the use of permeable pavement, natural buffers, and many other practices to minimize unwanted environmental impacts.

Answered: 252 Skipped: 28



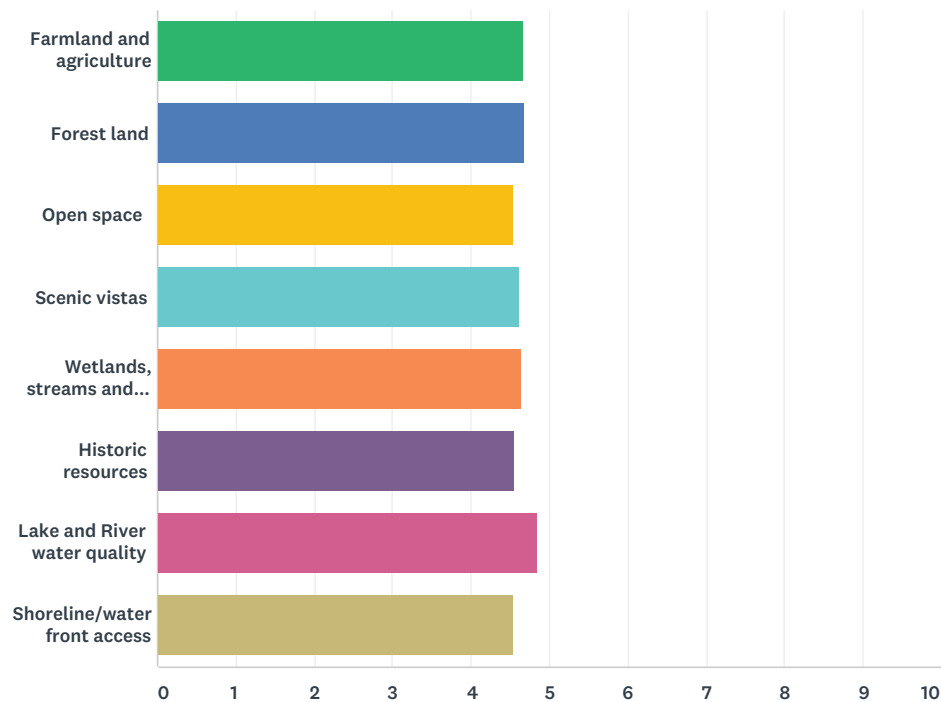
| ANSWER CHOICES | RESPONSES | |
|---|-----------|------------|
| No, I don't want growth under any circumstance | 18.25% | 46 |
| Maybe | 11.90% | 30 |
| Neutral/unsure | 4.37% | 11 |
| Maybe, but I would need more information | 28.57% | 72 |
| Probably | 14.68% | 37 |
| Yes, I would support it under this circumstance | 15.48% | 39 |
| N/A | 0.79% | 2 |
| Other (please specify) | 5.95% | 15 |
| TOTAL | | 252 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|--|-------------------|
| 1 | It would help and again with pedestrian infrastructure required also and that could eventually tie together | 5/6/2018 10:12 PM |
| 2 | I would support development in areas that have the appropriate infrastructure: town water, town sewer, etc. I do not support unchecked development by greedy developers who do not care what kind of impact they will have on the environment and who will say all the right things but then will do whatever the hell they want once they are approved. | 4/29/2018 2:26 PM |
| 3 | I don't want to see high density housing of any variety in the 9P corridor; it's already too crowded | 4/28/2018 7:45 PM |

| | | |
|----|--|--------------------|
| 4 | I could support such growth if it came with an equal amount of open space preservation | 4/28/2018 4:30 PM |
| 5 | I support growth and development under most conditions, but I don't support more regulation. | 4/25/2018 9:20 AM |
| 6 | What about dairy, horse, alpaca farms? | 4/24/2018 7:11 PM |
| 7 | Size and character of existing neighborhood are main issues | 4/23/2018 4:30 PM |
| 8 | Yes, growth is good, both business & residential | 4/22/2018 9:06 PM |
| 9 | Erosion and improper drainage needs to be prevented. Protect the aquifers. | 4/21/2018 12:28 PM |
| 10 | The Saratoga lake corridor is already saturated.....we need the green spaces to prevent storm water run-off and erosion | 4/19/2018 6:06 PM |
| 11 | Yes, I support this type of development if it is low density and in the town's rural character (i.e. no condos, apartment complexes). | 4/19/2018 2:24 PM |
| 12 | Lake community overpopulated already | 4/19/2018 9:41 AM |
| 13 | Yes I would support, however I would like more information on what these circumstances entail. | 4/18/2018 9:04 PM |
| 14 | Only if the town officials actually listen to the residents' concerns. | 4/17/2018 9:11 PM |
| 15 | Forcing developers with this many restrictions, mostly permeable pavement would increase development costs to the point where we won't see any new development. This can be achievable however you need to take development costs into effect to make sure an ROI can be achieved in a time frame that would be acceptable to a developer (8-10 yrs) | 4/17/2018 11:02 AM |

Q14 How important is it that the Town protect the following resources?

Answered: 250 Skipped: 30



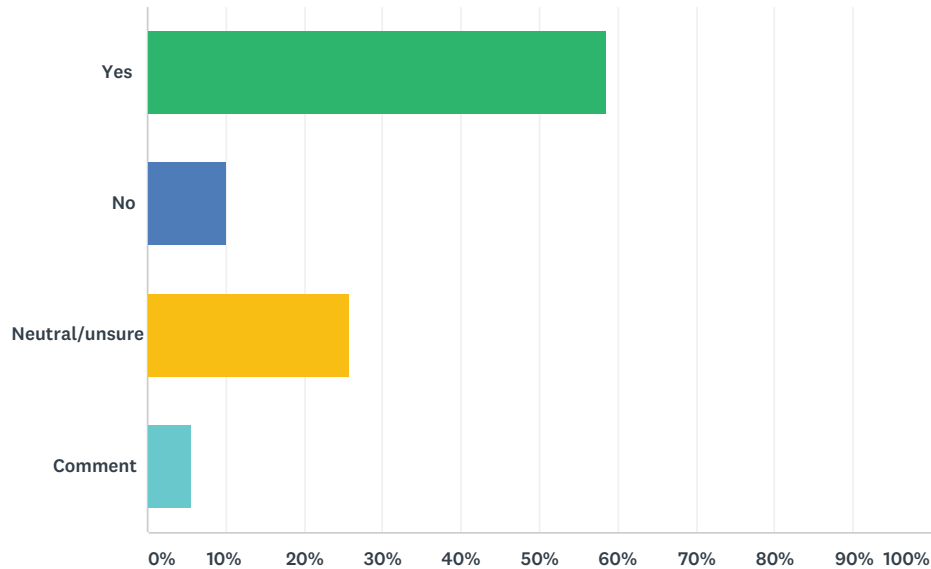
| | NOT AT ALL IMPORTANT | SOMEWHAT IMPORTANT | NEUTRAL/UNSURE | FAIRLY IMPORTANT | VERY IMPORTANT | THIS RESOURCE IS ALREADY WELL-PROTECTED OR MANAGED | TOTAL | WEIGHTED AVERAGE |
|--|----------------------|--------------------|----------------|------------------|----------------|--|-------|------------------|
| Farmland and agriculture | 0.40% 1 | 4.40% 11 | 2.40% 6 | 13.60% 34 | 77.20% 193 | 2.00% 5 | 250 | |
| Forest land | 0.40% 1 | 2.80% 7 | 2.80% 7 | 14.80% 37 | 77.60% 194 | 1.60% 4 | 250 | |
| Open space | 1.60% 4 | 3.60% 9 | 7.20% 18 | 14.40% 36 | 71.20% 178 | 2.00% 5 | 250 | |
| Scenic vistas | 0.81% 2 | 0.81% 2 | 6.45% 16 | 19.35% 48 | 71.37% 177 | 1.21% 3 | 248 | |
| Wetlands, streams and aquifers/groundwater | 1.20% 3 | 1.61% 4 | 7.23% 18 | 10.84% 27 | 76.31% 190 | 2.81% 7 | 249 | |
| Historic resources | 0.80% 2 | 2.80% 7 | 6.00% 15 | 16.80% 42 | 66.00% 165 | 7.60% 19 | 250 | |
| Lake and River water quality | 0.40% 1 | 1.60% 4 | 1.20% 3 | 5.20% 13 | 89.60% 224 | 2.00% 5 | 250 | |
| Shoreline/waterfront access | 2.80% 7 | 2.80% 7 | 4.00% 10 | 16.00% 40 | 71.20% 178 | 3.20% 8 | 250 | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|-------------------|
| 1 | If by open space protection you mean to hack down more trees then NO. | 4/29/2018 2:32 PM |
| 2 | Stillwater doesn't seem to care about our environment. It should. | 4/28/2018 3:11 PM |

| | | |
|---|--|--------------------|
| 3 | Get your zoning act together | 4/21/2018 12:38 PM |
| 4 | We already provide more than sufficient Saratoga Lake waterfront access....Hudson River access should be improved | 4/19/2018 6:14 PM |
| 5 | Currently these areas have been neglected and need to first be addressed and protected before any additional stress is put in and around such areas mentioned above. | 4/18/2018 9:14 PM |
| 6 | We need all of the above | 4/18/2018 5:27 PM |

Q15 Do you see benefit in the establishment of a town-sponsored program to design and build systems to improve the water quality of Saratoga Lake?

Answered: 249 Skipped: 31



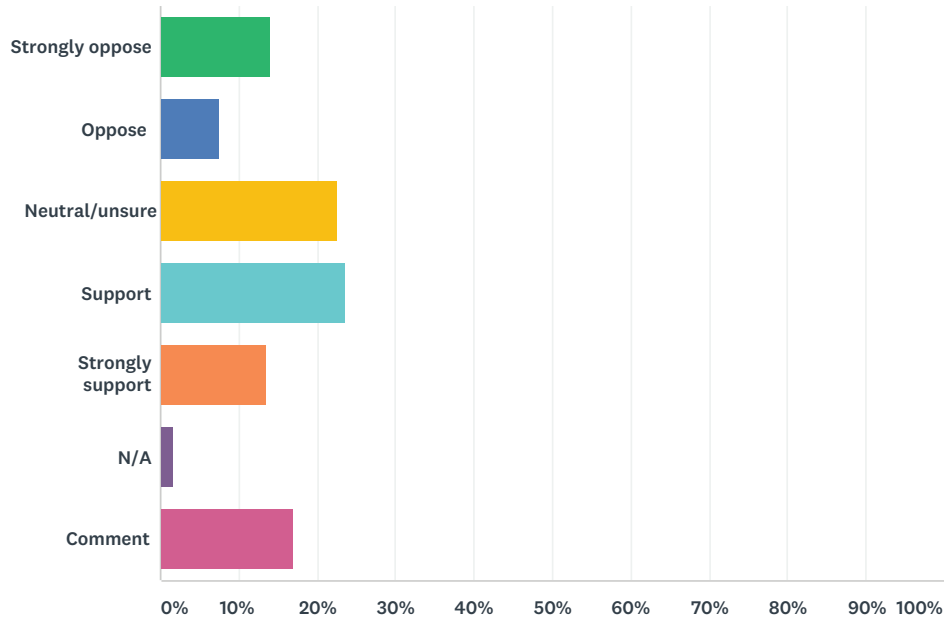
| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Yes | 58.63% | 146 |
| No | 10.04% | 25 |
| Neutral/unsure | 25.70% | 64 |
| Comment | 5.62% | 14 |
| TOTAL | | 249 |

| # | COMMENT | DATE |
|---|--|--------------------|
| 1 | Yes, but believe the cost of this program should be shared by all towns with frontage on the lake including Malta, Saratoga and the city of Saratoga Springs | 4/30/2018 12:25 PM |
| 2 | The onus should be on the development. | 4/29/2018 1:53 AM |
| 3 | THE TOWN HAS CONTRIBUTED TO COMPROMISING THE QUALITY OF SARATOGA lake THEREFORE THIS ADMINISTRATION IS NOT A RESPONSIBLE CUSTODIAN OF THE LAKE | 4/28/2018 7:35 PM |
| 4 | I have no interest in the town spending money to improve the quality of a place few residents are actually near/use. Get Malta or Saratoga to do it; in location and name it's theirs anyway. | 4/25/2018 9:27 AM |
| 5 | The plan should involve all towns around the lake. | 4/25/2018 9:17 AM |
| 6 | I believe that preserving watershed property around the Lake is more important and effective than any man made systems. | 4/22/2018 9:25 PM |
| 7 | The town needs to address zoning standards more thoroughly and make the builders put in these systems. The town needs better rules for this. Since everyone benefits every taxpayer should contribute. | 4/21/2018 12:38 PM |
| 8 | Very concerned about fertilizer and silt runoff. Spring rains turned the eastern lakeshore shallows completely brown. | 4/20/2018 11:59 AM |
| 9 | But we should not be the sole provider of such a project | 4/19/2018 10:51 AM |

| | | |
|----|---|--------------------|
| 10 | With the fast growth which is occurring up near the lake, and the public beach as well as the over 400 additional dock spaces granted, the lake is being heavily polluted. Between the environmental impact of invasive species such as milfoil and zebra mussels, the increase in pollutants will continue to reduce the quality of the lake. We need to as a community (stillwater, Malta, Saratoga) need to come together collectively and establish a means of preserving all that the lake has to offer. | 4/18/2018 9:14 PM |
| 11 | Need more information to properly answer this question - but, as a matter of principle, I would support programs/systems to improve water quality | 4/18/2018 7:48 AM |
| 12 | water quality should be managed by NYS DEC. | 4/17/2018 10:04 PM |
| 13 | Not if the town uses this excuse to develop pristine watershed land for building and profit. | 4/17/2018 9:14 PM |
| 14 | The town could never afford something like this without driving taxes thru the roof. With zero commercial growth since GF was built the tax roll can barely support the towns expenses as it is. | 4/17/2018 11:10 AM |

Q16 Would you support the creation of a special town fund (by use of local taxes or special fees) to help pay for such a program? Feel free to use the comment box to tell us more about why you oppose or support such a tax or fee, and provide any thoughts and suggestions.

Answered: 249 Skipped: 31



| ANSWER CHOICES | RESPONSES | |
|------------------|-----------|------------|
| Strongly oppose | 14.06% | 35 |
| Oppose | 7.63% | 19 |
| Neutral/unsure | 22.49% | 56 |
| Support | 23.69% | 59 |
| Strongly support | 13.65% | 34 |
| N/A | 1.61% | 4 |
| Comment | 16.87% | 42 |
| TOTAL | | 249 |

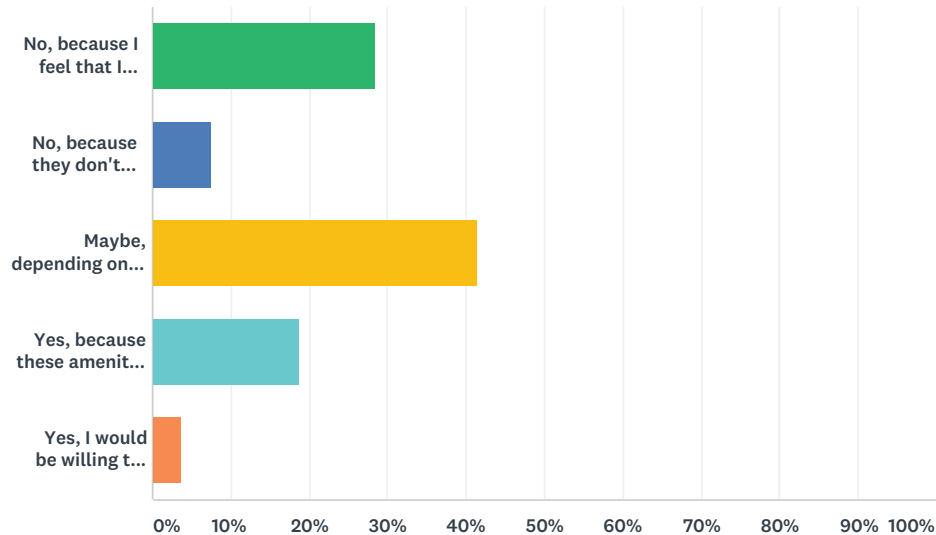
| # | COMMENT | DATE |
|---|--|--------------------|
| 1 | Totally depends on the program. If it's a good program, fund it. If not, don't. Funding can't be divorced from the program. | 5/2/2018 6:00 AM |
| 2 | See above | 4/30/2018 12:25 PM |
| 3 | If by creation of a town fund to support such a program, you intend to allow rampant development which will soil the lake and then you propose to clean it up with such a fund, then NO. | 4/29/2018 2:32 PM |
| 4 | The development should be designed to prevent this from happening. | 4/29/2018 1:53 AM |
| 5 | since the town will not divulge how they are affording Brown's Beach they are not trustworthy with tax payers monies | 4/28/2018 7:35 PM |
| 6 | It should be a legit program to improve water quality, not a way for crooked town officials to line the pockets of developer friends. | 4/28/2018 3:11 PM |
| 7 | I would have to know much more information such as what they want to do, where the money comes from, etc. | 4/28/2018 2:29 PM |

| | | |
|----|--|--------------------|
| 8 | As we are not the only community on the lake, it should not be Stillwater's burden alone. | 4/26/2018 11:29 AM |
| 9 | Such a fund should include contributions from all towns around the lake. | 4/25/2018 9:17 AM |
| 10 | Needs to include all towns on the lake or it would no have effect. | 4/24/2018 7:13 PM |
| 11 | I would need much more information about what, exactly, is being proposed. Too much tax money is wasted. This is a difficult problem that should be addressed by serious researchers. | 4/24/2018 1:51 PM |
| 12 | We already pay a tax being in the viewshed of the lake. Use that money. | 4/23/2018 4:34 PM |
| 13 | Support should come from those that live and around the lake | 4/23/2018 10:03 AM |
| 14 | I support a special fund to purchase undeveloped property around the Lake to protect the watershed, views, wildlife habitat and the wild character of Stillwater that is so appealing. | 4/22/2018 9:25 PM |
| 15 | Keep the taxes low. Maybe funds can come from recreational fees or voluntary funds. I have gone door to door for environmental donations before and many people would chip in \$100's to clean up areas not even in their community. I would contribute to the fund, but wouldn't want a neighbor who doesn't use the lake to be required to. It's like neighbors helping neighbors, the able people help those in need. Makes for a nice community. | 4/22/2018 9:17 PM |
| 16 | I'd like to see tourism and recreational use fund this primarily | 4/22/2018 8:37 PM |
| 17 | I would support a nominal fee. Every boat docked in Stillwater (the entire lake) should have a small fee and every developer should be funding this. | 4/21/2018 12:38 PM |
| 18 | Just limit the problem. Zone against usages that will influence water quality such as higher density development. | 4/21/2018 9:40 AM |
| 19 | Developers should pay for runoff abatement! | 4/20/2018 11:59 AM |
| 20 | It would depend on how much. I would need more information. | 4/20/2018 11:15 AM |
| 21 | The state should support protecting the lake water.not just Stillwater residents. Many New Yorkers use and enjoy the Lake. | 4/19/2018 9:05 PM |
| 22 | We are unable to find out HOW the Supervisor can afford to do what he's doing at Brown's Beach, nor exactly where the monies are coming from...rumor has it that he is dipping into the General Fund and some Brown's Beach expenses are somewhat buried in other accounts. Any new programs need to be self-sufficient and not depend on local taxes | 4/19/2018 6:14 PM |
| 23 | State assisted funding? | 4/19/2018 5:49 PM |
| 24 | Due to the wide variety of residents from other communities that use the lake. Funds should be a county or State supported fee | 4/19/2018 10:51 AM |
| 25 | No more Taxes! | 4/19/2018 8:23 AM |
| 26 | I would support a fee however I will not allow for such programs to come from my taxes. There are plenty of government funded programs for r ecreational growth, tourism, environmental protection, to allow for folks from out of town to enjoy what this town has to offer without. It coming from our taxes. Charge those from out of town more for visiting the beach, or other tourist attractions. | 4/18/2018 9:14 PM |
| 27 | Yes so long as other towns that share the lake do as well. | 4/18/2018 6:47 PM |
| 28 | I would be willing to pay an affordable amount for this program | 4/18/2018 5:27 PM |
| 29 | if local taxes were to be used , non residents should pay a special fee for certain lake use | 4/18/2018 4:37 PM |
| 30 | I would support such a fund if it also included Malta and Saratoga in addition to Stillwater | 4/18/2018 1:18 PM |
| 31 | Should come from Global Foundries | 4/18/2018 1:05 PM |
| 32 | Taxes for special interests are generally a bad idea. Debate each year for budget is better. | 4/18/2018 10:54 AM |
| 33 | The lake needs to be preserved! The less we build and the more we protect the resources that keep our waters clean, the better off we'll be! It's a group effort! Use our common sense! Overdevelopment is not protecting our natural resources. | 4/18/2018 10:47 AM |
| 34 | I'd be happy to pay more taxes in lieu of the development of land over Saratoga Lake | 4/18/2018 9:48 AM |
| 35 | Want more information and town vote | 4/18/2018 9:22 AM |
| 36 | I would be supportive of such a fund if it was funded through special fees and not just a tax to residents. Many people benefit from Saratoga Lake who are not taxpayers. It would be more fair to spread such fees to all who benefit from the Lake. | 4/17/2018 10:02 PM |
| 37 | We already have SLPID and the municipalities have gutted its mission of lake protection in lieu of development. Why would I trust any new funds not to be misused and misappropriated for development purposes? | 4/17/2018 9:14 PM |

| | | |
|----|---|--------------------|
| 38 | We need to protect the water quality by treating the storm water runoff before it goes into the lake. The developers or now HOA's of recent developments should pay for such infrastructure via Drainage Districts. Residents who reside away from the lake near the Battlefield or the Hudson shouldn't be charged for these facilities. | 4/17/2018 9:10 PM |
| 39 | Very interesting idea. It's uncertain if the current town/village leadership has the creativity or will to push this forward in the face of presumed opposition from residents. Supervisor Kinowski's seat on the county supervisor's board could be an asset, while he's still in office, in terms of encouraging cooperation for an initiative like this. | 4/17/2018 8:50 PM |
| 40 | we would be on board with this if Saratoga Springs residents also had this tax or fee that allowed systems to improve water quality of Saratoga Lake, if they don't already. | 4/17/2018 12:46 PM |
| 41 | Those that live directly on the lake or property borders lake property should be responsible | 4/17/2018 11:35 AM |
| 42 | The residents should not be responsible for something that Stillwater and surrounding towns have created themselves by way of overdevelopment and poor zoning. | 4/17/2018 11:10 AM |

Q17 Would you be willing to pay a fee for access and use of boat docks, boat launching, bicycling accommodations in strategic locations, and/or any other public recreational facilities and services?

Answered: 239 Skipped: 41



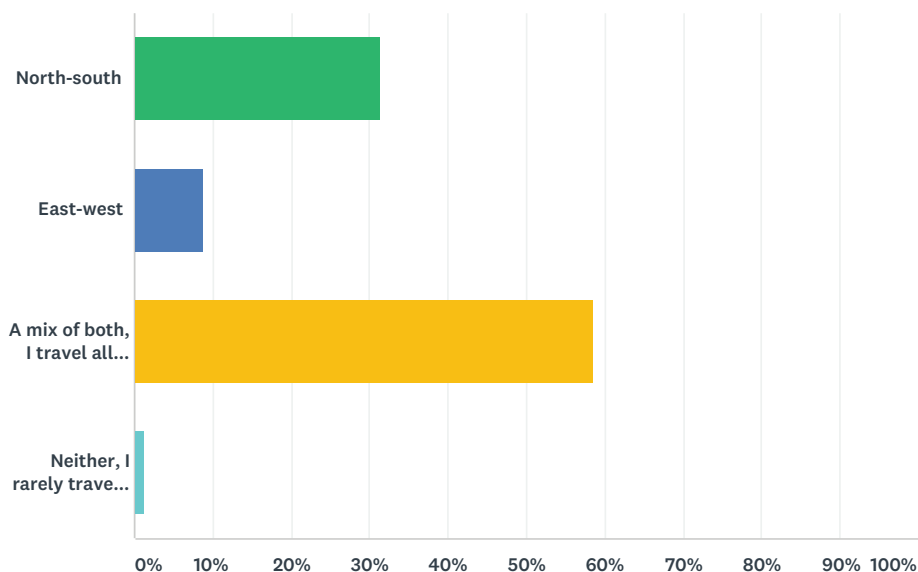
| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| No, because I feel that I already pay enough in taxes or fees for such amenities. | 28.45% | 68 |
| No, because they don't benefit me, my family or friends directly. | 7.53% | 18 |
| Maybe, depending on the associated cost and amenities provided. | 41.42% | 99 |
| Yes, because these amenities would benefit me, my family or friends directly. | 18.83% | 45 |
| Yes, I would be willing to pay more in taxes or fees beyond my current contribution. | 3.77% | 9 |
| TOTAL | | 239 |

| # | OTHER (PLEASE EXPLAIN) | DATE |
|----|---|--------------------|
| 1 | Motorized rec activities should be substantial fee and low impact very little to none to promote quality of life | 5/6/2018 10:16 PM |
| 2 | Yes, for town owned property. It makes sense, these need to be maintained and staffed. If you use it, you should support it. | 5/6/2018 6:55 PM |
| 3 | They should be free, and access to Brown's Beach should be free, too. We were promised when it reopened that the beach would stay free. | 5/3/2018 4:26 PM |
| 4 | I do not own a boat but would love to have access to the lake beyond what is afforded by the new public beach. You can't go in past your waist. | 4/29/2018 2:32 PM |
| 5 | I will not pay any "Fees" | 4/28/2018 4:43 PM |
| 6 | If these were not just an attempt to line the pockets of developers who are friends with the town government. | 4/28/2018 3:11 PM |
| 7 | Or a discounted rate for Stillwater residents | 4/28/2018 12:08 PM |
| 8 | N/a | 4/28/2018 11:51 AM |
| 9 | User fees not more taxes | 4/28/2018 10:52 AM |
| 10 | Yes, for more beach access and boat launching, maybe for biking, but more info needed. | 4/27/2018 9:44 AM |
| 11 | We pay to launch, take boat out at DiDonna's | 4/27/2018 9:28 AM |
| 12 | Pay to play? | 4/24/2018 7:13 PM |

| | | |
|----|---|--------------------|
| 13 | I would use the bike trails, town residents should not have to pay to use them. | 4/24/2018 7:17 AM |
| 14 | The town runs Browns Beach in the red. That's enough. | 4/23/2018 4:34 PM |
| 15 | Lake is already over used | 4/23/2018 8:12 AM |
| 16 | There should be discounts or a waiving of fees for town residents if already paid for in taxes | 4/22/2018 8:08 PM |
| 17 | We already live on the Lake. | 4/22/2018 6:25 PM |
| 18 | My answer must be no. I can only answer this question by what I see in how the Town has handled the Brown's Beach property. I don't want the Town of Stillwater in the boat launching, boat docking or restaurant business in competition with private sector outfits. | 4/21/2018 9:40 AM |
| 19 | We already pay \$13,000 in taxes per year. | 4/19/2018 11:42 PM |
| 20 | Saratoga Lake does not need any further boat traffic...at times it is already overcrowded.....look to the Hudson River for additional waterfront recreation | 4/19/2018 6:14 PM |
| 21 | I strongly believe route 9p needs a bicycle/walking path or sidewalk along the lake. I'd pay more in taxes and give up part of my land to support | 4/19/2018 1:32 PM |
| 22 | More fees would just force people to use other locations. I would agree with boat launch fees. To pay a fee to ride a bike on an open trail, that is a bit much | 4/19/2018 10:51 AM |
| 23 | I have always believed all Lake users should help support quality of lake | 4/19/2018 9:43 AM |
| 24 | I already do pay for dock space/boat launch/ etc. it should not come from my taxes as I am choosing access to those amenities for my family. | 4/18/2018 9:14 PM |
| 25 | see above | 4/18/2018 4:37 PM |
| 26 | Fee when used not a tax | 4/18/2018 12:39 PM |
| 27 | Already pay for a boat slip. | 4/17/2018 10:49 PM |
| 28 | As-use fee? Yes. blanket fee? no. | 4/17/2018 9:14 PM |
| 29 | Dishonest question since folks are forced to pay the town for the Menetto abandoned docks | 4/17/2018 8:54 PM |
| 30 | We already pay for any access to Saratoga Lake. | 4/17/2018 12:29 PM |
| 31 | We already have boat docks that are owned by the town that are paid for with a seasonal rental fee. There are plenty of town owned parks and pocket parks..enough for a population 7x the size we have currently. Town parks and trails currently have very little use on them as it is. Believe it or not the town does not have a very outdoorsy, athletic population outside of high school athletes and families with young children. | 4/17/2018 11:10 AM |

Q18 In what direction are you typically traveling when moving around Town, or in and out of Town?

Answered: 239 Skipped: 41

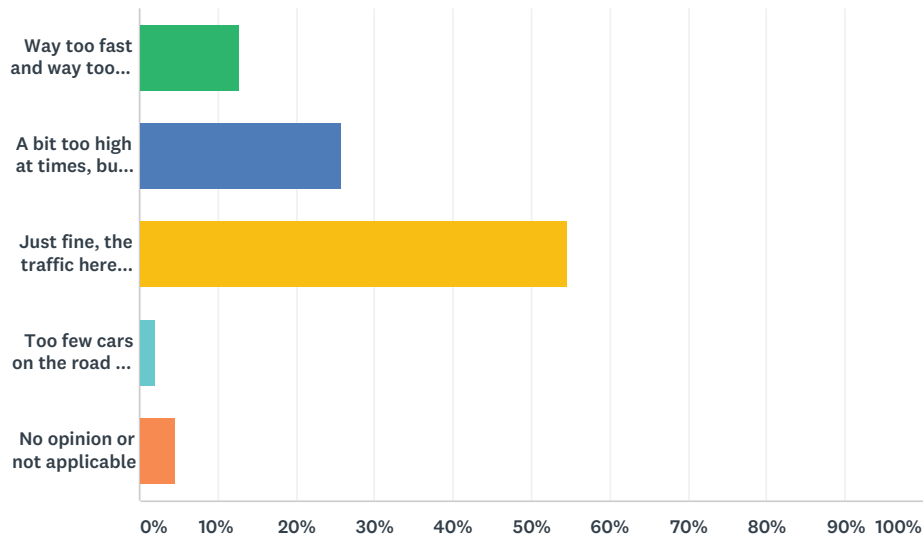


| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| North-south | 31.38% | 75 |
| East-west | 8.79% | 21 |
| A mix of both, I travel all over | 58.58% | 140 |
| Neither, I rarely travel outside of the Town | 1.26% | 3 |
| TOTAL | | 239 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|--------------------|
| 1 | I almost never go into Stillwater. I live on the edge of town. I almost never have a reason to visit the Village. | 4/28/2018 3:14 PM |
| 2 | N/a | 4/28/2018 11:53 AM |
| 3 | Saratoga Lake area. | 4/25/2018 6:08 PM |
| 4 | South only. There's nothing in town so I never travel around town; I'm always leaving. | 4/25/2018 9:37 AM |
| 5 | All directions. | 4/20/2018 12:03 PM |
| 6 | n/a | 4/20/2018 11:56 AM |
| 7 | Only drive in Stillwater to visit my parents' graves at the National Cemetery and to attend special ceremonies there. | 4/19/2018 11:49 PM |
| 8 | Stillwater is located in an area convenient to many commercial businesses that we need | 4/19/2018 6:22 PM |
| 9 | I travel to Albany for work, I get entertainment in Daratoga, Malta, Schuylerville, and Mechanicville. There is nothing other than the school that draws me down town Stillwater. I wish however there was something that did draw me down town, I enjoy when there are parades and special events, it brings the people together. A board walk, or small shops along the river would be amazing to brings folks directly downtown instead of sending folks in opposite dirtioms from the town. | 4/18/2018 9:34 PM |

Q19 In my opinion, traffic speeds in the Town are

Answered: 234 Skipped: 46



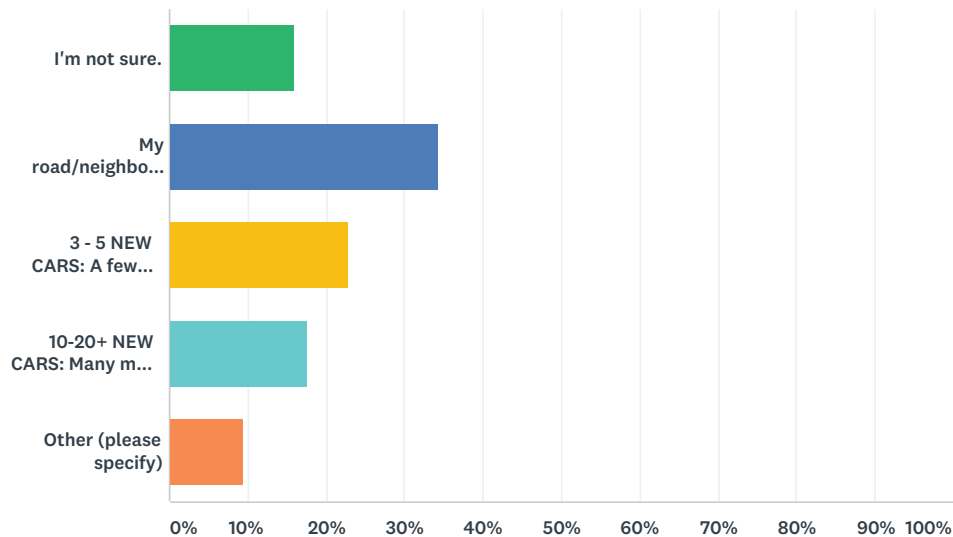
| ANSWER CHOICES | RESPONSES | |
|--|-----------|------------|
| Way too fast and way too high, we need to reduce speeds and lessen all the traffic | 12.82% | 30 |
| A bit too high at times, but generally okay | 25.64% | 60 |
| Just fine, the traffic here doesn't bother me | 54.70% | 128 |
| Too few cars on the road - we need more people to live here and support local businesses | 2.14% | 5 |
| No opinion or not applicable | 4.70% | 11 |
| TOTAL | | 234 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|--|--------------------|
| 1 | In the areas I travel speed limits seem fine | 5/6/2018 10:25 PM |
| 2 | SOME rural residential roads have speed limits that are way too high. | 5/6/2018 7:00 PM |
| 3 | The posted speeds are fine, more monitoring of the speed demons needs to happen. | 5/4/2018 1:11 PM |
| 4 | to high on the lake | 4/30/2018 6:13 PM |
| 5 | The speeds are fine but there are more and more cars on the road. | 4/29/2018 2:35 PM |
| 6 | All local roads should be posted to 30, the count and state roads can be higher. | 4/29/2018 1:57 AM |
| 7 | I am not certain that speed is the issue; it's congestion on 9P that concerns me. The road is poorly maintained; crumbling on the shoreline southbound side and too narrow for safe cycling. | 4/28/2018 7:49 PM |
| 8 | The raods are overtaxed with traffic and proposed development will simply add congestion to all of our TWO LANE ROADS | 4/28/2018 7:42 PM |
| 9 | We dont need any more speed traps | 4/28/2018 4:47 PM |
| 10 | Travel on Route 9P is already too congested | 4/28/2018 4:35 PM |
| 11 | definitely too high in Saratoga Glen -- way, way too high. Should be 20. | 4/28/2018 3:14 PM |
| 12 | Most of 9P is 35mph, perhaps 30 would be better but drivers do not adhere to 35mph! | 4/27/2018 9:33 AM |
| 13 | Speeding coming in and out of village is a problem | 4/26/2018 10:56 AM |
| 14 | Traffic along 9P too busy. 9 | 4/25/2018 6:08 PM |
| 15 | Lower speed limits on rural roads. Some are currently the same as State road speed limits and are way too high. | 4/25/2018 11:32 AM |
| 16 | SLOW | 4/24/2018 9:54 PM |

| | | |
|----|---|--------------------|
| 17 | Wait times at Lake with 9P and Hudson. Too fast on 9P especially trucks. | 4/24/2018 7:21 PM |
| 18 | Cars travel too fast by the park. | 4/24/2018 4:07 PM |
| 19 | This is a bizarre inventory of choices. "Too few cars on the road" has nothing to do with speeds. I think the speed limit around the lake is too slow - basically just a speed trap to get more money out of residents. | 4/24/2018 1:59 PM |
| 20 | Specifically around the lake....too much traffic, no room to walk or bike. Supposed to be a shared road!! | 4/24/2018 7:21 AM |
| 21 | Traffic in the south end of lake is unbearable now. | 4/23/2018 4:38 PM |
| 22 | back roads need to be reduced | 4/23/2018 10:07 AM |
| 23 | Especially on lake road and 9P. People always speed on it and cops could make a bundle with tickets. | 4/23/2018 8:06 AM |
| 24 | 45 mph speed limit near Saratoga Glen is too fast and should be reduced. | 4/22/2018 8:17 PM |
| 25 | Cnty Rt 76 is a super speedway | 4/20/2018 9:00 AM |
| 26 | During the summer season one has a VERY hard time exiting their driveway to merge onto Route 9P | 4/19/2018 6:22 PM |
| 27 | There is never traffic along 9P except during construction or 4th of july holiday | 4/19/2018 1:36 PM |
| 28 | The speed limits are fine. Its the people that are driving that are to fast. Especially on Lake St. All the way to the lake. Speeds are way out of control and need much more Police Enforcement | 4/19/2018 11:18 AM |
| 29 | The unmarked portions of the town (423 and 76) are too fast at 55. There is definitely an increase in traffic along those roadways and more homes also in those areas. Petitions have been written up to reduce these speeds so clearly there needs to be change. Down town's speed is fine. Lake is fine. The lack of police patrol at times is what allows for speeders to neglect the rules of the road. I have seen an increase in LE along these roads so I can appreciate this. | 4/18/2018 9:34 PM |
| 30 | summer influx is when I feel we have problems, especially along 9P | 4/18/2018 1:22 PM |
| 31 | Need set posted speed limits. Many roads are unposted which is generally not an issue, but with increased construction and increased traffic many there should be more attention to road quality and topography with reduced speed limits to keep residents and our children safe | 4/18/2018 12:15 PM |
| 32 | Opinion restricted to 9p - traffic has increased significantly and the road is literally falling into the lake in certain areas (in stilllwater) | 4/18/2018 8:26 AM |
| 33 | Speed is not the largest traffic issue; rather the growing volume of traffic is a bigger problem | 4/18/2018 8:10 AM |
| 34 | Traffic speeds and traffic density are two different issues - don't conflate the two (as you do here). Posted traffic speeds are generally okay, except when they're not respected by drivers - especially on certain town roads (mine, for example, which will remain un-named). The REAL issue is traffic density - a direct result of over-development, and one of the highest detractors to the dwindling, fast-eroding quality of life in the town. | 4/18/2018 7:54 AM |
| 35 | County Route 76 should be 45 from 4 corners to the lake | 4/17/2018 9:43 PM |
| 36 | I like the posted speed limits. | 4/17/2018 9:18 PM |
| 37 | Stupid question. | 4/17/2018 8:57 PM |
| 38 | There are hardly any local businesses to support..again the "downtown" needs a key store like a dairy bar that gets the community outside and walking. That will help turn things around. | 4/17/2018 11:19 AM |
| 39 | County Route 76 is a race way especially by Saratoga Hills | 4/17/2018 11:18 AM |
| 40 | Too much traffic for global foundries on Malta border | 4/17/2018 11:00 AM |

Q20 What level of traffic would be "too much" or "too busy" for your road/neighborhood on a daily basis?

Answered: 245 Skipped: 35



| ANSWER CHOICES | RESPONSES | |
|--|-----------|------------|
| I'm not sure. | 15.92% | 39 |
| My road/neighborhood already has too much daily traffic. | 34.29% | 84 |
| 3 - 5 NEW CARS: A few more cars per day would be too much traffic. | 22.86% | 56 |
| 10-20+ NEW CARS: Many more cars per day wouldn't bother me. | 17.55% | 43 |
| Other (please specify) | 9.39% | 23 |
| TOTAL | | 245 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|---|--------------------|
| 1 | Where the heck is all the traffic on county 75 coming and going to??- way too much for this locale!! on | 5/6/2018 10:25 PM |
| 2 | 9-P has been deteriorating for years.....nothing has been done to alleviate its demise.. | 4/28/2018 7:42 PM |
| 3 | Montgomery Place is a major thoroughfare for cars and tractor trailers, trailers should not be allowed here, they damage property | 4/28/2018 2:26 PM |
| 4 | N/a | 4/28/2018 11:53 AM |
| 5 | It depends on whether the traffic is free-flowing (OK) or getting clogged at rush hours (not OK). | 4/27/2018 9:49 AM |
| 6 | If it keeps moving and can make safe exit and entry. | 4/24/2018 7:21 PM |
| 7 | 9P traffic isn't too bad, but the condition of the road is really deteriorating due to too much construction traffic = they should pay. | 4/22/2018 6:30 PM |
| 8 | Noisy boom boxes and noisy motorcycles | 4/21/2018 12:46 PM |
| 9 | n/a | 4/20/2018 11:56 AM |
| 10 | Rt. 9P is already a very busy road. Dangerous to walk, jog or ride a bike. | 4/19/2018 11:49 PM |
| 11 | Not only do we have TOO MUCH TRAFFIC, the roadway is crumbling.....the big trucks to accommodate the Supervisor's developments are just reeking havoc to Roure 9P | 4/19/2018 6:22 PM |
| 12 | 9P is falling apart | 4/19/2018 9:45 AM |
| 13 | We need to make room for everybody | 4/19/2018 8:24 AM |

| | | |
|----|--|--------------------|
| 14 | Where I live, and the current approval of PDDs in my area, an estimated growth of almost 200 more vehicles within 1.25 miles is absolutely not acceptable. And the fact that this growth is on a state highway seems to be the reason why. I one is paying any mind to it. Well either way the town members will be affected, as will the quality of life of those within those areas and especially the environment as a whole. | 4/18/2018 9:34 PM |
| 15 | we are on a dead end street and would like it to remain so | 4/18/2018 4:41 PM |
| 16 | This is a Stupid Question. | 4/18/2018 10:34 AM |
| 17 | Again, 9p traffic has grown, including bicyclists and walkers/runners, yet the road has not changed to accommodate this growth. | 4/18/2018 8:26 AM |
| 18 | I feel the current traffic levels now are appropriate. With warmer weather there is a large increase in traffic. However, this change is anticipated and manageable. Adding addition amounts of traffic, even moderate amounts, could pose traffic/safety issues | 4/17/2018 10:07 PM |
| 19 | odd question and answer choices | 4/17/2018 9:43 PM |
| 20 | 9P condition is horrible for the amount of traffic/Global Foundries/racetrack. | 4/17/2018 9:18 PM |
| 21 | difficult for me to judge, current levels seem fine but route 9p and other areas are clearly stressed and may not support much additional traffic from planned developments especially when factoring in Malta and Saratoga developments. | 4/17/2018 8:54 PM |
| 22 | We live on 4&32 which is super busy. This has advantages and draw backs. | 4/17/2018 12:37 PM |
| 23 | 10-20 more cars WOULD bother me | 4/17/2018 11:29 AM |

Q21 I think _____ Road/Street is a concern because _____ . Please fill in the blanks based on your personal experiences and opinion.

Answered: 174 Skipped: 106

| ANSWER CHOICES | RESPONSES |
|--------------------|-------------|
| _____ Road/Street: | 100.00% 174 |
| because _____: | 95.98% 167 |

| # | _____ ROAD/STREET: | DATE |
|----|---|--------------------|
| 1 | RTE 4 HUDSON AVE | 5/10/2018 1:29 PM |
| 2 | n/a | 5/9/2018 10:50 AM |
| 3 | Brickyard Road | 5/8/2018 2:41 PM |
| 4 | Hudson River Rd | 5/8/2018 10:09 AM |
| 5 | Grace Moore Road | 5/6/2018 7:00 PM |
| 6 | 9P | 5/3/2018 4:31 PM |
| 7 | no | 5/2/2018 6:03 AM |
| 8 | Colonial Road | 5/1/2018 4:14 PM |
| 9 | Rt 9p | 4/30/2018 11:52 PM |
| 10 | 9p | 4/30/2018 6:13 PM |
| 11 | Cold Springs | 4/30/2018 12:34 PM |
| 12 | Route 9P | 4/30/2018 12:33 PM |
| 13 | Gurba drive south | 4/30/2018 8:48 AM |
| 14 | Durham | 4/30/2018 6:39 AM |
| 15 | N/A | 4/29/2018 9:10 PM |
| 16 | Cold springs rd | 4/29/2018 6:03 PM |
| 17 | 9P | 4/29/2018 2:35 PM |
| 18 | 9p | 4/29/2018 12:53 PM |
| 19 | 9p | 4/29/2018 12:43 PM |
| 20 | 9P | 4/29/2018 10:44 AM |
| 21 | Lansing | 4/29/2018 6:28 AM |
| 22 | 9N | 4/29/2018 1:57 AM |
| 23 | 9P | 4/28/2018 7:49 PM |
| 24 | route 9P | 4/28/2018 7:42 PM |
| 25 | 9P | 4/28/2018 5:28 PM |
| 26 | 9P | 4/28/2018 5:14 PM |
| 27 | 9P | 4/28/2018 4:58 PM |
| 28 | Route 9P | 4/28/2018 4:35 PM |
| 29 | Whitney Road South and Native Dancer Lane | 4/28/2018 3:14 PM |
| 30 | Gronczniak road | 4/28/2018 2:31 PM |
| 31 | Montgomery Place always have tractor trailers that make the turn from Major Dickinson and damage property, the road is not wide enough to accomodate trailers | 4/28/2018 2:26 PM |
| 32 | 9P | 4/28/2018 1:59 PM |
| 33 | Stratton | 4/28/2018 12:10 PM |

| | | |
|----|--|--------------------|
| 34 | All | 4/28/2018 10:54 AM |
| 35 | Rt 9P near lake | 4/27/2018 9:49 AM |
| 36 | much of 9P around lake | 4/27/2018 9:33 AM |
| 37 | Towpath | 4/26/2018 7:39 PM |
| 38 | Neilson Ave | 4/26/2018 12:01 PM |
| 39 | Hudson avenue | 4/26/2018 10:56 AM |
| 40 | Lohnes | 4/26/2018 7:40 AM |
| 41 | 9P | 4/25/2018 8:24 PM |
| 42 | Lansing Rd | 4/25/2018 6:49 PM |
| 43 | Route 9P | 4/25/2018 6:08 PM |
| 44 | No Opinion | 4/25/2018 4:57 PM |
| 45 | Major Dickinson Ave | 4/25/2018 4:14 PM |
| 46 | Route 9P | 4/25/2018 11:49 AM |
| 47 | 9P | 4/25/2018 9:20 AM |
| 48 | Hudson ave | 4/25/2018 9:17 AM |
| 49 | Dorchester Dr | 4/25/2018 8:26 AM |
| 50 | Hudson Ave | 4/24/2018 9:42 PM |
| 51 | 9P | 4/24/2018 7:21 PM |
| 52 | Rd 9p | 4/24/2018 6:31 PM |
| 53 | Lake Road | 4/24/2018 4:07 PM |
| 54 | - | 4/24/2018 2:05 PM |
| 55 | Hill Road | 4/24/2018 1:59 PM |
| 56 | Lake Road | 4/24/2018 1:57 PM |
| 57 | 9p | 4/24/2018 1:42 PM |
| 58 | County Route 76 | 4/24/2018 12:04 PM |
| 59 | 9P & 423 | 4/24/2018 7:21 AM |
| 60 | Lake Rd and 9P | 4/23/2018 4:38 PM |
| 61 | 9p | 4/23/2018 9:47 AM |
| 62 | Lake Road - most go too fast,especially the closer to the lake | 4/23/2018 8:06 AM |
| 63 | Whitney Road South | 4/23/2018 7:08 AM |
| 64 | Hudson Avenue | 4/22/2018 10:36 PM |
| 65 | Stratton | 4/22/2018 9:40 PM |
| 66 | Route9P | 4/22/2018 9:33 PM |
| 67 | 9P | 4/22/2018 9:23 PM |
| 68 | Lake road near Saratoga Glen | 4/22/2018 8:17 PM |
| 69 | 9P | 4/22/2018 6:30 PM |
| 70 | Lake road | 4/22/2018 8:06 AM |
| 71 | lake | 4/22/2018 12:27 AM |
| 72 | rt 9p | 4/21/2018 10:41 PM |
| 73 | Rt. 9P | 4/21/2018 1:25 PM |
| 74 | Neilson ave | 4/21/2018 1:18 PM |
| 75 | 9 P | 4/21/2018 12:46 PM |
| 76 | 9p | 4/21/2018 11:51 AM |
| 77 | rt. 9p | 4/21/2018 9:43 AM |
| 78 | 9 p | 4/21/2018 7:36 AM |

| | | |
|-----|--|--------------------|
| 79 | Hudson ave | 4/21/2018 5:31 AM |
| 80 | 9p | 4/20/2018 2:50 PM |
| 81 | Lake | 4/20/2018 1:56 PM |
| 82 | 9P needs rebuilding from Luther Rd. to Lake Rd. | 4/20/2018 12:03 PM |
| 83 | 9P | 4/20/2018 11:56 AM |
| 84 | Waverly Street | 4/20/2018 11:19 AM |
| 85 | HUDson Ave | 4/20/2018 11:18 AM |
| 86 | RT. 9P | 4/20/2018 9:07 AM |
| 87 | 76 and 423 | 4/20/2018 9:00 AM |
| 88 | 9P | 4/20/2018 8:40 AM |
| 89 | Rt 9P | 4/20/2018 7:34 AM |
| 90 | 9p | 4/20/2018 7:01 AM |
| 91 | Route 9P | 4/19/2018 11:49 PM |
| 92 | dunning street | 4/19/2018 11:37 PM |
| 93 | Route 9P | 4/19/2018 6:22 PM |
| 94 | Route 9P | 4/19/2018 5:51 PM |
| 95 | Lake ave | 4/19/2018 5:09 PM |
| 96 | 9p | 4/19/2018 2:44 PM |
| 97 | route 9p | 4/19/2018 1:36 PM |
| 98 | Lake St | 4/19/2018 11:18 AM |
| 99 | Brown Road / Hill Road | 4/19/2018 11:04 AM |
| 100 | 9P | 4/19/2018 9:45 AM |
| 101 | School | 4/19/2018 9:14 AM |
| 102 | 9P | 4/19/2018 12:58 AM |
| 103 | 9P | 4/18/2018 10:26 PM |
| 104 | 9P | 4/18/2018 9:34 PM |
| 105 | 423 | 4/18/2018 7:36 PM |
| 106 | Rt.9P | 4/18/2018 6:49 PM |
| 107 | 9P needs to have improved maintenance | 4/18/2018 6:47 PM |
| 108 | County Route 75 | 4/18/2018 6:04 PM |
| 109 | County Route 76 | 4/18/2018 4:37 PM |
| 110 | 9P | 4/18/2018 4:32 PM |
| 111 | Lake | 4/18/2018 1:24 PM |
| 112 | 9P is a disaster already and definitely cannot handle more cars in the summer. It is a road which is impossible to widen and now it's full of potholes, etc. | 4/18/2018 1:22 PM |
| 113 | Route 9P | 4/18/2018 1:07 PM |
| 114 | 9p. | 4/18/2018 12:44 PM |
| 115 | Brown rd | 4/18/2018 12:15 PM |
| 116 | 9p | 4/18/2018 11:43 AM |
| 117 | Route 9P | 4/18/2018 11:41 AM |
| 118 | 9P | 4/18/2018 11:28 AM |
| 119 | Hill Rd. | 4/18/2018 11:25 AM |
| 120 | 9P | 4/18/2018 10:56 AM |
| 121 | 9P | 4/18/2018 10:53 AM |
| 122 | NY 9P | 4/18/2018 10:47 AM |

| | | |
|-----|---|--------------------|
| 123 | 9P | 4/18/2018 10:32 AM |
| 124 | 9p | 4/18/2018 10:01 AM |
| 125 | Brown road | 4/18/2018 9:24 AM |
| 126 | 9P | 4/18/2018 9:23 AM |
| 127 | 9P is a concern | 4/18/2018 9:01 AM |
| 128 | Route 9 P | 4/18/2018 8:53 AM |
| 129 | Hill | 4/18/2018 8:28 AM |
| 130 | Route 9p | 4/18/2018 8:26 AM |
| 131 | no opinion | 4/18/2018 8:25 AM |
| 132 | Route 9P | 4/18/2018 8:10 AM |
| 133 | Route 9P | 4/18/2018 7:59 AM |
| 134 | County Route 76 | 4/18/2018 7:54 AM |
| 135 | Country Route 75 | 4/18/2018 7:00 AM |
| 136 | Walden Circle | 4/18/2018 6:42 AM |
| 137 | 9p | 4/18/2018 6:02 AM |
| 138 | Hudson Ave | 4/18/2018 4:59 AM |
| 139 | 9P | 4/17/2018 11:19 PM |
| 140 | Lake St and Hudson Ave intersection | 4/17/2018 10:08 PM |
| 141 | Route 9P | 4/17/2018 10:07 PM |
| 142 | Hudson Ave and 9p | 4/17/2018 10:06 PM |
| 143 | 9P/ 423 and County Route 76 | 4/17/2018 9:43 PM |
| 144 | 9P | 4/17/2018 9:18 PM |
| 145 | 9P | 4/17/2018 9:15 PM |
| 146 | Route 348 | 4/17/2018 8:57 PM |
| 147 | Route 9p | 4/17/2018 8:54 PM |
| 148 | Hudson | 4/17/2018 8:27 PM |
| 149 | Route 4/32 near library | 4/17/2018 7:05 PM |
| 150 | 423 | 4/17/2018 7:04 PM |
| 151 | Hudson ave | 4/17/2018 6:48 PM |
| 152 | 4&32 | 4/17/2018 6:31 PM |
| 153 | None | 4/17/2018 5:21 PM |
| 154 | Colonial | 4/17/2018 3:30 PM |
| 155 | Whitney rd south | 4/17/2018 3:15 PM |
| 156 | Clinton Ct. | 4/17/2018 2:06 PM |
| 157 | Van Ness Road | 4/17/2018 12:47 PM |
| 158 | Hudson | 4/17/2018 12:35 PM |
| 159 | Area near Stewart's is a nightmare. It is a bad accident waiting to happen. | 4/17/2018 12:33 PM |
| 160 | Cold springs road/Joyce road | 4/17/2018 12:14 PM |
| 161 | Lake | 4/17/2018 12:09 PM |
| 162 | Hudson | 4/17/2018 12:05 PM |
| 163 | Rt. 9p | 4/17/2018 11:53 AM |
| 164 | Route 9P | 4/17/2018 11:43 AM |
| 165 | Stratton lane | 4/17/2018 11:37 AM |
| 166 | No | 4/17/2018 11:31 AM |
| 167 | 9P | 4/17/2018 11:29 AM |

| 168 | Lake Street at Hudson Ave | 4/17/2018 11:21 AM |
|-----|---|--------------------|
| 169 | County Route 76 | 4/17/2018 11:18 AM |
| 170 | Castle Dr | 4/17/2018 11:16 AM |
| 171 | 75, jack hollern | 4/17/2018 11:07 AM |
| 172 | Lake street coming from the village | 4/17/2018 11:00 AM |
| 173 | Lansing Rd | 4/17/2018 10:51 AM |
| 174 | Na | 4/17/2018 10:27 AM |
| # | BECAUSE _____: | DATE |
| 1 | Need traffic lights at Lake st, and near Stewarts | 5/10/2018 1:29 PM |
| 2 | To narrow for addition traffic | 5/8/2018 2:41 PM |
| 3 | no sidewalks | 5/8/2018 10:09 AM |
| 4 | A residential street that is zones to have a business on with high traffic, the road is narrow, and is used by pedestrians and bicyclists, there is more housing on this street and it is also used as a short cut to other areas, the speed limit needs to be lowered to 25 MPH on this road in partiicular. | 5/6/2018 7:00 PM |
| 5 | there are so many pot holes | 5/3/2018 4:31 PM |
| 6 | I really don't see a traffic problem. | 5/2/2018 6:03 AM |
| 7 | High Speed and too much traffic entering and exiting Hallum Road | 5/1/2018 4:14 PM |
| 8 | Rt 423 | 4/30/2018 11:52 PM |
| 9 | dangerous and over used | 4/30/2018 6:13 PM |
| 10 | traffic from Global Foundaries | 4/30/2018 12:34 PM |
| 11 | It is in a state of disrepair in many areas. I am concerned with the traffic volume and areas of wash out. It looks like it is sinking in multiple areas | 4/30/2018 12:33 PM |
| 12 | It is used as a short cut to get to Kellogg. | 4/30/2018 8:48 AM |
| 13 | People speed and ive almost been git several times by the big hill and esp when turning onto 32. | 4/30/2018 6:39 AM |
| 14 | N/A | 4/29/2018 9:10 PM |
| 15 | There needs to be a sidewalk from Whitney road to Cordero | 4/29/2018 6:03 PM |
| 16 | Roads are crumbling and there are more and more cars. | 4/29/2018 2:35 PM |
| 17 | truck traffic, poor condition | 4/29/2018 12:53 PM |
| 18 | The condition is dangerous | 4/29/2018 12:43 PM |
| 19 | not safe for bicyclists or pedestrians | 4/29/2018 10:44 AM |
| 20 | pavement to rough, needs sidewalk entire length | 4/29/2018 6:28 AM |
| 21 | It is getting ready to fall into the lake in spots | 4/29/2018 1:57 AM |
| 22 | it is too narrow for the volume of traffic and unsafe for cyclists | 4/28/2018 7:49 PM |
| 23 | overall deterioration | 4/28/2018 7:42 PM |
| 24 | All the,PDDs have/will result in more traffic on this already crowded road.. | 4/28/2018 5:28 PM |
| 25 | It is too narrow and deteriorating, particularly on the lake side southbound lane | 4/28/2018 5:14 PM |
| 26 | It is deteriorating and unsafe for cyclists yet deemed to be a state bike route | 4/28/2018 4:58 PM |
| 27 | It is too narrow to support all the traffic | 4/28/2018 4:35 PM |
| 28 | speeds are way too high and there are a lot of pedestrians and children but no sidewalks. | 4/28/2018 3:14 PM |
| 29 | Speed limit should be 40 like other similar roads around. | 4/28/2018 2:31 PM |
| 30 | It's very narrow and dangerous for bikers/runners | 4/28/2018 1:59 PM |
| 31 | People excessively speed | 4/28/2018 12:10 PM |
| 32 | People are confused, distracted, foolish and careless | 4/28/2018 10:54 AM |
| 33 | broken pavement and potholes | 4/27/2018 9:49 AM |
| 34 | speeding, tail gating | 4/27/2018 9:33 AM |
| 35 | they need sewer hooked up | 4/26/2018 7:39 PM |

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|----|---|--------------------|
| 36 | half the road is dug up | 4/26/2018 12:01 PM |
| 37 | Speeding | 4/26/2018 10:56 AM |
| 38 | Farmers destroy it | 4/26/2018 7:40 AM |
| 39 | poor condition and unsafe for walking | 4/25/2018 8:24 PM |
| 40 | It is in serious disrepair and heavily used. Access to public works, PD and fire house. Curb @ corner of 32 poorly engineered. NEEDS REPAIR!!!! | 4/25/2018 6:49 PM |
| 41 | Too much traffic. Difficult to get in and out of driveway. | 4/25/2018 6:08 PM |
| 42 | Cars drive way to fast for a street with playground | 4/25/2018 4:14 PM |
| 43 | Too much traffic during peak times. Wear and tear. | 4/25/2018 11:49 AM |
| 44 | Increased development has caused increased traffic. | 4/25/2018 9:20 AM |
| 45 | Potholes/ unsmooth | 4/25/2018 9:17 AM |
| 46 | They never came back and paved, but said they did | 4/25/2018 8:26 AM |
| 47 | Traffic is heavy, traffic speeds seem higher than posted speeds. Too many people walk this road(between village and city of Mechanicville). Need to promote the multi use trail as a means to travel by foot between village and mechanicville | 4/24/2018 9:42 PM |
| 48 | Caving in, bumps, narrow, too many trucks and motorcycles vibration and noise | 4/24/2018 7:21 PM |
| 49 | The pot holes everywhere | 4/24/2018 6:31 PM |
| 50 | Cars travel at high speed by the park. | 4/24/2018 4:07 PM |
| 51 | We bought our house on a cul-de-sac and now the town seems to be planning to make it a through road, which is criminally unfair. That is not in keeping with the town's supposed aim of protecting residents' quality of life. | 4/24/2018 1:59 PM |
| 52 | The speed limit of 55 is too high. People drive way too fast in a road with hidden curves | 4/24/2018 1:57 PM |
| 53 | Needs repairs | 4/24/2018 1:42 PM |
| 54 | People fly on this road! | 4/24/2018 12:04 PM |
| 55 | too much traffic. Trucks & speed is awful, unsafe to walk or bike. | 4/24/2018 7:21 AM |
| 56 | Overdevelopment and Global Foundries | 4/23/2018 4:38 PM |
| 57 | speeding, road conditions and no where to walk/bike!!! | 4/23/2018 9:47 AM |
| 58 | Speed should be lowered and monitored. | 4/23/2018 8:06 AM |
| 59 | People don't obey the 2 stop signs in the neighborhood. We need more! | 4/23/2018 7:08 AM |
| 60 | No alternative routes | 4/22/2018 10:36 PM |
| 61 | People speed around the sharp turn and drive in the other lane. | 4/22/2018 9:40 PM |
| 62 | It is not designed for a high level of traffic and constantly needs repairs. Adding more people and traffic along this Route is inconceivable. | 4/22/2018 9:33 PM |
| 63 | lots of bumps and patches, ruins cars, causes people to use portions of oncoming lane when traffic isn't present, and overall it's too narrow, I see people walking on it often and I am concerned for their safety. | 4/22/2018 9:23 PM |
| 64 | There is no sidewalk or walking trail along the road. So many kids and pedestrians are walking along the roadway especially since the introduction of the town beach and the town park. Distracted driving, an excessive speed limit and no sidewalk is a recipe for disaster | 4/22/2018 8:17 PM |
| 65 | Child safety crossing in the Summer, plus the road surface condition is rapidly deteriorating | 4/22/2018 6:30 PM |
| 66 | Speed limit to high | 4/22/2018 8:06 AM |
| 67 | speed | 4/22/2018 12:27 AM |
| 68 | most traffic does not follow speed limit | 4/21/2018 10:41 PM |
| 69 | Too much traffic | 4/21/2018 1:25 PM |
| 70 | It's a mess | 4/21/2018 1:18 PM |
| 71 | noisy motorcycles violating noise levels that should be in place. | 4/21/2018 12:46 PM |
| 72 | Too much traffic, deteriorated road conditions, too many heavy construction vehicles | 4/21/2018 11:51 AM |
| 73 | so dangerous for pedestrians | 4/21/2018 9:43 AM |
| 74 | of road conditions, to much traffic | 4/21/2018 7:36 AM |

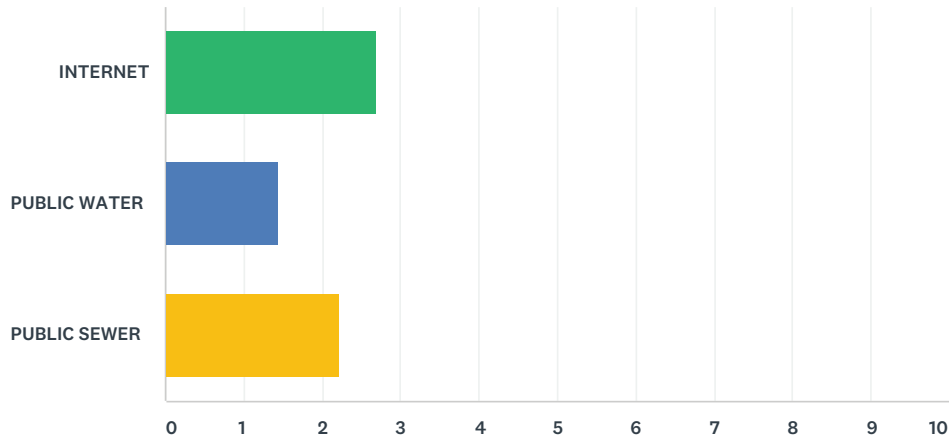
| | | |
|-----|---|--------------------|
| 75 | No easy access to bike trail without riding down side of busy street | 4/21/2018 5:31 AM |
| 76 | Potholes | 4/20/2018 2:50 PM |
| 77 | Speed and noise especially trucks and heavy vehicles | 4/20/2018 1:56 PM |
| 78 | Very bumpy and shoulders eroded. | 4/20/2018 12:03 PM |
| 79 | increasing traffic | 4/20/2018 11:56 AM |
| 80 | Cars do not stop at that stop sign. Kids playing | 4/20/2018 11:19 AM |
| 81 | Pot holes- road Roughness on south - parking on both sides in village- street signs are hard to read | 4/20/2018 11:18 AM |
| 82 | Heavy traffic and seriously degrading road surface. Many bikers and runners use the road, and someone is going to get seriously hurt or killed due to the heavy traffic and poor road conditions. | 4/20/2018 9:07 AM |
| 83 | high speed | 4/20/2018 9:00 AM |
| 84 | It's too narrow, it's falling apart and needs to be totally rebuilt | 4/20/2018 8:40 AM |
| 85 | Speed | 4/20/2018 7:34 AM |
| 86 | Getting too busy | 4/20/2018 7:01 AM |
| 87 | it is a very busy road. No shoulders and narrow. | 4/19/2018 11:49 PM |
| 88 | to many roundabouts | 4/19/2018 11:37 PM |
| 89 | too much traffic....cars pulling boats on trailers don't fit in their lane and are a hazard....bicycles should be banned before one or more of them suffers a horrible accident - there is just no room on Route 9P to " share the road".... | 4/19/2018 6:22 PM |
| 90 | Global Foundry traffic now added | 4/19/2018 5:51 PM |
| 91 | Cars too fast coming down hill coming towards lake. | 4/19/2018 5:09 PM |
| 92 | development projects are getting out of control and traffic will follow. There is only one way in and out of the east side of Saratoga Lake. | 4/19/2018 2:44 PM |
| 93 | there isnt a sidewalk/ bicycle lane for the many locals and visitors to use safely. The road is too narrow. | 4/19/2018 1:36 PM |
| 94 | Because one 7 out of every 10 cars are doing way over the posted 30mph and with the amount of small kids on this street, it is only a matter of time before something bad happens. The street is to narrow and should be one way. The heavy truck traffic has increased 5X over the past several years and now houses shake when they by and that street was never designed to handle that much weight. Can already see spots where it is weakening. The storm drains have dropped below the surface of the road and when these trucks hit them, creates loud bangs and at night jars you Oit of bed. Especially during summer when you have windows open | 4/19/2018 11:18 AM |
| 95 | dangerous 90 degree turn, no sidewalks, and the potential for Hill Road becoming a through street. | 4/19/2018 11:04 AM |
| 96 | Heavy traffic destroying road | 4/19/2018 9:45 AM |
| 97 | People drive too fast | 4/19/2018 9:14 AM |
| 98 | heavy traffic, heavy wear and tear | 4/19/2018 12:58 AM |
| 99 | Poorly maintained, too narrow | 4/18/2018 10:26 PM |
| 100 | Erosion, over growth, too much traffic, narrow | 4/18/2018 9:34 PM |
| 101 | Speed limit is 55 and has blind spots | 4/18/2018 7:36 PM |
| 102 | it is already heavily travelled and we cannot support more traffic. | 4/18/2018 6:49 PM |
| 103 | Busy traffic and weather conditions make it full of potholes and unsafe | 4/18/2018 6:47 PM |
| 104 | It's a speedway. | 4/18/2018 6:04 PM |
| 105 | Speed of vehicles coming out of Saratoga Hills | 4/18/2018 4:37 PM |
| 106 | it is heavily travelled. The road surfaces are a mess. | 4/18/2018 4:32 PM |
| 107 | It lacks sidewalks that could allow for access to Brown's Beach by foot | 4/18/2018 1:24 PM |
| 108 | has too many potholes and not enough room for bicycles | 4/18/2018 1:07 PM |
| 109 | Drivers don't adhere to the speed limit. | 4/18/2018 12:44 PM |
| 110 | Road is very hilly and has 90 degree turn. Needs a posted speed limit like 35mph. New construction has lead to increased traffic. Also lots of construction vehicles that don't really pay attention. | 4/18/2018 12:15 PM |

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|-----|---|--------------------|
| 111 | development is too much | 4/18/2018 11:43 AM |
| 112 | It's too narrow and should be totally resurfaced | 4/18/2018 11:41 AM |
| 113 | high traffic | 4/18/2018 11:28 AM |
| 114 | If it becomes a through Todd it will change the character of the neighborhood. | 4/18/2018 11:25 AM |
| 115 | Too much development | 4/18/2018 10:56 AM |
| 116 | No fixing 9P! With more traffic the road would crumble! | 4/18/2018 10:53 AM |
| 117 | Too much traffic; poor infrastructure; massive overdevelopment | 4/18/2018 10:47 AM |
| 118 | It is narrow, in poor condition and unable to support more traffic | 4/18/2018 10:32 AM |
| 119 | of all the development and proposed development | 4/18/2018 10:01 AM |
| 120 | Speed limit and narrow road around curves especially near RT 9 | 4/18/2018 9:24 AM |
| 121 | Of its high usage and state of disintegration. | 4/18/2018 9:23 AM |
| 122 | 9P is falling apart and getting worse with runoff. | 4/18/2018 9:01 AM |
| 123 | Pot holes and uneven. It is a mess | 4/18/2018 8:53 AM |
| 124 | it is being proposed to eliminate the cul-de-sac | 4/18/2018 8:28 AM |
| 125 | Traffic, no shoulders, no walking/biking lane, areas falling into lake | 4/18/2018 8:26 AM |
| 126 | it badly needs repairs, and is also a hazard to pedestrians & cyclists | 4/18/2018 8:10 AM |
| 127 | Traffic has increased immensely in last couple of years | 4/18/2018 7:59 AM |
| 128 | far too much traffic | 4/18/2018 7:54 AM |
| 129 | Too much traffic and speeding | 4/18/2018 7:00 AM |
| 130 | Adding condos out front will increase traffic way too much. | 4/18/2018 6:42 AM |
| 131 | The road is already falling apart and can't support any more traffic | 4/18/2018 6:02 AM |
| 132 | Heavy traffic | 4/18/2018 4:59 AM |
| 133 | Too much traffic now and road deterioration big time. | 4/17/2018 11:19 PM |
| 134 | It is hard to see oncoming traffic on your right when at the stop sign. There is often no break in traffic to turn at the stop sign. It is dangerous when there are cars parked on either road near the corners. | 4/17/2018 10:08 PM |
| 135 | the road system needs major renovations to handle the current traffic that uses this route. | 4/17/2018 10:07 PM |
| 136 | the road quality is horrible | 4/17/2018 10:06 PM |
| 137 | 9P/423 (roads conditions are terrible) CR 76 (people go too fast from lake to 4 corners) | 4/17/2018 9:43 PM |
| 138 | deterioration | 4/17/2018 9:18 PM |
| 139 | it is deteriorating; it is unsafe for cycling, yet deemed a bike path and the state doesn't maintain it very well. | 4/17/2018 9:15 PM |
| 140 | Speed and danger of pulling out of driveways and ridiculous overbuilding from the town | 4/17/2018 8:57 PM |
| 141 | there is a high amount of development underway or planned and this will stress the lake, the roads, and other infrastructure. The lack of coordination or resistance from town boards and planning boards is highly concerning. | 4/17/2018 8:54 PM |
| 142 | It is the busiest | 4/17/2018 8:27 PM |
| 143 | The large curve blocks view coming out of library | 4/17/2018 7:05 PM |
| 144 | Horrible road conditions | 4/17/2018 7:04 PM |
| 145 | It can get backed up going in Mechanicville during rush hour | 4/17/2018 6:48 PM |
| 146 | Traffic and poor road conditions | 4/17/2018 6:31 PM |
| 147 | Speed | 4/17/2018 3:30 PM |
| 148 | It's a cut through to Cold Springs rd, also a problem w speed | 4/17/2018 3:15 PM |
| 149 | It now feeds a new development | 4/17/2018 2:06 PM |
| 150 | No street lights, frequent traffic and excessive speeds | 4/17/2018 12:47 PM |
| 151 | traffic, speeding no one stopping for crosswalks etc | 4/17/2018 12:35 PM |
| 152 | People park in the road and any place they want. This should NOT be allowed. | 4/17/2018 12:33 PM |

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| 153 | There is enough traffic with the tech park we don't need a devolepment in Luther's forest we have enough housing in the area | 4/17/2018 12:14 PM |
| 154 | No one uses the four way stops properly | 4/17/2018 12:09 PM |
| 155 | Winter damage | 4/17/2018 12:05 PM |
| 156 | It is washing out in areas and very poor road conditions/ potholes | 4/17/2018 11:53 AM |
| 157 | the road is extremely torn up and already too narrow | 4/17/2018 11:43 AM |
| 158 | speed limit to high | 4/17/2018 11:37 AM |
| 159 | We have a great highway department | 4/17/2018 11:31 AM |
| 160 | Of the pot holes and large chunks that have sunken in | 4/17/2018 11:29 AM |
| 161 | Of parking on Hudson Ave | 4/17/2018 11:21 AM |
| 162 | Poorly taken cared of in the winter and traffic is way to high volume for the area | 4/17/2018 11:18 AM |
| 163 | People speed | 4/17/2018 11:16 AM |
| 164 | It is the back way to Saratoga. | 4/17/2018 11:07 AM |
| 165 | Speeders | 4/17/2018 11:00 AM |
| 166 | The road Is so narrow at the stop sign it's hard for a car to turn while another is waiting to turn. The road needs to be a little wider at the end. It doesn't help that the town garage and a carpet place are on the same road. Tractor trailers & town trucks are very large making it impossible at times to turn on Lansing. | 4/17/2018 10:51 AM |
| 167 | Na | 4/17/2018 10:27 AM |

Q22 Do you have access to, and use, the following services at home? If yes, how would you rate the quality of the service? Please let us know if you've had any problems with it in the corresponding comment box.

Answered: 247 Skipped: 33



| | NO - I DON'T HAVE THIS SERVICE. | YES - POOR QUALITY. | YES - DECENT QUALITY. | N/A (OR NEUTRAL/UNSURE) | YES - PRETTY GOOD QUALITY. | YES - EXCELLENT QUALITY. | TOTAL | WEIGHTED AVERAGE |
|--------------|---------------------------------|---------------------|-----------------------|-------------------------|----------------------------|--------------------------|-------|------------------|
| INTERNET | 2.07% 5 | 14.88% 36 | 41.74% 101 | 1.65% 4 | 33.06% 80 | 6.61% 16 | 242 | 2.69 |
| PUBLIC WATER | 45.08% 110 | 10.66% 26 | 22.54% 55 | 2.87% 7 | 13.11% 32 | 5.74% 14 | 244 | 1.45 |
| PUBLIC SEWER | 32.10% 78 | 2.47% 6 | 25.51% 62 | 5.76% 14 | 20.58% 50 | 13.58% 33 | 243 | 2.21 |

| # | COMMENTS FOR "INTERNET" | DATE |
|----|---|--------------------|
| 1 | terribly expensive | 5/9/2018 10:50 AM |
| 2 | New Cable provider Spectrum nothing but problems since buying Time Warner. | 5/8/2018 2:41 PM |
| 3 | Too expensive. | 5/4/2018 1:11 PM |
| 4 | We have Spectrum. The speeds are not what they promised and it cuts out a lot. | 5/3/2018 4:30 PM |
| 5 | Only choice for good internet is Spectrum, not a good source! | 5/1/2018 4:14 PM |
| 6 | Verizon | 4/29/2018 12:53 PM |
| 7 | No cable, so we have limited options | 4/29/2018 1:57 AM |
| 8 | far too expensive and no choice in providers of high speed internet. | 4/28/2018 3:14 PM |
| 9 | Fios would be awesome! | 4/28/2018 1:59 PM |
| 10 | Only one choice...Spectrum | 4/26/2018 11:38 AM |
| 11 | Spectrum is a monopoly. Need Fios in our area. | 4/25/2018 6:49 PM |
| 12 | No internet available on Sawmill Hill Rd! | 4/25/2018 11:32 AM |
| 13 | Lack of adequate competition. | 4/25/2018 9:37 AM |
| 14 | Spectrum is horrible and no other options | 4/25/2018 8:26 AM |
| 15 | We have far too many dropped signals even though we pay for premium quality service. | 4/24/2018 1:59 PM |
| 16 | It would be nice to get FIOS in. Spectrum is robbing everyone blind. It would be nice to have something else offered. | 4/24/2018 12:04 PM |
| 17 | Spectrum service, especially TV, is terrible. Local stations were off again this morning. | 4/24/2018 7:21 AM |

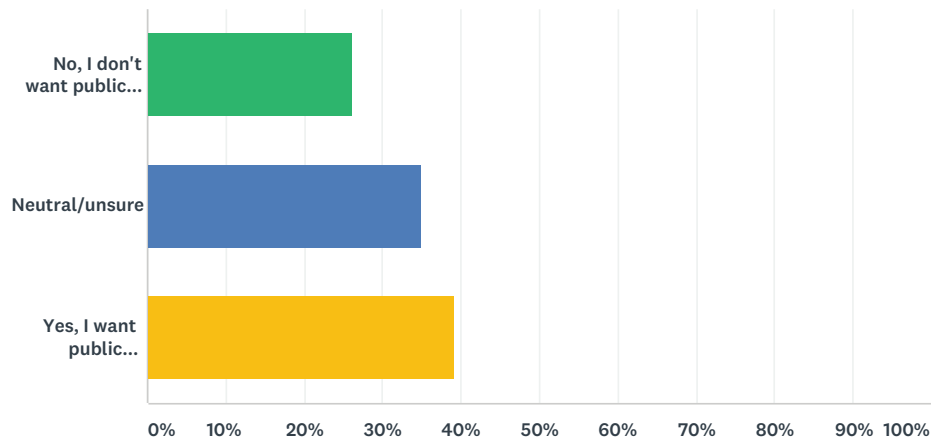
| 18 | Bring fiber optics to the Town | 4/23/2018 4:38 PM |
|----|--|--------------------|
| 19 | expensive and no options | 4/23/2018 9:47 AM |
| 20 | Since going to spectrum even worse overall | 4/23/2018 8:06 AM |
| 21 | Sometimes the internet can be spotty and not work well | 4/22/2018 9:40 PM |
| 22 | The internet speed is slow and often not available in various parts of our home. | 4/22/2018 9:33 PM |
| 23 | Not getting speeds advertised because I think it is oversubscribed | 4/22/2018 8:39 PM |
| 24 | Low bandwidth, especially during peak times. A lack of options. | 4/22/2018 8:17 PM |
| 25 | Prefer FIOS Spectrum uses poor inhouse boxes, so bought my own | 4/21/2018 12:46 PM |
| 26 | I get disconnected alot. | 4/20/2018 11:19 AM |
| 27 | too expensive | 4/20/2018 9:00 AM |
| 28 | too frequently losing the signal | 4/19/2018 6:22 PM |
| 29 | Slow speeds. Equipment does not usually last long before you have to replace with new from what is now. Spectrum | 4/19/2018 11:18 AM |
| 30 | It is fine | 4/18/2018 6:47 PM |
| 31 | Spectrum is terrible and Verizon only supports DSL | 4/18/2018 10:32 AM |
| 32 | after 5pm service gets from slow to nothing as the night goes on | 4/18/2018 10:01 AM |
| 33 | Do not like Spectrum. | 4/18/2018 12:55 AM |
| 34 | Price gouging due to lack of comparable competition. Service is unreliable. | 4/17/2018 10:08 PM |
| 35 | I don't have access to cable and must resort to satellite service | 4/17/2018 9:15 PM |
| 36 | I would like more internet provider options. | 4/17/2018 8:17 PM |
| 37 | It ends at the next hose up the road and starts again in development 1/4 mile south. We really would like to have access. | 4/17/2018 7:05 PM |
| 38 | No options for other service providers | 4/17/2018 5:21 PM |
| 39 | slow and service always being interrupted | 4/17/2018 12:35 PM |
| 40 | Having Spectrum as our only viable internet option in Stillwater is a mistake. We should work on bringing in fiber to the town residents, whether by trying to get Verizon FIOS or working on our own municipal internet service. We need more options because right now, we're Spectrum's captive audience. | 4/17/2018 11:43 AM |
| 41 | Pretty slow for my business, fiber optic would be better | 4/17/2018 11:19 AM |
| 42 | Lagging | 4/17/2018 10:51 AM |
| 43 | Spectrum is a their and monopoly forcing people to pay too much for something that is basically a need | 4/17/2018 10:27 AM |
| 44 | Only one provider (Spectrum). Need competition (ie Fios) | 4/17/2018 10:26 AM |
| # | COMMENTS FOR "PUBLIC WATER" | DATE |
| 1 | Water tastes bad or smells of Chlorine. I don't drink the water. | 5/14/2018 10:48 AM |
| 2 | very expensive | 5/9/2018 10:50 AM |
| 3 | We recently connected to the public water and it is wonderful! | 5/6/2018 7:00 PM |
| 4 | Too much chlorine (I can smell it from the tap). | 5/4/2018 1:11 PM |
| 5 | The water is cloudy and leaves white stuff on our glassware. | 5/3/2018 4:30 PM |
| 6 | Tap water has too much chlorine taste/smell. Water has too much iron, causes rust. | 5/1/2018 4:14 PM |
| 7 | Saratoga Glen has private water supply | 4/30/2018 12:34 PM |
| 8 | Hopefully, we will get access to public water in the next phase along Saratoga Lake. It depends on the housing development behind St Isaac Jogues | 4/30/2018 12:33 PM |
| 9 | Hard water | 4/29/2018 10:47 PM |
| 10 | We have private water in Saratoga glen neighborhood. Not pleased with service. Would like a different option if available. | 4/29/2018 6:03 PM |
| 11 | Glen Hollow | 4/29/2018 12:53 PM |
| 12 | frequent letters regarding exceeding pollutant limits, we buy drinking water | 4/29/2018 6:28 AM |

| | | |
|----|--|--------------------|
| 13 | Do not want this service. | 4/29/2018 1:57 AM |
| 14 | foul taste | 4/28/2018 11:49 AM |
| 15 | We filter our drinking water. | 4/27/2018 9:49 AM |
| 16 | Private water, Glen Hollow | 4/27/2018 9:33 AM |
| 17 | we do not drink the water, nasty and expensive | 4/26/2018 7:39 PM |
| 18 | I am not going to let my family drink water with a history of PCBs and yellowish tint at times | 4/26/2018 12:01 PM |
| 19 | We're on a well and DO NOT want public water. | 4/26/2018 11:38 AM |
| 20 | Poor tasting and frequent bowl water warnings. | 4/25/2018 6:49 PM |
| 21 | Forced to use Saratoga Glen Hollow water company in my development. Overpriced and poor service. | 4/25/2018 11:49 AM |
| 22 | The cost is far too high. | 4/25/2018 9:37 AM |
| 23 | High water bill because of the neighborhood | 4/25/2018 8:26 AM |
| 24 | Hard mineral content | 4/24/2018 7:21 PM |
| 25 | Our water requires extensive purification, and we expect there to be quantity issues if the development proposed for the end of Hill Road is approved. | 4/24/2018 1:59 PM |
| 26 | Town of Stillwater water quality problems exceeding safety standards | 4/24/2018 1:42 PM |
| 27 | Wish we did!! | 4/24/2018 12:08 PM |
| 28 | I would like to have public water | 4/24/2018 12:04 PM |
| 29 | Not available for us, stops at the developments on 423. | 4/24/2018 7:21 AM |
| 30 | Saratoga Glen Hollow Water Supply Co. way too expensive. | 4/23/2018 7:08 AM |
| 31 | Private company is a bit sketchy, billing is a bit weird and questionable, it's expensive compared to where we lived in Delmar, but it's not astronomical. | 4/22/2018 9:23 PM |
| 32 | Very hard...lack of option. Water lines were put in and passed right by Saratoga Glen, yet we are still stuck with a monopolized glen hollow water supply company | 4/22/2018 8:17 PM |
| 33 | We are in no-man's land on 9P | 4/22/2018 6:30 PM |
| 34 | must use a special system to get rid of iron etc | 4/21/2018 12:46 PM |
| 35 | I would love to have "city" water. Our wells are too stressed by over development and well water quality is poor. | 4/21/2018 11:51 AM |
| 36 | I'm concerned the volume and quality of our well water will diminish with increase development. As more homes go up, the town needs to plan for the community water needs and increase access to public water. I would greatly support new water lines in the areas surrounding Saratoga Lake. | 4/19/2018 11:04 AM |
| 37 | The one issue is the amount of times it has to be flushed (hydrants or from construction) causes the water to be brown more often than not. | 4/18/2018 9:34 PM |
| 38 | Not really happy about the continued notices of issues with water quality that have already happened months prior. | 4/18/2018 9:23 AM |
| 39 | Private water source | 4/18/2018 8:10 AM |
| 40 | We have well water | 4/17/2018 8:54 PM |
| 41 | We recently have received a notification of potential issues surrounding our water. I would like that rectified. | 4/17/2018 8:17 PM |
| 42 | Chlorine smell and taste. YUK | 4/17/2018 8:12 PM |
| 43 | None | 4/17/2018 7:05 PM |
| 44 | Stillwater district 1 exceeds recommended chemical levels | 4/17/2018 4:38 PM |
| 45 | We do not drink our water. | 4/17/2018 12:50 PM |
| 46 | high cost | 4/17/2018 12:35 PM |
| 47 | The water is okay. We've been switched to the new county water system where I live. However, the price still hasn't come down and I feel we pay a fairly high price for water. | 4/17/2018 11:43 AM |
| 48 | And don't want it | 4/17/2018 11:18 AM |
| 49 | Taste is horrible | 4/17/2018 10:51 AM |

| 50 | Brand new public water within the last 10 years and I haven't gotten a good quality water report in nearly 2 years living here | 4/17/2018 10:27 AM |
|----|---|--------------------|
| 51 | Frequently discolored water | 4/17/2018 10:26 AM |
| # | COMMENTS FOR "PUBLIC SEWER" | DATE |
| 1 | very expensive | 5/9/2018 10:50 AM |
| 2 | Large puddle forms in the road just in front of my house with any precipitation because the slope of the road and position of sewer drain doesn't feed well to the drain. | 4/29/2018 6:03 PM |
| 3 | Do not want this service | 4/29/2018 1:57 AM |
| 4 | Stratton would like this to be public | 4/28/2018 12:10 PM |
| 5 | no access to sewer, have septic | 4/26/2018 7:39 PM |
| 6 | I pay extra because of poor handling back in the 1980's. | 4/25/2018 9:37 AM |
| 7 | I pay taxes for sewer service and do not have access to it, that's the problem. | 4/24/2018 9:42 PM |
| 8 | I wish we had access. Across the road they do. It's a real pity we can't have access. | 4/24/2018 1:59 PM |
| 9 | Would like to have | 4/24/2018 1:42 PM |
| 10 | I would like to have public sewer | 4/24/2018 12:04 PM |
| 11 | Not available for us, stops at the developments on 423. | 4/24/2018 7:21 AM |
| 12 | I am on septic | 4/20/2018 11:19 AM |
| 13 | Our new sewers are great... | 4/19/2018 6:22 PM |
| 14 | Every so often smell from station behind village garage | 4/19/2018 11:18 AM |
| 15 | It is excellent | 4/18/2018 6:47 PM |
| 16 | The water drains on Thimbleberry Roads back up and do not allow water to drain. The town is aware and chooses to ignore. | 4/18/2018 4:32 PM |
| 17 | It would be great if the expansion plans were moving forward... | 4/18/2018 9:23 AM |
| 18 | Pooling of water at end of street. Runoff goes directly to stream/lake. Not good. | 4/17/2018 9:18 PM |
| 19 | We have septic. | 4/17/2018 8:54 PM |
| 20 | None | 4/17/2018 7:05 PM |
| 21 | high cost | 4/17/2018 12:35 PM |
| 22 | And don't want it | 4/17/2018 11:18 AM |

Q23 Do you support expanded public water and sewer services in your area, if not already there?

Answered: 238 Skipped: 42



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| No, I don't want public utilities to expand further in my area. | 26.05% | 62 |
| Neutral/unsure | 34.87% | 83 |
| Yes, I want public utilities to expand further in my area. | 39.08% | 93 |
| TOTAL | | 238 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|--|--------------------|
| 1 | There should be a town/ village effort to extend natural gas to areas that can be feasibly and economically justified to reduce the cost of home heating, offer higher efficient heating, and increase the value of these homes | 5/6/2018 10:25 PM |
| 2 | Extension of the water line along the east side of the lake to the town line. | 4/30/2018 12:33 PM |
| 3 | if it improves quality | 4/29/2018 6:28 AM |
| 4 | Stop building homes when infrastructure can't handle what we already have. Storm drains too high, water doesn't jump. Water table very high, poor drainage., | 4/25/2018 6:49 PM |
| 5 | Don't care about water or sewer but in this day and age, internet provider would be nice since we live a mile from the bigger chip fab this side of the Mississippi and many have home based businesses but we can't get internet down our road. | 4/25/2018 11:32 AM |
| 6 | Expansion means development without a plan | 4/24/2018 7:21 PM |
| 7 | It is particularly important to provide public water if new building is going to make our wells run dry, which it very well might. The town is offering no protection to current residents with respect to changes in water availability or quality due to overbuilding. | 4/24/2018 1:59 PM |
| 8 | Would like Natural Gas Service | 4/24/2018 1:30 PM |
| 9 | Sewer and natural gas | 4/22/2018 10:36 PM |
| 10 | already there | 4/21/2018 7:36 AM |
| 11 | Present system is OK in Saratoga Glen. | 4/20/2018 12:03 PM |
| 12 | would like sewer | 4/20/2018 11:19 AM |
| 13 | We have been waiting 12 years for the water line that was approved by the Health Department back then. | 4/19/2018 9:12 PM |
| 14 | With increase growth, public utilities become a necessity to maintain our home values. The region's aquifer is already stressed. Continued growth will require public utilities. | 4/19/2018 11:04 AM |
| 15 | As long as there is sufficient support for such infrastructure then yes I support growth of this. | 4/18/2018 9:34 PM |

| | | |
|----|--|--------------------|
| 16 | They are already over taxed. We had a leak into the lake last summer. | 4/18/2018 12:44 PM |
| 17 | I would certainly want the option of public water should all the development destroy my well water quality | 4/18/2018 12:15 PM |
| 18 | not necessary in my area | 4/18/2018 8:10 AM |
| 19 | Not sure. This usually comes as a result of further development, which I generally oppose. It's not as simple a question of whether we support water & sewer. It's dependent on other factors. | 4/17/2018 8:54 PM |
| 20 | I already have water/sewer in my area | 4/17/2018 11:43 AM |
| 21 | Utility expansion should be born thru development...not thru town sponsored projects that we cannot afford again elmore robinson road and george thompson water tower. This was a multi million dollar tax payer funded project that does not pay for itself and now the town is riddled with that debt for no reason. Don't ever put the cart before the horse. Let the horse pull the cart thru better zoning in areas where developers actually want to invest. Mechanicville will never hook up to our water because they cannot afford to, losing over 30% of their supply annually due to poor infrastructure. | 4/17/2018 11:19 AM |

Q24 Currently, the Town uses its municipal website, Facebook, the bulletin board at Route 9P Stewart's, newspapers (Daily Gazette, Mechanicville Express & Times Union), quarterly newsletter, and electronic marquees at the school and Town Hall to relay information to residents. How else can the Town best communicate key issues to you?

Answered: 157 Skipped: 123

| # | RESPONSES | DATE |
|----|---|--------------------|
| 1 | THIS IS SUFFICIENT | 5/10/2018 1:32 PM |
| 2 | robo call | 5/9/2018 10:52 AM |
| 3 | Mailings | 5/8/2018 10:10 AM |
| 4 | Email notifications especialy urgent emergencies info | 5/6/2018 10:33 PM |
| 5 | A Town newsletter, published monthly | 5/6/2018 7:19 PM |
| 6 | send letters to people when a town meeting will effect there area within a mile or 2 | 5/3/2018 4:32 PM |
| 7 | Na | 5/3/2018 4:32 PM |
| 8 | Paper's fine. | 5/2/2018 6:04 AM |
| 9 | email | 5/1/2018 4:16 PM |
| 10 | Adequate as is | 4/30/2018 12:43 PM |
| 11 | Cable tv | 4/30/2018 12:37 PM |
| 12 | Mailings | 4/30/2018 8:49 AM |
| 13 | Email | 4/30/2018 7:47 AM |
| 14 | ? | 4/30/2018 6:40 AM |
| 15 | Email, road signs that inform residents where they can find such info | 4/29/2018 10:51 PM |
| 16 | What they use now is sufficient | 4/29/2018 9:12 PM |
| 17 | email | 4/29/2018 2:37 PM |
| 18 | Saratogian, Today newspapers | 4/29/2018 12:57 PM |
| 19 | email | 4/29/2018 11:56 AM |
| 20 | no more needed | 4/29/2018 6:29 AM |
| 21 | Post the meeting notes on the town website in a more timely manner. | 4/29/2018 1:59 AM |
| 22 | None | 4/28/2018 9:24 PM |
| 23 | A monthly/weekly email notice with a calendar of events would be helpful | 4/28/2018 7:52 PM |
| 24 | emails for those who request that from of communication | 4/28/2018 7:45 PM |
| 25 | Email subscription to town news and events | 4/28/2018 5:30 PM |
| 26 | Email subscription service to get news and event schedules | 4/28/2018 5:16 PM |
| 27 | A subscription service I can sign up to to have the bulletin board notices sent to me | 4/28/2018 5:01 PM |
| 28 | More info on facebook | 4/28/2018 4:50 PM |
| 29 | By allowing residents to subscribe to an email version of the bulletin board | 4/28/2018 4:39 PM |
| 30 | Maybe an option email "alert" sign up if we want to sign up. Honestly we don't get these papers and rarely visit Stillwater Stewart's or look at bulletins. | 4/28/2018 2:35 PM |
| 31 | Flyers in the mail, we dont all travel by the marquees or read papers | 4/28/2018 2:27 PM |
| 32 | Call/text/email service for emergent announcements | 4/28/2018 2:02 PM |
| 33 | I think this is fine | 4/28/2018 12:10 PM |
| 34 | Interweb | 4/28/2018 10:56 AM |

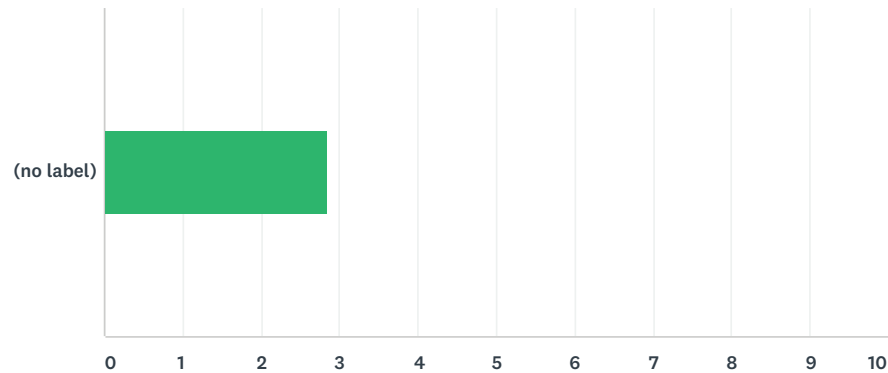
| | | |
|----|---|--------------------|
| 35 | cable TV has a public access channel for local municipalities | 4/27/2018 10:00 AM |
| 36 | Seems adequate right now, TV? | 4/27/2018 9:35 AM |
| 37 | monthly newsletters | 4/26/2018 7:40 PM |
| 38 | facebook | 4/26/2018 12:02 PM |
| 39 | Mailings | 4/26/2018 11:41 AM |
| 40 | Ok | 4/26/2018 10:57 AM |
| 41 | Town wide email distribution | 4/26/2018 7:44 AM |
| 42 | Email alertd | 4/25/2018 6:54 PM |
| 43 | On the Town website | 4/25/2018 6:13 PM |
| 44 | No opinion | 4/25/2018 4:58 PM |
| 45 | What you do is fine | 4/25/2018 4:15 PM |
| 46 | Email updates | 4/25/2018 11:50 AM |
| 47 | A marquee located on Hudson Ave, on the way to Mechanicville. | 4/25/2018 9:51 AM |
| 48 | None | 4/25/2018 9:18 AM |
| 49 | Fire Dept board, mailings | 4/25/2018 8:28 AM |
| 50 | There is a disconnect between Town Hall on Hudson and the Lake community. Use TV reporters! | 4/24/2018 7:27 PM |
| 51 | Not sure | 4/24/2018 6:32 PM |
| 52 | email | 4/24/2018 2:05 PM |
| 53 | email | 4/24/2018 2:02 PM |
| 54 | This works for me. | 4/24/2018 1:58 PM |
| 55 | Unsure | 4/24/2018 1:45 PM |
| 56 | Neutral | 4/24/2018 12:06 PM |
| 57 | Schenectady Gazette | 4/23/2018 4:46 PM |
| 58 | update village sign more often, Community center needs a sign on Hudson Avenue | 4/23/2018 10:10 AM |
| 59 | nextdoor.com | 4/23/2018 9:48 AM |
| 60 | Post on Facebook site of their own. I know not everyone uses FB, but alot do. | 4/23/2018 8:09 AM |
| 61 | Have no idea | 4/23/2018 7:10 AM |
| 62 | Email notifications | 4/22/2018 10:40 PM |
| 63 | Twitter or other social media or text updates | 4/22/2018 9:42 PM |
| 64 | I appreciate receiving notice of public hearings in the mail. | 4/22/2018 9:37 PM |
| 65 | I found this survey posted on the Saratoga Glen Neighbors Facebook page, but maybe a quarterly email? | 4/22/2018 9:29 PM |
| 66 | Better management and more frequent updates of town website | 4/22/2018 8:21 PM |
| 67 | A email blast list should be developed and used. | 4/22/2018 6:34 PM |
| 68 | Tv | 4/22/2018 8:07 AM |
| 69 | website | 4/22/2018 12:28 AM |
| 70 | not sure | 4/21/2018 10:43 PM |
| 71 | Email | 4/21/2018 1:29 PM |
| 72 | email | 4/21/2018 9:55 AM |
| 73 | ok | 4/21/2018 7:38 AM |
| 74 | Email | 4/20/2018 2:51 PM |
| 75 | Reverse 911 emails and texts in emergencies. | 4/20/2018 12:07 PM |
| 76 | Shore Lines | 4/20/2018 12:00 PM |
| 77 | love the website | 4/20/2018 11:21 AM |
| 78 | Email blasts | 4/20/2018 9:08 AM |

| | | |
|-----|---|--------------------|
| 79 | mail | 4/20/2018 9:03 AM |
| 80 | Email | 4/20/2018 7:02 AM |
| 81 | Email | 4/19/2018 11:52 PM |
| 82 | unsure | 4/19/2018 11:40 PM |
| 83 | I have no problem receiving town communications | 4/19/2018 9:17 PM |
| 84 | Using e-mails for those who sigh up/request it. over the years, too frequently the town's website is VERY OUT OF DATE.... | 4/19/2018 6:30 PM |
| 85 | Adequate as is | 4/19/2018 5:52 PM |
| 86 | Facebook and Twitter are excellent resources if they are used consistently and residents can rely on them to get news. | 4/19/2018 2:46 PM |
| 87 | not sure | 4/19/2018 1:39 PM |
| 88 | Existing communication is enough | 4/19/2018 11:21 AM |
| 89 | Saratoga Lake newsletter, Shore Lines | 4/19/2018 9:46 AM |
| 90 | More social media accounts (Twitter) | 4/19/2018 9:16 AM |
| 91 | Town wide email distribution list. The school has it, the community center has it but the town itself doesnt! Communicate with those who have email and those who don't use the good old fashion snail mail but not duplicate in order to save money. | 4/18/2018 10:03 PM |
| 92 | Mail to residents that are affected by the items on boards meeting | 4/18/2018 7:40 PM |
| 93 | Please add NEXT DOOR to your way of communicating | 4/18/2018 6:57 PM |
| 94 | No comment | 4/18/2018 4:39 PM |
| 95 | none | 4/18/2018 4:34 PM |
| 96 | Shore Lines and email | 4/18/2018 3:59 PM |
| 97 | Recently I have discovered a new group where I think I'd get info: "Nextdoor Lake Road" | 4/18/2018 1:28 PM |
| 98 | Email distribution | 4/18/2018 1:09 PM |
| 99 | It's all good | 4/18/2018 12:48 PM |
| 100 | If it's a real big impact issue a mailer | 4/18/2018 12:21 PM |
| 101 | need a web site, not FB | 4/18/2018 11:44 AM |
| 102 | Email lists | 4/18/2018 11:30 AM |
| 103 | ? | 4/18/2018 11:08 AM |
| 104 | Email | 4/18/2018 10:58 AM |
| 105 | Email | 4/18/2018 10:58 AM |
| 106 | Improved website and internet newsletter | 4/18/2018 10:52 AM |
| 107 | e-mail | 4/18/2018 10:37 AM |
| 108 | Its fine as it is. | 4/18/2018 10:36 AM |
| 109 | email | 4/18/2018 10:07 AM |
| 110 | Text when emergency or road conditions from town or alerts from public safety | 4/18/2018 9:27 AM |
| 111 | Email blasts | 4/18/2018 9:04 AM |
| 112 | email | 4/18/2018 8:30 AM |
| 113 | Email - if residents "signed up" to receive notices, an email blast would reach many people quickly and efficiently. | 4/18/2018 8:27 AM |
| 114 | no opinion | 4/18/2018 8:26 AM |
| 115 | Email distribution list | 4/18/2018 8:12 AM |
| 116 | Regular, comprehensive, well-written email updates in the form of, say, a monthly newsletter, and/or "alerts" that you could subscribe/unsubscribe to for meeting notices, etc. | 4/18/2018 7:59 AM |
| 117 | e-mail would be the best for me - emfar39@gmail.com, and don't call cause I don't answer the phone. | 4/18/2018 7:05 AM |
| 118 | Email | 4/18/2018 6:43 AM |
| 119 | Actually let people know what is going to be discussed at these meetings and not hide it | 4/18/2018 6:09 AM |

| | | |
|-----|---|--------------------|
| 120 | Newsletter | 4/18/2018 5:00 AM |
| 121 | A more up to date website with honesty and integrity | 4/17/2018 11:22 PM |
| 122 | Text | 4/17/2018 11:05 PM |
| 123 | I believe an email list (residents who want to be included could sign up for it) would greatly enhance communication to residents. | 4/17/2018 10:17 PM |
| 124 | Texting option | 4/17/2018 10:14 PM |
| 125 | email | 4/17/2018 9:48 PM |
| 126 | a monthly newsletter with a forecast of agenda items for Town, Planning and Zoning Boards | 4/17/2018 9:20 PM |
| 127 | email | 4/17/2018 9:19 PM |
| 128 | The Town could do a much better job of communicating with its residents. Posting meeting agendas before meetings and minutes after meetings would be a big step forward. Having some sort of townwide map of planned or in progress developments, their costs, and their implications would be a great idea. It would also be great to understand the big picture of our revenue, our expenses, and our budget plan in plain terminology rather than in official budget documents. This will inform decision making and engage residents rather than leaving the board and planners to make decisions in isolation. Town should also evaluate its ability to do direct mailing if cost effective. | 4/17/2018 9:09 PM |
| 129 | Listen to the residents that show up in droves and stop building. You are ruining the community for everyone including yourselves | 4/17/2018 9:03 PM |
| 130 | Newsletters | 4/17/2018 8:28 PM |
| 131 | Email to all residents who will be affected by any changes made to their neighborhood, etc. | 4/17/2018 8:17 PM |
| 132 | Radio | 4/17/2018 7:06 PM |
| 133 | Information at the Community Center | 4/17/2018 6:50 PM |
| 134 | Instagram | 4/17/2018 6:40 PM |
| 135 | Social Media | 4/17/2018 6:33 PM |
| 136 | Monthly newsletter | 4/17/2018 5:28 PM |
| 137 | Email | 4/17/2018 5:22 PM |
| 138 | same | 4/17/2018 4:39 PM |
| 139 | Town newsletter | 4/17/2018 3:31 PM |
| 140 | None | 4/17/2018 3:16 PM |
| 141 | Mail | 4/17/2018 2:07 PM |
| 142 | the current areas in place are already enough | 4/17/2018 12:51 PM |
| 143 | nothing will help unless people take time to read them | 4/17/2018 12:36 PM |
| 144 | Do a good job now | 4/17/2018 12:15 PM |
| 145 | Email | 4/17/2018 12:10 PM |
| 146 | Mail | 4/17/2018 12:05 PM |
| 147 | All are sufficient. | 4/17/2018 11:56 AM |
| 148 | I think Facebook and your website are the best ways. | 4/17/2018 11:46 AM |
| 149 | NA | 4/17/2018 11:32 AM |
| 150 | I feel well informed | 4/17/2018 11:30 AM |
| 151 | Email- have an email subscriber list | 4/17/2018 11:27 AM |
| 152 | Those are sufficient | 4/17/2018 11:21 AM |
| 153 | Fine as it is | 4/17/2018 11:20 AM |
| 154 | None | 4/17/2018 11:07 AM |
| 155 | Not sure | 4/17/2018 11:01 AM |
| 156 | Mailers | 4/17/2018 10:53 AM |
| 157 | Facebook (unfortunately in my opinion) seems to be the easiest most efficient communication avenue | 4/17/2018 10:28 AM |

Q25 Please rate how well you feel you understand the Town's process in reviewing applications for new development, approving or disapproving proposed projects, the purpose of the Comprehensive Plan and the Town's Zoning, etc?

Answered: 242 Skipped: 38



| | I DON'T UNDERSTAND THESE THINGS AT ALL. | I HAVE A MINIMAL UNDERSTANDING OF THESE THINGS. | NEUTRAL/UNSURE | I HAVE A PRETTY GOOD UNDERSTANDING OF THESE THINGS. | I UNDERSTAND THESE PROCESSES, THE PURPOSE OF ZONING AND THE COMPREHENSIVE PLAN VERY WELL. | TOTAL | WEIGHTED AVERAGE |
|------------|---|---|----------------|---|---|-------|------------------|
| (no label) | 12.81% 31 | 30.58% 74 | 23.97% 58 | 25.21% 61 | 7.44% 18 | 242 | 2.84 |

| # | WOULD YOU BE INTERESTED IN ATTENDING A FUTURE WORKSHOP AIMED AT EXPLAINING THESE LOCAL GOVERNMENT PROCESSES? PLEASE RESPOND WITH YES, NO OR MAYBE, AND A BRIEF EXPLANATION, IF YOU'D LIKE. | DATE |
|----|--|--------------------|
| 1 | No | 5/10/2018 1:32 PM |
| 2 | Yes. It isn't that I don't 'understand these things', it is that I don't understand how the town interprets. | 5/6/2018 7:19 PM |
| 3 | No | 5/3/2018 4:32 PM |
| 4 | YES | 4/30/2018 11:53 PM |
| 5 | Yes | 4/30/2018 12:43 PM |
| 6 | yes | 4/30/2018 12:37 PM |
| 7 | Maybe, with explanation of how it potentially impacts me | 4/29/2018 10:51 PM |
| 8 | maybe | 4/29/2018 9:12 PM |
| 9 | Yes | 4/29/2018 6:15 PM |
| 10 | maybe, depends on day/time, agenda & other details | 4/29/2018 11:56 AM |
| 11 | yes | 4/29/2018 6:29 AM |
| 12 | Maybe | 4/28/2018 7:52 PM |
| 13 | The supervisor dictates all..residents' concerns are continually ignored | 4/28/2018 7:45 PM |
| 14 | Maybe | 4/28/2018 5:30 PM |
| 15 | Maybe | 4/28/2018 5:16 PM |
| 16 | Yes | 4/28/2018 5:01 PM |
| 17 | Yes, but please provide sufficient public notice broadly and well in advance | 4/28/2018 4:39 PM |

| | | |
|----|--|--------------------|
| 18 | no | 4/28/2018 3:17 PM |
| 19 | No | 4/28/2018 2:35 PM |
| 20 | Maybe | 4/28/2018 2:02 PM |
| 21 | No | 4/28/2018 10:56 AM |
| 22 | Have attended meetings, leave frustrated | 4/27/2018 9:35 AM |
| 23 | Yes | 4/26/2018 11:41 AM |
| 24 | No | 4/26/2018 7:44 AM |
| 25 | Maybe | 4/25/2018 6:54 PM |
| 26 | Maybe | 4/25/2018 4:58 PM |
| 27 | No | 4/25/2018 4:15 PM |
| 28 | Maybe | 4/25/2018 11:50 AM |
| 29 | YES | 4/25/2018 11:33 AM |
| 30 | YES | 4/25/2018 9:51 AM |
| 31 | No | 4/25/2018 9:21 AM |
| 32 | No because the board is paid by developers and we the people get shit on | 4/25/2018 8:28 AM |
| 33 | yes | 4/24/2018 9:46 PM |
| 34 | I am interested only if there is true information. My experience, based on attending various meetings, is that the important decisions are made behind closed doors. | 4/24/2018 2:02 PM |
| 35 | Yes please. I would like to learn more about how the town makes these decisions. | 4/24/2018 1:58 PM |
| 36 | No | 4/24/2018 1:45 PM |
| 37 | Yes | 4/24/2018 1:33 PM |
| 38 | Yes, if the input would be considered | 4/23/2018 4:46 PM |
| 39 | yes. | 4/23/2018 9:48 AM |
| 40 | Maybe | 4/23/2018 8:09 AM |
| 41 | Maybe | 4/23/2018 7:10 AM |
| 42 | Yes | 4/22/2018 10:40 PM |
| 43 | Yes | 4/22/2018 9:37 PM |
| 44 | No | 4/22/2018 9:29 PM |
| 45 | Yes | 4/22/2018 8:21 PM |
| 46 | Yes, it would be beneficial | 4/22/2018 6:34 PM |
| 47 | Yes. It seems that the town often does whatever developers want, irregardless of residents' concerns and needs. | 4/21/2018 1:29 PM |
| 48 | You don't follow up appropriately when we do come. You approved that town house construction next to the homes despite much protesting. Tax greedy. | 4/21/2018 12:50 PM |
| 49 | Maybe. Leave the process as is. Mo streamlining the process, Mr. Knowski. | 4/21/2018 11:53 AM |
| 50 | I think it would be a good idea to offer info for those interested. Printed info or website links would be helpful of publicized yearly. | 4/20/2018 12:07 PM |
| 51 | no | 4/20/2018 12:00 PM |
| 52 | maybe | 4/20/2018 11:21 AM |
| 53 | Maybe | 4/20/2018 9:08 AM |
| 54 | Yes | 4/20/2018 7:02 AM |
| 55 | yes | 4/19/2018 11:40 PM |
| 56 | Yes | 4/19/2018 9:17 PM |
| 57 | Not until those processes, that are in place for development, are followed..... | 4/19/2018 6:30 PM |
| 58 | Maybe | 4/19/2018 5:52 PM |
| 59 | Yes | 4/19/2018 5:03 PM |

| | | |
|----|---|--------------------|
| 60 | Yes | 4/19/2018 1:39 PM |
| 61 | yes | 4/19/2018 11:21 AM |
| 62 | Yes, in fact I have and had quite a lot of feedback to the boards and those attending the meetings. I attend town board meetings quite a lot when I am able to. However I do not feel that those in the town are heard. We are a community and at times I feel it is. One sided and though asked for input, it seems it is what the town supervisor wants and that is call. I as a tax payer do. To appreciate relying on someone who doesn't take. All interests into respect, makes unfounded decision, and when challenged by legit reasons - finds ways to justify his means no matter what. I understand this town needs funds. However no one gets rich by making huge purchases (beach) and then make decisions that go against the foundation of the town to help pay for said huge purchase. Builders are no trustworthy and have no positive impact on such a town as this. They are there to make. Only for themselves and that is it. More often than not leaving more issues for a town such as this than originally spoken about (poor infrastructure, inadequate drainage, lack of support-fire, police, water, sewer) they say attractive things however they tend to pull the wool over the eyes of leaders and then leave them once the builders have gotten what they want. | 4/18/2018 10:03 PM |
| 63 | Ed does what ever he wants | 4/18/2018 7:40 PM |
| 64 | YES please. | 4/18/2018 6:57 PM |
| 65 | sorry no, I have had the process explained to me | 4/18/2018 5:30 PM |
| 66 | Yes | 4/18/2018 4:39 PM |
| 67 | no | 4/18/2018 4:34 PM |
| 68 | Maybe | 4/18/2018 3:59 PM |
| 69 | yes | 4/18/2018 1:28 PM |
| 70 | No | 4/18/2018 1:09 PM |
| 71 | Maybe | 4/18/2018 12:48 PM |
| 72 | Yes | 4/18/2018 12:21 PM |
| 73 | MAYBE | 4/18/2018 11:30 AM |
| 74 | No | 4/18/2018 11:08 AM |
| 75 | Maybe | 4/18/2018 10:58 AM |
| 76 | Yes | 4/18/2018 10:58 AM |
| 77 | Maybe | 4/18/2018 10:52 AM |
| 78 | Yes, I would attend | 4/18/2018 10:37 AM |
| 79 | No | 4/18/2018 10:36 AM |
| 80 | Yes | 4/18/2018 10:31 AM |
| 81 | maybe....not sure if it really does any good....developers get their way...because it benefits the tax base | 4/18/2018 10:07 AM |
| 82 | Yes | 4/18/2018 9:27 AM |
| 83 | Maybe | 4/18/2018 9:24 AM |
| 84 | YES | 4/18/2018 9:04 AM |
| 85 | Maybe - having built in the past 5 years, I had experience with these meetings. | 4/18/2018 8:27 AM |
| 86 | Yes | 4/18/2018 8:12 AM |
| 87 | Yes - because the town's decision-making processes are sometimes opaque, arbitrary, and capricious. | 4/18/2018 7:59 AM |
| 88 | MAYBE - I might be interested in showing up if I knew when such a meeting might occur | 4/18/2018 7:05 AM |
| 89 | Yes | 4/18/2018 6:43 AM |
| 90 | Maybe | 4/18/2018 6:09 AM |
| 91 | Yes | 4/18/2018 5:00 AM |
| 92 | Yes | 4/17/2018 11:22 PM |
| 93 | No | 4/17/2018 10:17 PM |
| 94 | Maybe | 4/17/2018 10:14 PM |
| 95 | no | 4/17/2018 10:09 PM |

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| 96 | Applications need to be reviewed in a timely fashion. | 4/17/2018 9:48 PM |
| 97 | Yes. I am often frustrated with the lack of notice regarding major decisions to be taken at Town and Planning Boards. We need more advance notice and cannot always check 48 hours before a meeting is to take place. | 4/17/2018 9:20 PM |
| 98 | Very interested. It is very much in residents' interest to improve our understanding. The current informational asymmetry favors the town board and developers heavily. | 4/17/2018 9:09 PM |
| 99 | Another dishonest question. I cannot wait until someone sues the town and it will happen. We understand the laws yet are not included (illegally) in zoning issues because you guys are such idiots that you haven't updated your zoning maps and don't realize we own adjoining property. For 10+ years. Have gone to the town to address. No one cares or will do anything. There is an out Of zone junkyard on 423. Again, complained multiple times and since town employees are related or otherwise engaged in funding from junkyard no one will acknowledge it as a junkyard. Get your house in order before you are sued | 4/17/2018 9:03 PM |
| 100 | YES | 4/17/2018 8:19 PM |
| 101 | It appears that the Town Board over-rules what the people want and they go ahead with their own agenda! | 4/17/2018 8:17 PM |
| 102 | No | 4/17/2018 7:06 PM |
| 103 | Yes | 4/17/2018 6:50 PM |
| 104 | Yes | 4/17/2018 6:33 PM |
| 105 | No | 4/17/2018 5:22 PM |
| 106 | no | 4/17/2018 4:39 PM |
| 107 | Yes | 4/17/2018 12:49 PM |
| 108 | No | 4/17/2018 12:35 PM |
| 109 | Yes | 4/17/2018 12:33 PM |
| 110 | YES | 4/17/2018 11:56 AM |
| 111 | No | 4/17/2018 11:30 AM |
| 112 | Yes I would greatly appreciate being a part of this. | 4/17/2018 11:27 AM |
| 113 | Yes | 4/17/2018 10:28 AM |
| 114 | I dont know what the point of these hearings are. Ed just lectures everyone and does what he wants anyways. | 4/17/2018 10:27 AM |

Q26 One more important thing I'd like to tell you about is (i.e. any particular topic areas that weren't included in the survey content, anything that wasn't fully covered, or anything else you'd like to share that would be valuable for this Comprehensive Plan update).

Answered: 129 Skipped: 151

| # | RESPONSES | DATE |
|----|---|--------------------|
| 1 | Excessive regulation complicates everyone's life. | 5/10/2018 1:32 PM |
| 2 | the town needs a dog park | 5/9/2018 10:52 AM |
| 3 | The TRAINS NEED TO STOP SITTING ON THE TRACKS FOR HOURS ON END RUNNING IN THE RIVERSIDE AREA. THIS IS A NOISE FACTOR AND AIR QUALITY FACTOR. | 5/8/2018 10:10 AM |
| 4 | The town will be increSingly under suburban sprawl pressure given its close proximity to the Malta hub, available raw and farm lands and should make every effort to reduce development, promote the rural, and historical assets. Key hole lots with homes built on top of and behind one another should be stopped altogether due to their ugly effect. | 5/6/2018 10:33 PM |
| 5 | Stillwater lacks business. | 5/6/2018 7:19 PM |
| 6 | Make Brown's Beach free again! | 5/3/2018 4:32 PM |
| 7 | Things are going pretty well. Don't go changing everything. | 5/2/2018 6:04 AM |
| 8 | Town and Village of Stillwater should be combined. Village tax payers get nothing extra and pay premium taxes to village! | 5/1/2018 4:16 PM |
| 9 | I strongly support public input into approvals of PDDs. If any rezoning occurs I believe the surrounding residents who will be impacted directly have a say in its approval. They should be able to voice their opinion on wether the perceived public benefits out weigh any hardships they may have to deal with. For example, personally the benefit of public water for the remaining lakeside residents outweighs the slight increase in traffic. | 4/30/2018 12:43 PM |
| 10 | public transportation | 4/30/2018 12:37 PM |
| 11 | Mail delivery goes to wrong location a bit too often in Saratoga Glen neighborhood, at least once a month. I'd like a place at the lake waterfront where I am allowed to take my dog swimming. If this exists, I am not aware of it. | 4/29/2018 10:51 PM |
| 12 | Stated earlier but I would like to see a sidewalk on cold springs from Whitney rd to Cordero so that the Saratoga glen neighborhood is fully connected to the sidewalks and walking trails in Luther forest. I see joggers as well as people walking their dogs on cold springs and the shoulder is pretty tight on the road. A sidewalk would be nice. Secondary sidewalk desire is to connect Saratoga glen neighborhood to browns beach area, whether it be a sidewalk down cold springs or lake rd. Also, the speed should be reduced near Whitney and lake rd - seems like cars are coming pretty quickly down the rd with the cross-walk to the park right there. | 4/29/2018 6:15 PM |
| 13 | Planning should not just be about today and tomorrow. Planning should consider how development will affect future generations. Planning should be looking at the BIG picture, not just immediate profits or gains. | 4/29/2018 2:37 PM |
| 14 | Keep the lake recreational, as opposed to being over- populated with expensive residential areas. | 4/29/2018 12:57 PM |
| 15 | The town board is a joke and their continued work around of the planning board is infuriating. | 4/29/2018 12:44 PM |

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| 16 | <p>Stillwater is a wonderful, livable community, with lots of potential, faced with increasing development pressures. We should seek smart growth that is desirable, protecting the rural and historic character of the town. This plan should not facilitate checkerboard development where all land is consumed – this should be a plan for us to take control and direct development where we want it, protecting environmental, agricultural and historical resources to the maximum extent possible. We cannot afford an economic plan that continues to promote growth for growth's sake at the expense of existing area residents, small businesses, and farms. Such an approach will continue to fragment this region and, ironically, destroy the very things that make the area a wonderful place to reside. As with prior comprehensive plan(s), the context remains: (1) are residents going to insist on support for locally owned small businesses, including agriculture, in amounts and ways, equivalent to the public sector is subsidizing massive projects and multinational corporations?; (2) are residents going to allow themselves to be priced out of the housing market due to increasing land prices, speculation and increasing tax burdens?; and (3) are residents going to let agriculture, open space and history be permanently destroyed? Land Use: prioritize what to protect – parcel by parcel. Identify significant community resources – agriculture, wetlands, scenic vistas/rural landscapes, etc. (Stillwater: historical and rural heritage, numerous open spaces and scenic vistas, Hudson River, Saratoga Lake, Mechanicville Reservoir, Saratoga National Historical Park, the Village of Stillwater, and much more). Perform comprehensive review of planning and zoning regulations. Support and understand our critical role in the County's Green Infrastructure plan. Planning Board needs the tools, training, and support. Need time to plan, get policies and procedures in place, clean the slate and start fresh and from a position of clarity and strength. Agriculture, Open Space Conservation and Rural Development: (a) actively support the agricultural and farming community; (b) need to understand our critical role in the County's Green Infrastructure plan; (c) educate ourselves on all of the tools available (and utilize) – such as Conservation Subdivision Design; and (d) not only preserve open space, but link it as well - project by project, to create a conservation network (through private and public ownership). Local Economy: may need new approach. Need focus on smaller scale, locally owned businesses. Build on strengths – history (preservation), waterways, agriculture, opportunities for significant tourism...Family farms need support in transitioning from no-longer-sustainable large-scale dairying to the production of goods for which there is a local need and a profitable local market. Reuse existing structures and focus development and growth on village and hamlets. Provide a clear plan for the village. Oppose big box development. Market community – as town and as community. Provide assistance & support through training, grants and loans. Affordable Housing: (a) inclusionary zoning, use of PDDs; (b) consider creation of countywide Housing Trust Fund w/ dedicated revenue sources; (c) support budget and credit counseling; (d) grants, low interest loans for down payments, closing costs, home repairs; (e) grants and low-interest loans for repairs and renovations to existing buildings; (f) energy efficiency (NYSERDA); (g) consider establishing a Community Land Trust to insure the permanent affordability of county housing and remove the escalating costs of land; and (h) address mobile home park issues and insure safe, decent and affordable housing for all County residents, including those w/ lower incomes. Transportation: support bicycle and pedestrian safety issues.</p> | 4/29/2018 11:56 AM |
| 17 | none | 4/29/2018 6:29 AM |
| 18 | Who is on the committe and why were they picked? | 4/29/2018 1:59 AM |
| 19 | Please be sure that the zoning code and the zoning board of appeals are updated to reflect the sentiments of the town as expressed in the new Comprehensive Plan. STOP PDD's | 4/28/2018 7:52 PM |
| 20 | The town's consistent refusal to listen to the taxpayers input regarding town development/issues | 4/28/2018 7:45 PM |
| 21 | Be sure the zoning laws are changed to reflect the goals and objectives of the new comprehensive plan | 4/28/2018 5:30 PM |
| 22 | Please stop allowing PDDs near Saratoga Lake. | 4/28/2018 5:16 PM |
| 23 | Please stop allowing PDD's to continue in the 9p corridor | 4/28/2018 5:01 PM |
| 24 | Stop using PDD's to allow high density developments to avoid the zoning laws. When you produce a new comprehensive plan be sure to amend the zoning code in order to put the plan in action. | 4/28/2018 4:39 PM |
| 25 | My neighbors all say that Stillwater Town pays more than it's fair share, and covers expenses for Stillwater Village. I don't even know how to verify this. If it's true (and they claim a New York state audit verified it) that's really not fair and the town's taxes should be reduced until the town residents are repaid. | 4/28/2018 3:17 PM |
| 26 | More public use space at browns beach would be nice if possible. Always love new trail systems. | 4/28/2018 2:35 PM |
| 27 | I'd really love a clubhouse at Saratoga Lake Golf Club! | 4/28/2018 2:02 PM |
| 28 | This was very good | 4/28/2018 12:10 PM |
| 29 | Can I stop getting emails | 4/28/2018 11:53 AM |
| 30 | It would be nice to be able to walk or ride bikes safely near the lake. | 4/27/2018 10:00 AM |

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| 31 | Road and sewer need serious work. Water table major issue and town used grant to correct this elsewhere. For economy, restaurants and small shops would be beneficial. 3 (not very good) pizzeria's in a row in village are the only delivery/take out options nearby. | 4/25/2018 6:54 PM |
| 32 | The Town shouldn't make money their sole objective. | 4/25/2018 6:13 PM |
| 33 | no comment | 4/25/2018 4:58 PM |
| 34 | Stillwater has grown into a town full of houses built to support the economies of the surrounding areas, but not our own. Residents can't work or shop here. We should stop expanding housing because all we are doing is increasing the draw on our public resources. It's an economic fallacy that all new construction brings in increased revenue in the form of property taxes. The new residents end up utilizing more resources than the increased revenue can cover. And since we have so few businesses for them to patronize, there is no economic growth. | 4/25/2018 9:51 AM |
| 35 | Natural gas in the village | 4/25/2018 9:18 AM |
| 36 | I personally feel that working to rid Stillwater of the opioid issues would be more advantageous. | 4/25/2018 9:18 AM |
| 37 | Carry through with plans, still waiting on drainage and roads to be fixed as promised. | 4/25/2018 8:28 AM |
| 38 | Little attention to farmland preservation and encouragement. Large lot hobby or small scale farms and gardens are a lifestyle. | 4/24/2018 7:27 PM |
| 39 | The Comprehensive Plan has to have some teeth against overdevelopment. If guidelines are not legally binding, they mean nothing and they give people buying property in the area a false sense of security that their interests are actually being protected. So far, all I have seen since I have moved here is unnecessary spending (e.g., Brown's Beach) and then bad decision-making in order to deal with the budget deficit. | 4/24/2018 2:02 PM |
| 40 | Please spend time and money improving the particulate problems with the drinking water. | 4/24/2018 1:45 PM |
| 41 | You need to promptly publish the minutes of ALL town meetings. Otherwise, all of this is useless. | 4/24/2018 1:33 PM |
| 42 | There were new water lines ran a few years ago in rural areas. I'm just wondering why we weren't offered town water when this was done? | 4/24/2018 12:06 PM |
| 43 | Take advantage of the waterfront at the Admirals.. this is a great spot for a public launch and restaurant. No need for further housing there. Also driving through the village/town it's no longer pretty, many houses in need of repair upkeep. | 4/24/2018 11:16 AM |
| 44 | The PDD process should not be amended. The Planning Board is our only non-partial line of defense against Overdevelopment and building out of existing character of neighborhoods. Keep the Planning Board in the beginning of the application process. | 4/23/2018 4:46 PM |
| 45 | Really like the small community environment. Feels like we are all family and support each other, however, adding a few more small business in the village would be even better. | 4/23/2018 10:10 AM |
| 46 | want to readress the situation on 9p, as the waterfront develops there will be increased foot/bike traffic and it is frankly unsafe. a bike lane or a sidewalk (if at all feasible) would increase safety and waterfront usage dramatically | 4/23/2018 9:48 AM |
| 47 | Unfortunately can't think of anything at this moment. Greatful for the survey | 4/23/2018 8:09 AM |
| 48 | Nothing | 4/23/2018 7:10 AM |
| 49 | Sidewalk access from village south to Mechanicville and bike lane; brush pick up | 4/22/2018 10:40 PM |
| 50 | I believe Browns Beach could have potential to be expanded. Some days it is very crowded and a larger beach area would mean more profit and happier beach goers. Also a sidewalk from Saratoga Glen to the beach would be nice. | 4/22/2018 9:42 PM |
| 51 | As a resident of the Saratoga Lake corridor, I feel the four towns that have jurisdiction over development around the Lake are not communicating and engaging in well- planned development around the Lake. | 4/22/2018 9:37 PM |
| 52 | I have had the pleasure to speaking to several of the people in the building department, and I must they they are a pleasure to work with. So great job all around!! | 4/22/2018 9:29 PM |
| 53 | I feel that Malta has taken advantage of growth opportunities while Stillwater has sat back and watched. | 4/22/2018 8:21 PM |
| 54 | Run-off from local streams into Saratoga Lake is really a problem...it's filling in the Lake!!! | 4/22/2018 6:34 PM |
| 55 | none | 4/21/2018 10:43 PM |
| 56 | The town needs to be more responsive to residents' concerns regarding future development and not give in to developers. Some of the recent planning board meetings have really been a sham: board members pretending they care about residents' concerns, when all they really care about is letting builders and developers have their way. One wonders if some money or other inducement is not changing hands in secret! It is shameful! | 4/21/2018 1:29 PM |

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| 57 | Better | 4/21/2018 1:21 PM |
| 58 | Committee meetings should be more open. | 4/21/2018 12:50 PM |
| 59 | I would like to see an economic impact statement required of developers when submitting initial applications. This should include not only a revenue statement but the projected costs in services that the development will cause including medicaid and education. We need to have this in order to determine the projects impact on future spending. | 4/21/2018 9:55 AM |
| 60 | no | 4/21/2018 7:38 AM |
| 61 | Would love a public dock space or marina where the old admirals use to be. Such a lost opportunity there | 4/21/2018 5:32 AM |
| 62 | Thanks for the survey. | 4/20/2018 1:58 PM |
| 63 | I'm extremely concerned about clear cutting around Saratoga Lake !!! | 4/20/2018 12:07 PM |
| 64 | Growth has been to rapid and we do not need any more low income housing in this area. | 4/20/2018 11:21 AM |
| 65 | no developers! | 4/20/2018 9:03 AM |
| 66 | Boat traffic on the lake is already very heavy. | 4/19/2018 11:52 PM |
| 67 | moved here because it is rural. Would love it to stay the same with responsible development. 5 acre zoning in most areas of the town would lead to higher priced homes with less people and more taxes. Less people means less impact on our schools and town services. High tech low environmental business is a better way to go | 4/19/2018 11:40 PM |
| 68 | Consider the quality of life for the present residents and prevent over population of any area in the Town. | 4/19/2018 9:17 PM |
| 69 | The role of the town Supervisor as to his actions regarding town resident's input regarding his development plans in the town.Only those residents currently living in affected areas know/understand the direct impact of suggested development. Plans on paper do not reflect the physical impact on a community. | 4/19/2018 6:30 PM |
| 70 | No cutting timber for future housing development | 4/19/2018 5:52 PM |
| 71 | The lakeside community has always been a popular spot for tourists to enjoy recreation, dining & hotels. I think the town needs to continue to support these industries along with smart efficient housing options such as apartments/mixed use development. | 4/19/2018 1:39 PM |
| 72 | Most of the new development occurs in already populated areas. Housing density and public infrastructure must be considered when reviewing new development. As density in an area increases so does the need for public services such as public water. Initiatives such as public water are deterred or prohibited by the agricultural community even though the agricultural areas tend to be least affected by the increase development. We can't increase the housing density of an area without providing the necessary infrastructure such as public water and public sewer. The agricultural community cannot have it both ways: restricting development to already dense areas while denying increase public infrastructure to these areas. | 4/19/2018 11:21 AM |
| 73 | I think people love Stillwater the way it is.The community is a rural community, small town feel which is why it has kept residences as long as it has and has made it attractive to others | 4/19/2018 9:16 AM |
| 74 | The deterioration of our beautiful lake is a source of profound sadness. Over developement and defoliation of the surrounding hill sides have resulted in alarming amounts of silt being deposited on the lake floor . What was once a hard packed sand lake floor is now buried beneath up to 10 inches of soft, muddy silt, making wading almost impossible in some places. This is no secret, but of no importance to local politicians. it's very sad to have a front row seat to this | 4/19/2018 1:16 AM |

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| 75 | I do not approve of the way the town board conducts its jobs, especially that of the town supervisor. On more than one occasion with regard to large development matters - discussions between the town supervisor and developers have occurred behind closed doors and allowed for negotiations to occur that may not be in the best interest of the town but for personal gains. Other meetings have taken place with the town supervisor and town folk and each person is told something different with regard to the same topic. Most importantly the town supervisor has way too much authority when it comes to choosing people for various positions on various town / planning boards. On more than one occasion an individual has been told to step down or made an alternate based purely on the fact those individuals may ask questions that don't seem to support the supervisor's agenda. I don't feel this is ok. A proper leader is one who strives among those who offer various opinion so that those options can be looked into. A self driven leader is one who leads others to failure. The "other" in this scenario are the town folk of Stillwater, and I see this as detrimental as is clearly reflected in the comment made by the supervisor with regard to the current town comprehensive plan "out dated"... yes forward movement means success, but to ignore the history and prevent A proper molding of the current plan into something that everyone can live with without dismissing the roots of the town is purely unconstitutional and lacks respect. Tho he and the rest of the town board members may come and go, the town and those who live it in will pass on the heritage of this town and the current socialistic behavior will be the downfall of this town more so than the budget crisis the over priced beach has caused. I hope that this survey truly does gather an accurate understanding of the towns people and not what one individual wants. I appreciate this survey and appreciate the time it took to create in order to better this town. Thank you for this opportunity. | 4/18/2018 10:03 PM |
| 76 | 9p is in need of major repair cannot handle all the traffic. Permitting more building is irrisponsible and reckless to the community.. | 4/18/2018 9:59 PM |
| 77 | Ed needs to be removed only wants growth to pay for the Browns beach headache does not care or listen to the residents. The board members only vote his way out of concern of being removed off | 4/18/2018 7:40 PM |
| 78 | Growth and private property rights are always a challenge for small towns. Stillwater is a quaint retreat from the Capital Region's overgrowth and sprawling condos. Please consider the services other towns offer (Malta) that satisfy our needs and keep the rural character and integrity we have that makes Stillwater a beautiful place to live. ***I am passionate about the development of scattering gardens- a topic I spoke to Ed K about many times. I think an addition of a memorial park would serve residents' needs to have a sanctuary in the country is an example of growth that blends in with the land. This could also serve Saratoga County and Capital Region at large. | 4/18/2018 6:57 PM |
| 79 | I do not want to see any further housing developments. The negative impact they would have on the surrounding areas/homes is too severe. | 4/18/2018 5:30 PM |
| 80 | Water is terrible | 4/18/2018 5:16 PM |
| 81 | We have no issue with well planned new development. However, we feel strongly that opening up Hill Rd. would forever change the character of our neighborhood. | 4/18/2018 4:47 PM |
| 82 | No comment | 4/18/2018 4:39 PM |
| 83 | none | 4/18/2018 4:34 PM |
| 84 | Very concerned about development in 9P corridor and its effect on roadways, the quality of the lake, traffic, and wells. | 4/18/2018 3:59 PM |
| 85 | I think it is a good survey. I am very much concerned about the current climate which seems to be "any development will bring money into the town" and it gets approved prior to the Planning Board's approval or disapproval of such. I very much dislike the uncontrolled building now going on in Malta and I'm fearful that Stillwater is leaning in that same direction. | 4/18/2018 1:28 PM |
| 86 | Sidewalks. They are desperately needed on Lake Rd and parts of 9P | 4/18/2018 1:25 PM |
| 87 | Make Brown's beach free for town residents and increase usage charges for non-residents | 4/18/2018 1:09 PM |
| 88 | The increase in traffic along the lake is already high. We tracked it one year as over athousand cars a day. The proposed developments could easily double this number. The infrastructure of the roads can't support it And there is no room to expand the width of the road. | 4/18/2018 12:48 PM |
| 89 | Just making sure our schools can support the increase family and children associated with new development. Without necessarily raising my taxes because it is already difficult to afford them now | 4/18/2018 12:21 PM |
| 90 | n/a | 4/18/2018 11:44 AM |
| 91 | Use the Town Planning Board as a first step in Reviewing new projects before any permits are issued | 4/18/2018 11:44 AM |
| 92 | Town needs to at least make the developers reduce their impact before approval. Maybe fix 9P and put a moratorium on any further development | 4/18/2018 11:30 AM |

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| 93 | Need to develop riverfront economic opportunities. Also all employment opportunities that are available at the Town should be posted publicly | 4/18/2018 11:08 AM |
| 94 | I'd like to know why, when residents are against a building or tree clearing proposal, they are approved anyway? | 4/18/2018 10:58 AM |
| 95 | The castration of the Planning Board in the development process is unacceptable. The supervisor is a dictator and absorbing Planning Board responsibilities by the Town board is simply an effort to ram development projects through the approval process. This supervisor and council have no regard for the citizens of the town. They simply do the development industry's bidding. It is a disgrace. | 4/18/2018 10:52 AM |
| 96 | I feel the local developers are overwhelming the area and town zoning boards are doing nearly nothing to curtail. Long-term residents want to "cash out" by selling their farm/forest land and then they leave - those who stay will be living in an overdeveloped area and we will be nothing more than another suburban community. | 4/18/2018 10:37 AM |
| 97 | I realize the beauty of Stillwater is a luxury. I really think this is the most beautiful part of Saratoga County. Perhaps better shoulders on the road could promote bike riders to frequent our county? People love picturesque views and will seek them out...from all over the world if marketed properly. Stillwater could do that. | 4/18/2018 10:07 AM |
| 98 | Please protect Saratoga Lake. Don't let greed ruin our beautiful natural resource. Let the wealthy build somewhere else. Thank you for listening | 4/18/2018 9:40 AM |
| 99 | Would like town to invite community to work on redevelopment plan and have community board on events and a community board that approves ALL development - they are people voted in by community. | 4/18/2018 9:27 AM |
| 100 | More development around the lake will destroy it. It is already being compromised. | 4/18/2018 9:04 AM |
| 101 | Witt's proposed development and the apparent lack of controls and/or action by our planning board to enforce the rules and laws | 4/18/2018 8:30 AM |
| 102 | stop development | 4/18/2018 8:26 AM |
| 103 | we don't want Stillwater to become another Halfmoon. The pace of development approvals and apparent lack of a broader plan is concerning. | 4/18/2018 8:12 AM |
| 104 | I believe in development but when the quality of existing homes is affected those resident's concern should be considered | 4/18/2018 8:10 AM |
| 105 | You could have drilled deeper into whether there's latent support for open space preservation, and, in particular, whether residents are willing to pay to maintain the (remaining) open space character of the town, and to what extent, eg, "would you be willing to do so if it raised your taxes?", etc. | 4/18/2018 7:59 AM |
| 106 | I would like to see the continuation and expansion of the multi-use paths which have been built in the village/town. | 4/18/2018 7:05 AM |
| 107 | I'd like to see natural gas added to infrastructure for the village | 4/18/2018 5:00 AM |
| 108 | I do not believe further development around 9P and Saratoga Lake would benefit the area. It will add more traffic and ruin the lake. | 4/18/2018 12:57 AM |
| 109 | Stillwater government in general is very difficult to deal with. Not taxpayer friendly. Way too arrogant! | 4/18/2018 12:28 AM |
| 110 | Keep development at a minimum to maintain the rural character | 4/17/2018 11:22 PM |
| 111 | For many years Stillwater has been a community of generations of family members who have enjoyed the "Small Town" feel. The Town is changing with many new residents moving to Stillwater, even from neighboring communities and those far off. However, many of the newer generations who have move into Stillwater that I have spoken with, all moved here knowing that Stillwater was about a Small Town feel, and that was one of their most desired characteristics they desired. I believe Stillwater needs to continue with growth, however in a manner to keep with the Small Town feel. Those who moved here to Stillwater had many options of places to live, including those that were already more developed, however they chose Stillwater. Development certainly needs to continue, but there is no need for rushing decisions and large development, especially prior to modernizing and implementing a new full Town Comprehensive Plan. | 4/17/2018 10:17 PM |
| 112 | Get rid of the trailer parks and large scale multi family development such as tanski's project. | 4/17/2018 10:09 PM |
| 113 | Business should be strongly encouraged and supported. We need it to take more of the tax burden off of homeowners. Please DO NOT expand the existing trailer parks. | 4/17/2018 9:48 PM |
| 114 | I would like to see more coordination with the three other towns/city that border the lake on the pace and impact of development on the lake and traffic on 9P | 4/17/2018 9:20 PM |

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| 115 | There are many residents of Stillwater that are very concerned about the future health of Saratoga Lake, the high rate of development, and the difficulty parsing through the processes and information from the Town, developers, et al. The Town often says that it needs residential development to balance the books, though it is not clear what expenses these developments are intended to cover or if in fact more residential development actually has a net positive impact on tax-based revenue generation. We need a clearer understanding of the cost-benefit of Brown's Beach and of GlobalFoundries for the Town of Stillwater. Whatever information is available about this needs to be presented honestly, clearly, and repeatedly. Many residents do not have much trust in the board or planning board to rigorously debate development-related issues with an eye to restricting or denying projects. A lack of viable political competition for elected seats adds to this problem. There is also a tension between the board and planning board and residents since residents are often unaware of all the tasks and complexities that are involved in town governance. Since many residents are uninformed of all the goings-on, it can be very easy for the supervisor, board members, and planning board members to discredit resident input as ignorant, reactionary, or just misinformed. Town board members and planning board members need to know their responsibility is to the entire town and residents need to do a better job of holding them accountable. The health of Saratoga Lake and the preservation of the rural, open space character of the town is of the highest priority for us. One struggles to see these values reflected in town actions, even though this was exactly what was communicated through the last comprehensive plan. Please take this process seriously and place a high value on our input and our concerns and our natural resources, even if we don't fully understand what is involved in governing the town. Help us understand and we'll help you govern. Thank you. | 4/17/2018 9:09 PM |
| 116 | Get the junkyard off 423. It's illegal. Have 23 logged complaints into the town with no action. Lawsuit next | 4/17/2018 9:03 PM |
| 117 | No | 4/17/2018 8:28 PM |
| 118 | I would love to have a village where my children and myself could walk around and enjoy shops during the weekend. I love Stillwater, I just wish there was more to do in town. | 4/17/2018 8:19 PM |
| 119 | We are very much against the proposed PDD for Mitchell Field. | 4/17/2018 8:17 PM |
| 120 | I built my house in this town because of the quaint, quiet location it provided with a great school system. If more development happens like boxedstores or apartment complexes, we will look to sell and go elsewhere. | 4/17/2018 6:33 PM |
| 121 | Reduction of farmland and rural quality of the town | 4/17/2018 5:28 PM |
| 122 | Need a traffic signal at the school entrance / exit on RT4 | 4/17/2018 3:16 PM |
| 123 | Concerned about trailer park expansion on route 76 | 4/17/2018 12:31 PM |
| 124 | I feel as though the Town is trying to rush approvals of new developments regardless of the amount of negative public input. | 4/17/2018 11:46 AM |
| 125 | I have lived in Stillwater as a new resident for 3 years. Most bothersome to me is the lack of small businesses/restaurant store fronts. 3 Pizza places and sub shop of all sub par quality with filthy conditions is appalling. I would like to see more small town shops and food options be available. Walking or running in town on the sidewalks is difficulty. Residents place garbage cans, mailboxes on sidewalks and many dont shovel sidewalks in winter. In a nutshell I think many lessons can be learned from neighboring communities (Saragtoga, Schuylerville) to make Stillwater a little less of an eyesore and work to at least clean up existing businesses and overall appearances. | 4/17/2018 11:42 AM |
| 126 | I believe a moratorium should be placed on high density housing development until we get some commercial growth to help support it. The ratio of residential to commercial is out of proportion to have a sustainable economy. Sure, development fee's can help make up the difference right now thru high density housing but for how long? When will our bubble burst when our expenses far outweigh our income? Eliminating GEIS Fee's for commercial development will greatly help growth in this category. Why do you think Malta is exploding? Sure it is right along 87 but they don't have any fees for commercial development. Stillwater also has too many fragmented business districts and they are all in the wrong areas. | 4/17/2018 11:27 AM |
| 127 | Leave the wild lands alone.No more development.School is maxed out already | 4/17/2018 11:20 AM |
| 128 | The roads in this town are horrible! Lots of pot holes. When entering Stillwater from Mechanicville, you get major vibration from the black top. You should seriously invest some money into these roads. | 4/17/2018 10:53 AM |
| 129 | My opinion has probably been made quite obvious. I do NOT want more development as Stillwater is already losing it's charm in just the under 2 years I've lived here | 4/17/2018 10:28 AM |

Appendix E: Stillwater Buildout Analysis & Growth Projections

MEMORANDUM

To: Stillwater Comprehensive Plan Advisory Committee

From: Norabelle Greenberger, AICP

Date: February 25, 2020

Re: Stillwater Buildout Analysis & Growth Projections

Introduction

A Geographic Information Systems (GIS) buildout analysis was conducted to make growth projections in order to better understand potential, future growth in the Town of Stillwater. This work was performed in support of the Town's Comprehensive Plan and GEIS update.

A buildout analysis is an estimate of the overall development potential of a land area given a set of assumptions and constraints. Using Stillwater's zoning and land use regulations, as well as environmental and regulatory constraints (i.e. wetlands, streams, steep slopes, floodplains, etc.), an estimate of the total potential residential and commercial development was calculated.

In developing growth projections, a number of resources were evaluated, including US Census Bureau data, local building permit trends, special permit application trends, development trends, and the Capital District Regional Planning Commission's (CDRPC) regional population and household growth projections. Please note, while the Comprehensive Plan is a ten-year update to the previous Comprehensive Plan, to address the unpredictable nature of development within the Town – particularly in Planned Development Districts (PDDs) – the growth projections were prepared for 2025 (a five-year period). This will allow the Town to revisit the growth projections in a more timely manner; a longer-term forecast becomes increasingly more speculative.

Buildout Analysis

The buildout analysis was performed utilizing GIS software and data supplied by the Town, Saratoga County, NYS GIS Clearinghouse, and other publicly available data sources. Using these data "layers," the following analysis was performed:

Environmental Constraints

Certain environmental and regulatory constraints reduce density or effectively restrict development from occurring. For the purposes of this analysis, an environmental constraint is an area considered unbuildable. This included the following environmental resources:

- Slopes greater than 15% (based on USGS Digital Elevation Models);

- National Wetland Inventory (NWI) wetlands;
- NYS Department of Environmental Conservation (NYSDEC) wetlands including a 100-foot buffer;
- NYSDEC Regulated surface waters and streams including a 50-foot buffer; and
- Areas outside of existing sewer districts that had poor permeability (Ksat values of 3.5 millimeters per second or less).

Excluded Parcels

Certain parcels were excluded from the study because the size, ownership, or current use of the parcels precludes further development of the land. For example, parcels containing churches, cemeteries, landfills, parking lots, public parks, picnic grounds, power generating facilities, water and sewer treatment plants, utilities, public buildings, and conservation easements were excluded from the analysis. Parcels (developed and undeveloped) that could not be further subdivided due to their size and respective zoning were also excluded. The remaining parcels in the Town, consisting of publicly and privately-owned residential land, commercial land, and vacant land, were included in the study and analyzed for potential residential development.

Zoning Districts

The Town's zoning requirements were incorporated into the study to determine potential development densities. Parcels that were split zoned were treated as separate parcels with different permissible uses and allowed densities. Table 1 (below) identifies the zoning districts that were examined and their respective minimum lot sizes. Table 1 also identifies the maximum lot coverage and building square footage for the Town's commercial districts. Maximum building square footages were calculated using lot size, lot coverage, building height, and parking requirements. Adjustment were made based on existing commercial and mixed uses. Comparable floor area ratios ranging from 0.25 to 0.40 were also incorporated.

Table 1 - Town of Stillwater Zoning Districts

| Zoning District | Residential Minimum Lot Size ¹ | Commercial Minimum Lot Size | % Lot Coverage | Assumed Commercial Building SF ² |
|-----------------|---|---|----------------|---|
| B-1 | NA | 10,000 SF | 60 | 3,000 |
| BP | 9,680 SF ³ | 130,680 SF | 60 | 45,000 |
| ID | 1 Acre | 43,560 SF | 60 | 12,000 |
| LDR | 2 Ac w/o Water or Sewer 1.5 Ac w/ Water or Sewer 1 Ac w/Water & Sewer | 2 Ac w/o Water or Sewer 1.5 Ac w/ Water or Sewer 1 Ac w/Water & Sewer | 40 | NA ⁴ |
| R67W | NA | 3 Ac w/o Water or Sewer 2 Ac w/ Water or Sewer 1 Ac w/Water & Sewer | 40 | 35,000 |
| R-R | 2 Acres | Same as Residential | 40 | NA ⁴ |

| Zoning District | Residential Minimum Lot Size ¹ | Commercial Minimum Lot Size | % Lot Coverage | Assumed Commercial Building SF ² |
|-----------------|---|---|----------------|---|
| RRD | 0.5 Acre | Same as Residential | 40 | 5,000 |
| T2 | 2 Acres | Same as Residential | 40 | NA ⁴ |
| T3G | 6,000 SF | Same as Residential | 60 | 2,000 |
| T3N | 1 Ac w/o Water or Sewer 20,000 SF w/ Water or Sewer 10,000 SF w/ Water or Sewer | 1 Ac w/o Water or Sewer 20,000 SF w/ Water or Sewer 10,000 SF w/ Water or Sewer | 40 | 6,000 |
| T4 | 6,000 SF | Same as Residential | 60 | 2,000 |
| T5 | 5,000 SF | Same as Residential | 75 | 2,000 |
| PDD | Varies | Varies | Varies | Varies |

¹Based on single-family dwelling minimum lot size in acres.

²Base on permissible lot coverage, building heights, and parking requirements.

³Based on existing BP multi-family housing applications.

⁴Commercial uses are predominantly limited to home occupations.

Identification of “Utilized” vs. “Underutilized” Parcels

This step considers the possibility that large parcels on which a single dwelling unit currently exists may be further subdivided, allowing for additional development. For the purposes of this study, a parcel is considered “underutilized” if it is vacant or if, after allocating the required minimum lot size for existing development, the remaining land on any parcel is at least equal to twice the minimum lot size requirement.

Deduct Constrained Lands

The next step in the analysis included using GIS software to digitally combine the candidate parcels with the environmental constraints datasets and calculate the portion of the parcel that is free of environmental constraints (i.e., unconstrained).

Allowances for Roads and Utilities

For the remaining “unconstrained” portions of candidate parcels, the amount of land that is likely needed for roads and utilities when subdivided was to take into consideration. In typical development scenarios, somewhere between 10-20% of an overall site is utilized for stormwater management, roads, and utilities. For this analysis, 20% of the remaining unconstrained parcel area was deducted from parcels that are larger than twenty (20) acres and 15% of the remaining unconstrained parcel area was deducted from parcels between five (5) and twenty (20) acres.

Residential and Commercial Development Estimate

The final step in the buildout analysis was to calculate the number of potential residential and commercial lots based on the respective minimum lot sizes, as expressed in the formula below:

$$\frac{\text{Buildable or Underutilized Land - Existing Development}}{\text{Minimum Lot Size}} = \text{Potential Units}$$

For vacant parcels that did not meet the minimum lot size requirements, but did have remaining unconstrained lands, a single unit was calculated.

The results of the analysis are provided in Table 2 below.

Table 2 - Stillwater GIS Buildout Analysis Results

| Zoning District | Acres | Unconstrained Acre | Potential Units/Lots |
|-----------------|---------------|--------------------|----------------------|
| B-1 | 61 | 31 | 116 |
| BP | 233 | 176 | 59 |
| ID | 401 | 201 | 167 |
| LDR | 6,810 | 3,180 | 1,375 |
| R67W | 1,352 | 815 | 230 |
| R-R | 6,649 | 3,594 | 1,409 |
| RRD | 166 | 25 | 68 |
| T2 | 7,542 | 2,017 | 840 |
| T3G | 193 | 58 | 340 |
| T3N | 801 | 251 | 421 |
| T4 | 138 | 59 | 488 |
| T5 | 112 | 70 | 506 |
| PDD | 1,234 | 1,234 | 815* |
| Total | 25,694 | 11,711 | 6,834 |

**Development densities for PDDs are already established upon their approval.*

For districts that allow both residential and commercial development, the study established a residential and commercial mix (ratio). Zoning districts that restrict commercial uses were assigned a 100 percent residential value. District that were strictly commercial, were assigned a zero percent residential value. For mixed-use districts, values ranging from 50% to 95% residential were used. For the BP zoning district, while residential units are only permitted by special permit, based on current development applications before the Town, a 75% residential value was assumed. These values were based on existing land use patterns in comparable areas of development within Saratoga County. Assumed commercial building square footages were then used to estimate total commercial development.

Based on this approach, the buildout analysis estimates an additional 7,445 residential units and 17,055,949 square feet of commercial development could occur at full buildout of the Town. This represents an increase in potential residential and commercial development potential when compared to the Town's 2006 Comprehensive Plan buildout analysis. Some of this increase is attributable to a change in previous assumptions. For example, the 2006 buildout analysis included more restrictive assumptions about constrained lands, which have not necessarily inhibited growth over the last decade (such as select soil depths). In addition, the new Form Based Code (FBC) zoning districts along the Route 4 corridor, which allows for higher development densities, also contributes to this increase. Finally, the creation of the Route 67 West Business District (i.e., Stillwater Business Park) is the largest contributing factor for the increase in commercial development potential.

2025 Growth Projections

Growth projections initially examined population, building permit, and household growth trends, as well as growth projections prepared by the Capital District Regional Planning Commission (CDRPC). The CDRPC develops growth projections for individual municipalities within the greater Capital Region. According to CDRPC, "the projection models involve two distinct stages: a quantitative first stage using a log-linear regression projection model on historic Census data, and a qualitative second stage using non-quantitative judgments of the likelihood and extent of future population change within particular jurisdictions."

Using the CDRPC's growth projections as a foundation, Town-specific projections took into consideration more localized factors. This included the Town's new FBC zoning, the creation of the Stillwater Business Park, recent site plan approval applications, and development pressures along Saratoga Lake and Route 9P (including nearby GlobalFoundries). Similar to the CDRPC, this approach also included "non-quantitative judgments" based on localized trends and input from the Stillwater Building, Planning, and Development Department.

Growth Rates

Preliminary, Town-wide growth projections were generated by developing a rate of growth (based on the above approach) that was then applied to each of the Town's zoning districts and various Planned Development Districts (PDD). The reason for this approach was to provide projections that were more area-specific and influenced not only by population trends, but by land use policies and development patterns as well.

The process began with an inventory and analysis of building permit data from 2006 to 2016 and 2000 to 2015 US Census data, including the 2000 and 2010 Decennial Census and the 2015 American Community Survey (ACS). For comparison purposes, CDRPC population projections and Cornell Program of Applied Demographics (PAD) student enrollment projections and growth rates were also analyzed. The PAD information was useful to compare how other projections (such as student enrollment) may echo overall population and housing trends. This analysis

resulted in annual rates of growth based on these long-term averages, particularly building permit and US Census data. These rates were then incorporated into growth projection models.

Following this preliminary analysis, a percentage of this total growth was assigned to each of the Town's zoning districts based on the percentage of their respective buildout. To capture zoning-specific, growth inducing forces (e.g., increased development along Saratoga Lake, increased interest along the Hudson River waterfront and US Route 4 corridor, approved PDDs, etc.), higher multipliers were then added to the RRD, T3N, T4, T5, BP, and PDD zoning districts based on observed localized trends and existing development approvals.

Residential Growth Projections

To calculate 2025 residential growth projections, a similar percent mix of residential and commercial development that was established for the buildout analysis was applied to each of the Town's zoning districts. Specifically, districts that were strictly commercial were assigned a zero percent residential value, and for mixed-use districts, values ranging from 50% to 95% residential were used. As noted above, for the BP zoning district, while residential units are only permitted by special permit, based on current development applications before the Town, a 75% residential value was assumed. Based on this approach, a total of 934 new residential units are projected to be built by 2025, or approximately 187 new residential units a year. For comparison purposes, the Town has had an average of 45 new residential housing units a year since 2007, which included a significant lull in development during the Great Recession.

Non-residential Growth Projections

For 2025 non-residential (i.e. commercial, industrial, etc.) growth projections, the same approach was applied. However, once the number of projected commercial development units was calculated (which totaled 82), assumed building square footages were assigned to identify total commercial development. Based on this approach, approximately 1.86 million square feet of commercial development is projected by 2025. However, it is important to note that significant portion of this is attributable to development in the southwestern section of Town, within the Route 67 West Business District (i.e., Stillwater Business Park) and surrounding area. A large portion of this commercial growth is also attributable to the Town's recently adopted Form Based Code (FBC) along the US Route 4 corridor and Hudson River waterfront. As such, slower growth along this corridor over the next 5 years would significantly reduce this number, as well.

It is important to note that there is additional commercial growth potential within the LFTC, which is situated along the Town's boundary with Malta. Near-term growth within LFTC includes GlobalFoundries' Fab 8.2. If built, Fab 8.2 would be approximately 2.3 million square feet and completed by 2022. However, the project has been somewhat slow to progress and could take longer. While this growth would certainly impact the Town of Stillwater, mitigation measures have already been identified under a separate Environmental Impact Statement (EIS).

Project Growth Summary

The table below provides a summary of the Town's 2025 growth projections.

Table 3 - Town of Stillwater 2025 Growth Projections & Buildout

| Land Use | 2025 Projections | Buildout |
|-------------------------------------|------------------|-----------------|
| Residential Units (New) | 934 | 7,445 |
| Commercial Development (New) | 455,349* | 17.1 Million SF |

*The Town's newly adopted Form Based Code (FBC) accounts for a significant amount of this growth. Slow development within the FBC districts would reduce the amount of projected commercial development.

It should be noted that a comparable decline in growth due to the 2008-2009 recession would dampen these projections. Furthermore, if GlobalFoundries' Fab 8.2 were not to materialize, such growth rates may not occur as well. Alternatively, continued growth, coupled with the development of PDDs, could increase these projections (particularly residential development). Notably, there are currently approximately 1,200 residential units proposed in PDD development applications before the Town, and the potential for new/expanded PDDs is unknown, as PDD approvals are administrative actions to allow for development that differs from the development permitted pursuant to the Town's underlying zoning. It is acknowledged that, due to the unpredictable nature of PDDs, it cannot be definitively stated that the recent accelerated rate of development will continue in the future, or whether it is an anomaly.

Distribution of Growth

As previously noted, projected growth was identified by zoning district. This allows subsequent GIS mapping of projected growth by relative location and geography-specific analyses (i.e., traffic analysis, etc.). The overall projected growth was assigned to each of the Town's zoning districts based on the respective district's regulations, developable land, and recent growth trends.

High-Growth Scenario

As a significant portion (60%) of planned developments currently before the Town are within proposed new or amended PDDs, a "high growth scenario" was developed that reflects the additional 20% of development that could occur over baseline zoning density maximums. The high growth scenario would, thus, include 1,121 residential units and 459,221 SF of commercial development.

Appendix F: Transportation Planning Study

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1.0 INTRODUCTION

This Transportation Planning Study has been prepared as an update to the 2009 Town of Stillwater GEIS. Since 2009, significant growth has occurred in the western part of Town with the construction and expansion of *Luther Forest Technology Park* (LFTC) and *Global Foundries*. The overall goal of this study is to update the traffic and growth projections, evaluate the cumulative impacts of the potential growth on the Town's transportation system, and explore any mitigation measures to avoid or minimize adverse impacts on the transportation system. No transportation mitigation was required as part of the original GEIS study.

The Town of Stillwater is served by a network of highways including arterials US Route 4 and NY Route 67; collector roads NY Route 32, NY Route 9P, NY Route 423, and County Roads (CR) 75 and 76; and many local streets. Roadways in the western part of Town such as Cold Springs Road, Fitch Road and Elmore Robinson Road were reconstructed as part of LFTC and Global Foundries.

Existing development in the Town is diverse and consists of commercial, service, and light industrial uses primarily located along the Route 4 and Route 67 corridors. Areas of clustered residential use exist predominantly in the Village, and in the Town around Saratoga Lake, with more isolated residential uses throughout the Town. Stillwater continues to be a community with a significant amount of land in active agricultural use.

As the area grows, it is important for the Town to plan for future growth and to be able to fairly distribute mitigation measures to the entities introducing the future growth in the Town. Understanding the existing transportation conditions in the Town is the first step in this endeavor. Future growth can then be projected and distributed to the Town's transportation infrastructure. The resulting future conditions then can be analyzed and compared to the existing conditions. This comparison will provide the basis for proposed mitigation as required by the anticipated future growth. Finally, an equitable means of assigning responsibility for the implementation of the mitigation can be formulated.

2.0 STUDY AREA

The study area includes the entire Town with detailed analysis conducted for 11 intersections and 10 roadway segments as shown in Figure 1 and listed in Table 1. These locations were included in the original study and were confirmed with the Highway Superintendent for update in this study. All intersections operate under stop sign control on the minor street approaches. The intersection of Lake Road (CR 76) at CR 75 operates under All-way stop control. All roadway segments are two-lane roadways.

3.0 EXISTING CONDITIONS

To study and analyze the existing conditions on the Town's roadway network, information was primarily collected from the following sources:

- New York State Department of Transportation (NYSDOT)
- *Saratoga County Regional Traffic Study*, dated January 2016
- Capital District Transportation Committee (CDTC)

- US Census Bureau

| Table 1 – Study Area Locations | | | |
|--------------------------------|---------------------------------------|-----------------|------------------------------|
| Intersection | | Roadway Segment | |
| 1 | Route 67 at Farley Road | 1 | Route 4 north of Route 32 |
| 2 | Cold Springs Rd/Fitch Rd at Joyce Rd | 2 | Route 4 south of Route 32 |
| 3 | Cold Springs Rd at Elmore Robinson Rd | 3 | Route 4 south of CR 76 |
| 4 | Cold Springs Rd at Cordero Blvd | 4 | Route 67 east of Farley Road |
| 5 | Cold Springs Rd at Lake Rd (CR 76) | 5 | Route 32 north of Route 423 |
| 6 | Route 9P at Lake Road (CR 76) | 6 | CR 76 west of Brightman Road |
| 7 | Route 9P at Route 423 | 7 | CR 76 east of Filke Road |
| 8 | Lake Rd (CR 76) at CR 75 | 8 | CR 75 south of Jolly Road |
| 9 | Route 4 at Route 32 | 9 | Route 9P north of CR 76 |
| 10 | Route 4 at Stillwater Bridge | 10 | Route 423 east of Route 9P |
| 11 | Route 4 at Lake Street (CR 76) | | |

The information collected from these sources included recent traffic volumes, functional classification of roadways, growth projections, crash histories for the selected roadways and intersections, and journey-to-work data.

3.1 Traffic Volumes

Traffic volumes obtained from the sources above were collected in 2014, 2015, and 2016 and are considered valid for this study. The volumes were adjusted using an appropriate growth factor to bring these volumes up to 2018 conditions. Figures 2 and 3 present the AM and PM peak period traffic volumes for the studied intersections and roadways.

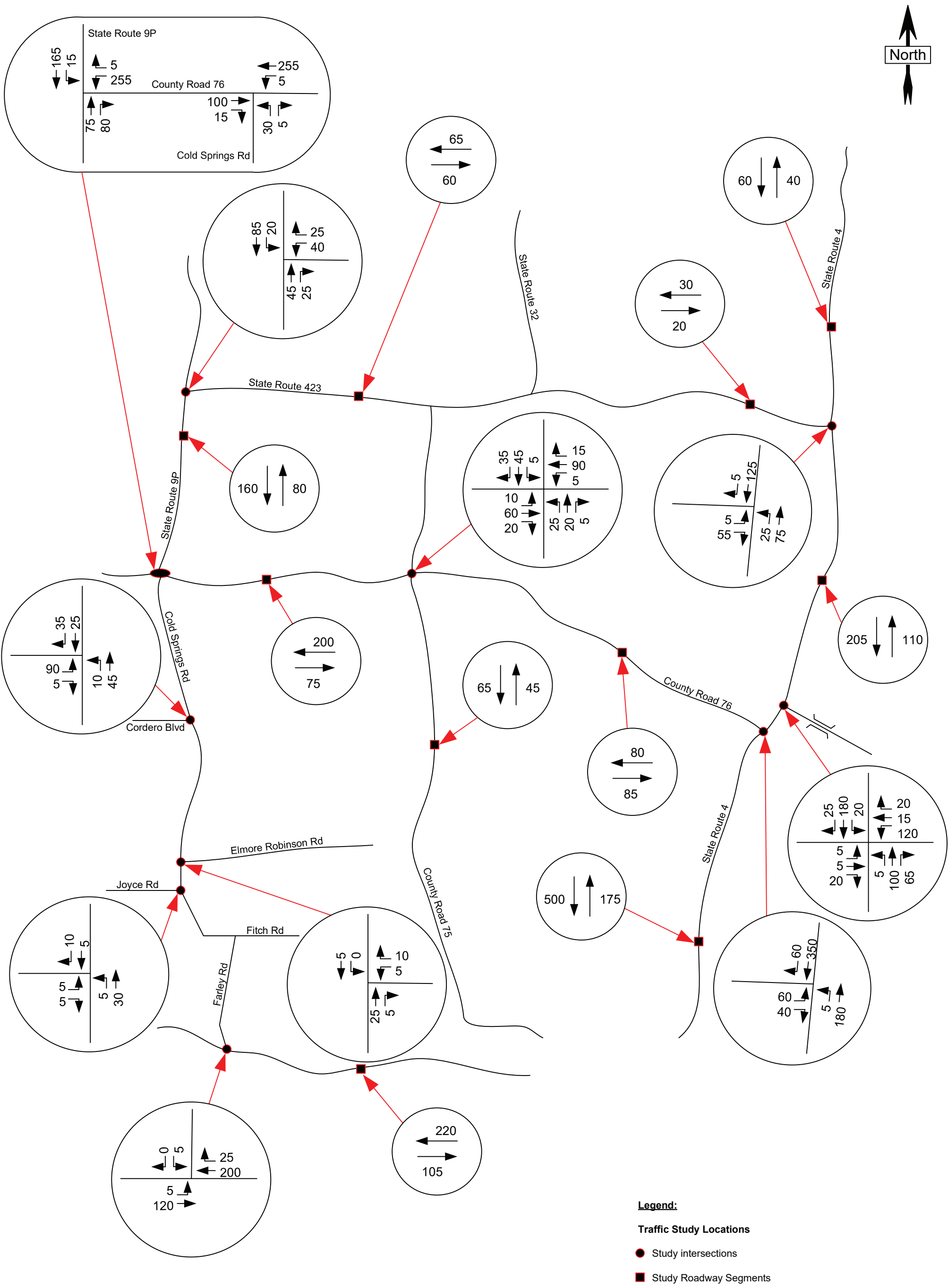
3.2 Public Transportation

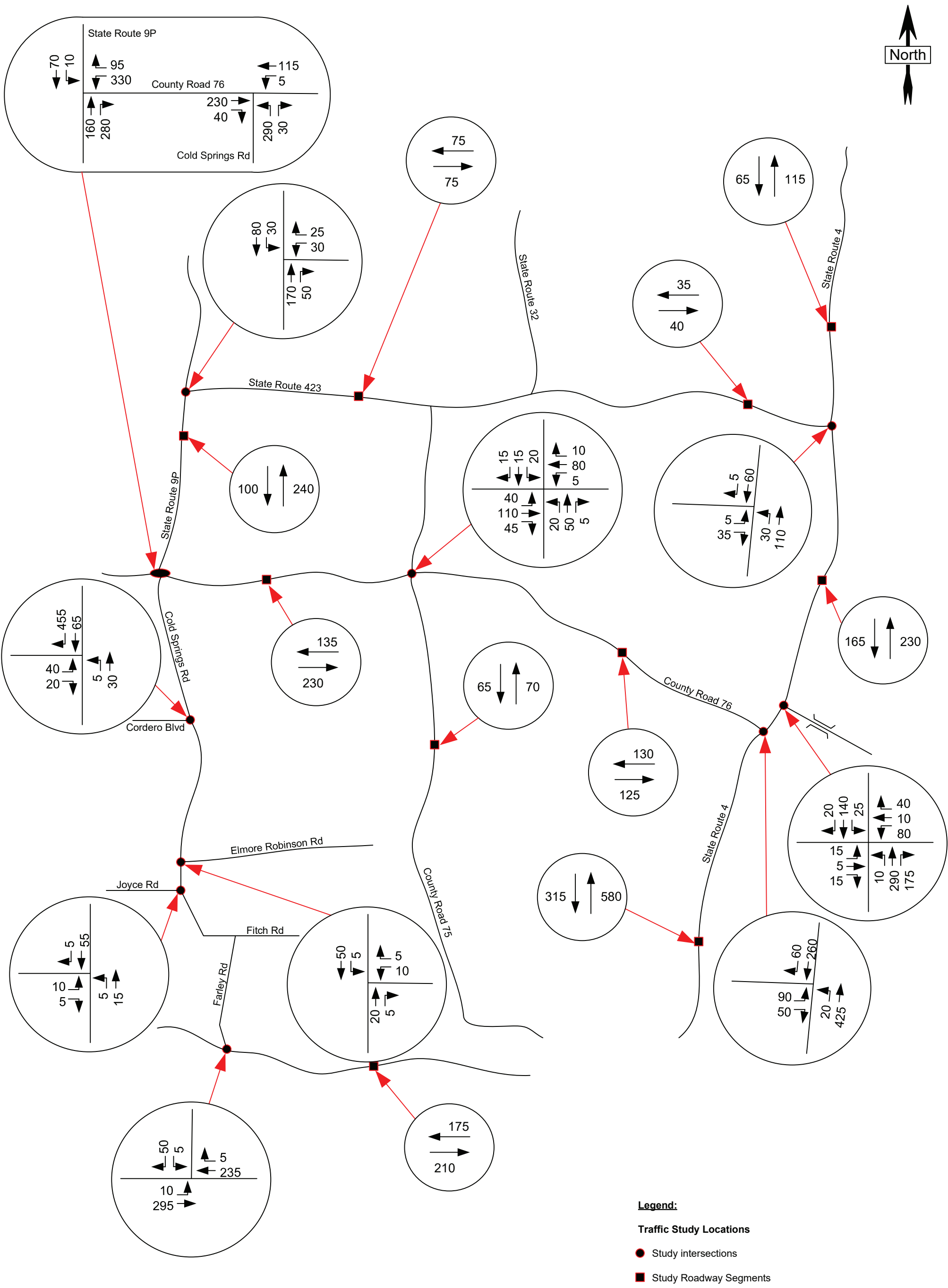
The availability of public transportation is limited for the residents of Stillwater, consisting only of access to bus and train services at locations outside of the Town.

The Capital District Transportation Authority (CDTA) does not provide bus service in the Town, nor are there any Park and Ride facilities for CDTA in the Town. CDTA does provide bus service to/from the Albany-Schenectady areas from other locations in Saratoga County. CDTA Route 50 provides daily bus service to Schenectady from Ballston Spa. The CDTA Northern Express provides limited weekday service between specific pick up points in Saratoga Springs, Round Lake, and Mechanicville to a variety of locations in Albany, and to Park & Ride facilities at I-87 (Northway) Exits 11, 12, and 15.

Amtrak provides intercity train service from Saratoga Springs to locations north and south via Fort Edward, Schenectady and Rensselaer on the *Adirondack* and *Ethan Allen Express* routes.







3.3 Bikes and Pedestrian Facilities

Pedestrian facilities are mainly limited to the Village of Stillwater, which is not in the Town's jurisdiction. There are sidewalks throughout much of the village, beginning at the southerly line and extending on both sides of the road to the Stillwater School Complex. Several side streets within the Village also have sidewalks, generally on one side of the street only.

The entire length of Route 4 in the Town of Stillwater is part of designated New York State Bike Route 9. This designation indicates that this route is appropriate for experienced cyclists who are comfortable sharing the roadway with motorized vehicles and with traveling at higher speeds. This designation is not an indication for recreational use.

The Town of Stillwater has been making efforts to connect trails throughout neighborhoods adjacent to the Village but less attention has been paid to the western side of town where the Town is more rural in nature. Residents have indicated that there is a demand for bike and pedestrian facilities around Saratoga Lake and Route 9P. No specific routes have yet been identified, but further planning efforts may result in bike and pedestrian facilities along Route 9P and Saratoga Lake in the future.

The Champlain Canalway Trail, a 62-mile trail between Waterford and Whitehall, is routed through the eastern side of the Town and Village. Regional efforts to complete the trail have increased and the Town of Stillwater has been diligently pursuing grant opportunities to connect sections of the trail. The 2016 Hudson River Local Waterfront Revitalization Plan emphasizes the importance of completing this multi-use trail to benefit both the Town and Village.

The Town of Stillwater completed a 1.2 mile portion of the trail in 2014 between Campbell Road and Mitchell Road. Using state grant funding and a local monetary match, the trail passes through residential neighborhoods and will serve as an off-road portion of the Champlain Canalway Trail.

Directly north of the Village at Stratton Lane, the Town developed a multi-use trail along Price Lane and the historic Champlain Canalway with the assistance of Saratoga PLAN and Saratoga County.

Currently the Town of Stillwater is developing two trail segments- the Northern Towpath Trail and the Riverside Trail.

- The Northern Towpath Trail is a .5-mile multi-use trail along the banks of the Old Champlain Canal running from the Saratoga National Historic Park (SNHP) to the northern edge of Stillwater at the border of the Town of Saratoga. This will serve as a portion of the Champlain Canalway Trail and as an important connection to the various existing trails in the Historic Battlefield Park. SNHP will construct an additional .6 miles of trail within its boundaries.
- The Riverside Trail is a planned 1.2-mile, multi-use trail that will connect the Town of Stillwater (via the existing multi-use trail between Campbell and Mitchell Roads) to Mechanicville. Upon completion, this trail will connect Stillwater to the planned eastern terminus of the Zim Smith Trail, the primary multi-use trail in Saratoga County that connects Ballston Spa to Mechanicville. The trail has been designed and funding for construction has been secured through the Office of Parks, Recreation and Historic Preservation (OPRHP) and the New York State Department of

Transportation (NYSDOT). Construction will begin once the involved state agencies have approved of the proposed design.

3.4 Crash History

Three-year crash history for the state highways and county roads was provided by CDTC for the period from July 1, 2014 through June 30, 2017. During this period, there were 305 crashes: zero fatalities, 49 personal injury (PI) crashes, 171 property damage only (PDO) crashes, and 85 non-reportable (NR) crashes (property damage less than \$1,500.) Five crashes involved pedestrians or bicyclists. The crash history is summarized below.

- Route 4 had the highest number of crashes with 105 total crashes: 11 PI, 71 PDO, and 23 NR crashes. Three crashes were with pedestrians, 55 with another vehicle, 10 with fixed objects, 31 with animals, and 6 “other” crashes. Of the total crashes, 47 occurred in the Village of Stillwater. Forty crashes occurred at intersections.
- Route 9P had 26 total crashes: 4 PI, 10 PDO, and 12 NR crashes. Eighteen crashes were with another vehicle, 4 with fixed objects, 2 with animals, and 2 “other” crashes. Nine crashes occurred at intersections.
- Route 32 had 22 total crashes: 1 PI, 14 PDO, and 7 NR crashes. Eighteen crashes were with another vehicle, 4 with fixed objects, 2 with animals, and 2 “other” crashes. One crash occurred at an intersection.
- Route 67 had 44 total crashes: 11 PI, 20 PDO, and 13 NR crashes. Two crashes were with bicyclists, 16 with another vehicle, 17 with fixed objects, 7 with animals, and 2 “other” crashes. Twelve crashes occurred at intersections. Two PI crashes (both right-angle type crashes) occurred at the intersection with George Thompson Road where there is limited sight distance entering Route 67 from George Thompson Road.
- Route 423 had 18 total crashes: 7 PI, 8 PDO, and 3 NR crashes. Two crashes were with another vehicle, 9 with fixed objects, 5 with animals, and 2 “other” crashes. Five crashes occurred at intersections.
- County Road 75 had 27 total crashes: 6 PI, 14 PDO, and 7 NR crashes. Six were with another vehicle, 15 with fixed objects, 4 with animals, and 2 “other” crashes. Five crashes occurred at intersections.
- County Road 76 had 63 total crashes: 9 PI, 33 PDO, and 21 NR crashes. Twelve were with another vehicle, 34 with fixed objects, 13 with animals, and 4 “other” crashes. Twenty-four occurred at intersections.
- Intersection crashes accounted for 96 of the crashes, 19 of which occurred at the 11 intersections evaluated in this study.

When compared to the three-year crash history of the 2009 GEIS, there were large increases in the number of crashes on Route 4 (increase of 44 with 25 in the Village) and County Road 76 (increase of 50). The increases were primarily related to increases in fixed object crashes and collisions with animals.

3.5 Operational Analysis

Intersections

Traffic impacts are measured by intersection capacity analyses, computed in accordance with procedures outlined in the *Highway Capacity Manual (HCM)*, 6th Edition, published by the Transportation Research Board. In general, analyses' results are a measure of the ability of an intersection to process vehicles. This is evaluated for each approach to the intersection as well as for the entire intersection. The analyses results are identified as Levels of Service (LOS) which range from "A" through "F," with LOS "A" representing the least delays and LOS "F" representing longer delays or capacity deficient operations.

According to generally accepted practice, LOS "A", "B" and "C" reflect clearly acceptable conditions, LOS "D" reflects the existence of delays within a generally tolerable range, LOS "E" is generally only tolerated on minor movements and LOS "F" indicates typically undesirable delays often associated with breakdown conditions.

For unsignalized intersections, Levels of Service and delay are reported for the individual lane groups in that they provide a more meaningful representation of operating conditions than the overall intersection LOS and delay. The ranges of delay within each unsignalized Level-of-Service category are as follows:

| LEVEL OF SERVICE | STOPPED DELAY PER VEHICLE (Seconds) |
|------------------|-------------------------------------|
| A | Less than or equal to 10.0 |
| B | Between 10.1 and 15.0 |
| C | Between 15.1 and 25.0 |
| D | Between 25.1 and 35.0 |
| E | Between 35.1 and 50.0 |
| F | Greater than 50.0 |

Table 2 summarizes the Existing levels of service.

| Table 2 – Existing Intersection Level of Service | | | | |
|--|--|-----|---------------|----------|
| No. | Intersection | | 2018 Existing | |
| | | | AM | PM |
| 1 | Route 67/Farley Road | | | |
| | Route 67 - EB | L | A (7.7) | A (7.8) |
| | Farley Road - SB | LR | B (10.8) | B (10.3) |
| 2 | Cold Springs Road/Fitch Road/Joyce Road | | | |
| | Joyce Road - EB | LR | A (6.9) | A (7.1) |
| | Fitch Road - NB | LT | A (7.2) | A (7.2) |
| | Cold Springs Road - SB | TR | A (6.7) | A (7.2) |
| 3 | Cold Springs Road/Elmore Robinson Road | | | |
| | Elmore Robinson Road - WB | LR | A (8.6) | A (8.8) |
| | Cold Springs Road - SB | L | A (0.0) | A (7.3) |
| 4 | Cold Springs Road/Cordero Blvd | | | |
| | Cold Springs Road - NB | L | A (7.4) | A (8.6) |
| | Cordero Blvd - EB | LR | A (9.6) | B (11.0) |
| 5 | Cold Springs Road/County Road 76 | | | |
| | Cold Springs Road - NB | LR | B (11.1) | C (18.4) |
| | County Road 76 - WB | L | A (7.5) | A (7.8) |
| 6 | Route 9P/County Road 76 | | | |
| | Route 9P - SB | L | A (7.6) | A (8.4) |
| | County Road 76 - WB | LR | C (15.7) | D (33.4) |
| 7 | Route 9P/Route 423 | | | |
| | Route 9P - SB | L | A (7.3) | A (7.7) |
| | Route 423 - WB | R | A (8.6) | A (9.3) |
| | Route 423 - WB | L | A (9.5) | B (10.5) |
| 8 | County Road 76/County Road 75 | | | |
| | County Road 75 - NB | LTR | A (7.9) | A (8.3) |
| | County Road 76 - EB | LTR | A (7.9) | A (8.7) |
| | County Road 76 - WB | LTR | A (8.0) | A (8.1) |
| | County Road 75 - SB | LTR | A (7.8) | A (8.0) |
| 9 | Route 4/Route 32 | | | |
| | Route 4 - NB | L | A (7.5) | A (7.4) |
| | Route 32 - EB | LR | A (9.4) | A (9.0) |
| 10 | Route 4/Stillwater Bridge Road | | | |
| | Route 4 - NB | L | A (7.7) | A (7.6) |
| | Stewart's - EB | LTR | B (10.6) | B (13.8) |
| | Stillwater Bridge Road - WB | LTR | B (14.5) | C (18.2) |
| | Route 4 - SB | L | A (7.6) | A (8.5) |
| 11 | Route 4/County Road 76 | | | |
| | Route 4 - NB | L | A (8.2) | A (8.0) |
| | County Road 76 - EB | LR | B (14.0) | C (18.5) |

Key: NB, SB, WB, EB = Northbound, Southbound, Westbound, Eastbound intersection approaches.

L = Left-turn: T = through movement: R = right turn

X (Y.Y) = level of service (Vehicle delay, seconds per vehicle)

For all intersections, the Levels of Service for existing traffic conditions do not indicate the need for mitigation.

Roadway Segments

In addition to intersection levels of service, the two-way traffic volumes on several roadway segments were compared to roadway segment capacities to evaluate roadway operating conditions. CDTC publishes approximate mid-block capacity thresholds for urban arterial, collector, expressway, and local roads as shown in Table 3.

| Table 3 – Roadway Segment LOS | | |
|---|---|-----------------------------|
| Functional Classification | LOS D | LOS E |
| Local road | 625 vehicles per hour (vph) in each direction | 800 vph in each direction |
| Single lane surface arterial or collector roadway | 1,000 vph in each direction | 1,300 vph in each direction |
| Single lane surface arterial or collector roadway with a flush median | 1,250 vph in each direction | 1,625 vph in each direction |
| Two-lane divided highway with a flush median | 2,800 vph in each direction | 3,500 vph in each direction |

Table 4 below lists the peak directional volume for roadway segments in the area. Each segment is a single lane arterial or collector road. The table shows that all segments are below the LOS D threshold of 1,000 vph in each direction.

| Table 4 – Existing Roadway Segment Volumes | | | |
|--|------------------------------|-------------------------------|---------|
| No. | Roadway Segment | Peak Directional Volume (vph) | |
| | | AM Peak | PM Peak |
| 1 | Route 4 north of Route 32 | 60 | 115 |
| 2 | Route 4 south of Route 32 | 205 | 230 |
| 3 | Route 4 south of CR 76 | 500 | 580 |
| 4 | Route 67 east of Farley Road | 220 | 210 |
| 5 | Route 32 west of Route 4 | 60 | 40 |
| 6 | CR 76 west of Brightman Road | 200 | 230 |
| 7 | CR 76 east of Filke Road | 85 | 130 |
| 8 | CR 75 south of Jolly Road | 65 | 70 |
| 9 | Route 9P north of CR 76 | 160 | 240 |
| 10 | Route 423 east of Route 9P | 65 | 75 |

4.0 FUTURE TRAFFIC PROJECTIONS

4.1 2025 Base Conditions

In preparing the traffic projections, 2025 Base conditions were developed based on growth from outside the Town and general growth of existing traffic. Volumes since the 2009 GEIS have declined or remained steady; therefore, a 0.25% per year growth rate was applied to the existing volumes. Additionally, growth

forecasts contained in the *Saratoga County Regional Traffic Study* were reviewed and included in the base condition volumes. The 2025 Base condition volumes are shown on Figures 4 and 5.

4.2 2025 Growth Scenarios

Potential development growth within the Town was assigned to specific locations within the study area. The Town was divided into 10 areas and each area was assigned development for single-family and multi-family residential, light industrial, office, and retail land uses. The 10 areas are shown on Figure 6. Two growth scenarios were prepared, Projected Growth and High Growth. The difference between the two scenarios is a general increase of 20% in the land use sizes for the High Growth scenario over the Projected Growth scenario.

The growth scenarios were developed based on: a) buildout analysis to determine where in the town development can possibly occur, b) demographic analysis to determine how much population growth is projected to occur by the year 2025, and c) qualitative adjustments to the demographic analysis to account for localized factors.

The buildout analysis was performed using Geographic Information Systems (GIS) technology. A buildout analysis is an estimate of the overall development potential of a land area given a set of assumptions and constraints. Using Stillwater's zoning and land use regulations, as well as environmental and regulatory constraints (i.e. wetlands, streams, steep slopes, floodplains, etc.), an estimate of the total potential residential and commercial development was calculated. It is important to note that a buildout analysis is a theoretical maximum and should not be understood as a future growth projection.

2025 growth projections were prepared using several resources including US Census Bureau data, local building permit trends, development trends, and the Capital District Regional Planning Commission's (CDRPC) regional population and household growth projections. It is noted that, given the uncertain nature of the development of GlobalFoundries' 8.2 Fab and the Luther Forest Technology Campus (LFTC), and the changing nature of the local real estate market, a longer-term forecast becomes increasingly more speculative.

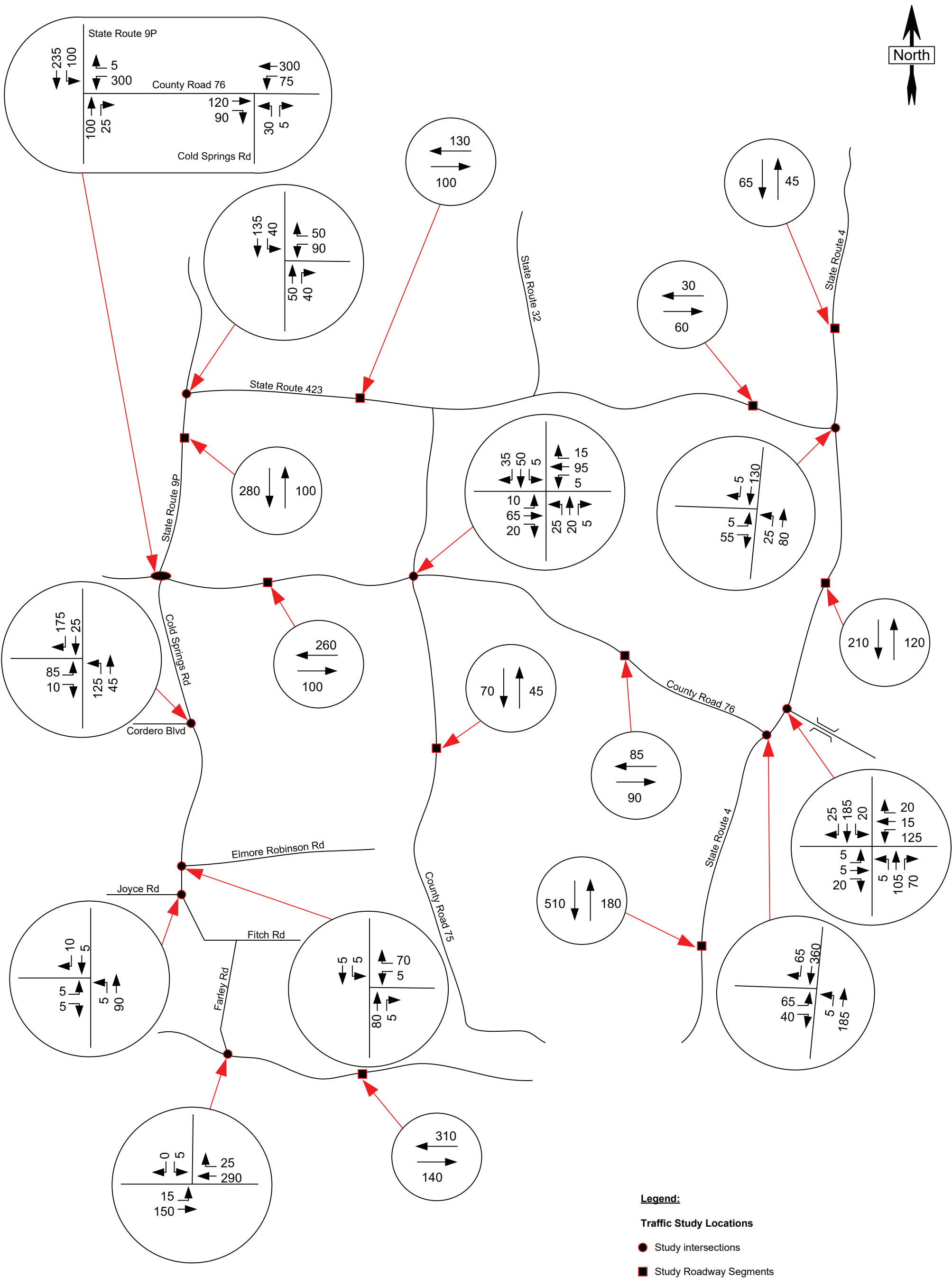
These two analyses were combined- the buildout analysis and the growth projections- and qualitative factors, such as interviews with municipal departments and analysis of existing planning and economic development initiatives, were used to develop growth scenarios. The 'projected growth scenario' and the 'high growth scenario' are based on the same fundamental assumptions, but the high growth scenario accounts for a 20% increase in land use sizes over the Projected Growth scenario.

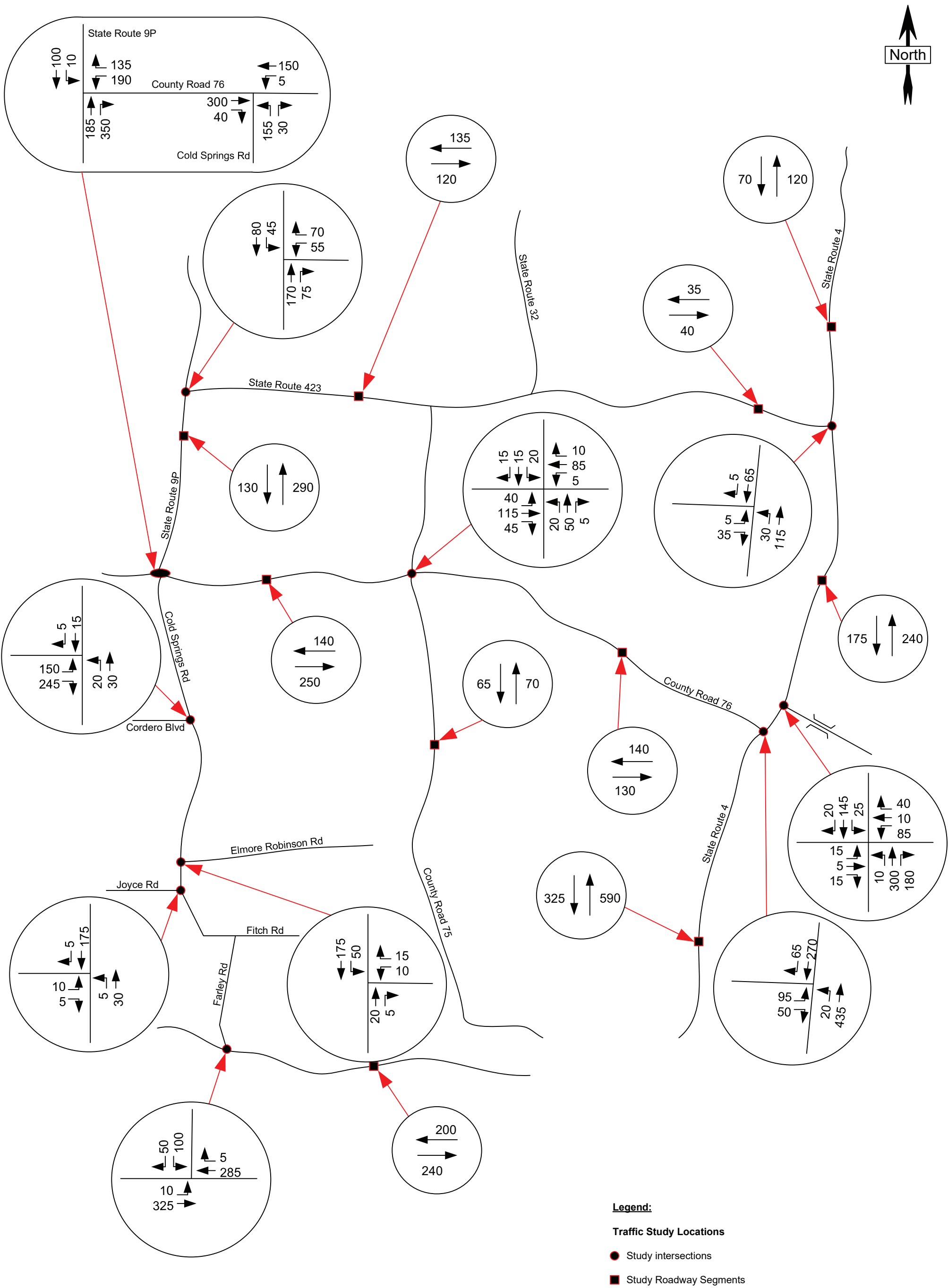
A full explanation of methodologies is found in Appendix F of the Comprehensive Plan/GEIS.

Build Condition A – Projected Growth Scenario

The projected growth scenario assumes a total of 934 new residential units and 455,347 square feet of retail, office and light industrial development.

Table 5 summarizes the Projected Growth land use scenario by area.





| Table 5 – Projected Growth Land Use Scenario | | | | | |
|--|-----------------------------------|----------------------------------|----------------------|----------------------|--------------------------------|
| Area | Single-Family Residential (units) | Multi-Family Residential (units) | Retail (square feet) | Office (square feet) | Light Industrial (square feet) |
| 1 | 103 | 5 | 422 | 7,319 | 64,923 |
| 2 | 3 | 2 | 1,940 | 485 | -- |
| 3 | 259 | 50 | 61,609 | 22,211 | 67,374 |
| 4 | 60 | 6 | 8,480 | 969 | 27 |
| 5 | 118 | 29 | 32,149 | 8,037 | --- |
| 6 | 105 | 5 | 8,900 | 987 | --- |
| 7 | 8 | 1 | --- | -- | -- |
| 8 | 61 | 7 | -- | 8,030 | 72,274 |
| 9 | 34 | 4 | 4,868 | 541 | --- |
| 10 | 3 | 71 | -- | 41,901 | 41,901 |
| Total | 754 | 180 | 118,368 | 90,480 | 246,499 |

a. Build Condition B – High Growth Scenario

The High Growth Scenario assumes a total of 1,122 new residential units and 546,420 square feet of retail, office and light industrial development. This scenario accounts for a general increase of 20% in the land use sizes over the Projected Growth scenario.

Table 6 summarizes the High Growth land use scenario by area.

| Table 6 – High Growth Land Use Scenario | | | | | |
|---|-----------------------------------|----------------------------------|----------------------|----------------------|--------------------------------|
| Area | Single-Family Residential (units) | Multi-Family Residential (units) | Retail (square feet) | Office (square feet) | Light Industrial (square feet) |
| 1 | 124 | 6 | 507 | 8,783 | 77,908 |
| 2 | 4 | 2 | 2,328 | 582 | -- |
| 3 | 311 | 60 | 73,931 | 26,653 | 80,849 |
| 4 | 72 | 7 | 10,176 | 1,163 | 32 |
| 5 | 142 | 35 | 38,579 | 9,645 | --- |
| 6 | 126 | 6 | 10,680 | 1,185 | --- |
| 7 | 10 | 1 | --- | --- | --- |
| 8 | 73 | 8 | -- | 9,636 | 86,729 |
| 9 | 41 | 5 | 5,842 | 649 | --- |
| 10 | 4 | 85 | --- | 50,282 | 50,281 |
| Total | 907 | 215 | 142,043 | 108,578 | 295,799 |

4.3 Trip Generation

Trip generation determines the quantity of future traffic expected to travel to/from the potential developments. The Institute of Transportation Engineers' (ITE) *Trip Generation*, 10th edition, provides trip generation data for various land uses based on studies of similar existing developments located across

the country. The trip generation estimate for each area was calculated using ITE data. Table 7 summarizes the trip generation estimates for the weekday AM and PM peak hours.

| Table 7 – Trip Generation Estimates (vph) | | | | |
|--|----------------------------------|-------------------------|-----------------------------|-------------------------|
| | Projected Growth Scenario | | High Growth Scenario | |
| Area | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| 1 | 128 | 154 | 150 | 182 |
| 2 | 13 | 12 | 9 | 12 |
| 3 | 395 | 650 | 438 | 677 |
| 4 | 138 | 149 | 156 | 172 |
| 5 | 193 | 282 | 217 | 320 |
| 6 | 86 | 148 | 103 | 179 |
| 7 | 12 | 10 | 13 | 12 |
| 8 | 111 | 127 | 129 | 149 |
| 9 | 60 | 68 | 73 | 81 |
| 10 | 125 | 117 | 150 | 138 |
| Total Trips | 1,261 | 1,717 | 1,438 | 1,922 |

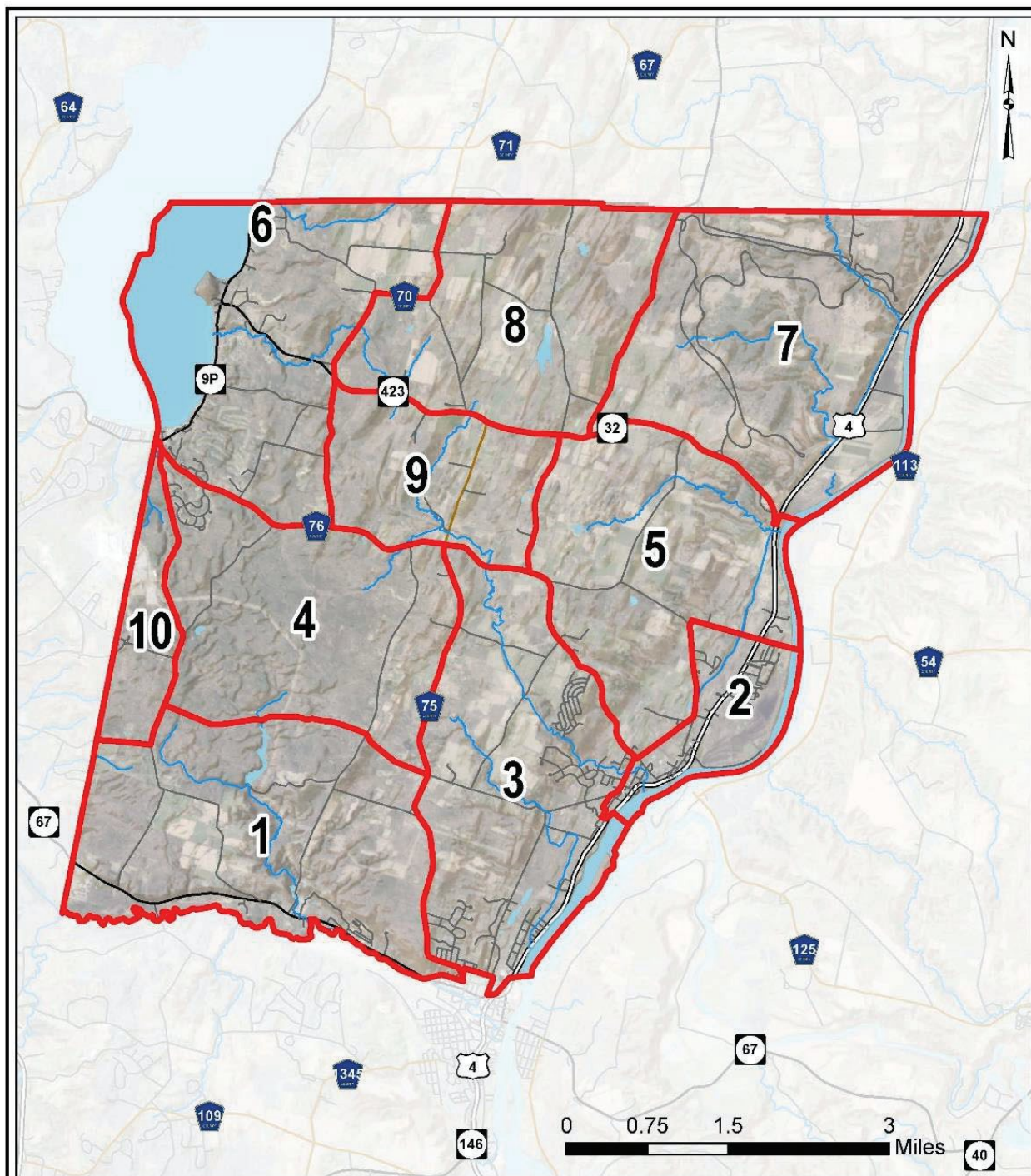
The table shows a total trip generation estimate of 1,261 and 1,717 new vehicle trips during the weekday AM and PM peak hours for the Projected Growth scenario; and 1,438 and 1,922 new vehicle trips during the weekday AM and PM peak hours for the High Growth scenario.

4.4 Trip Distribution and Assignment

The generated trips were assigned to the roadway network and distributed to specific roadways based on the origin and destination of the trips and the expected travel route. The new trips were assigned to the roadway network based on Census journey-to-work data. Figure 7 shows the general distribution pattern of new trips for the study area and Figures 8 through 11 show the assignment of new trips to the study intersections for the Projected and High Growth scenarios.

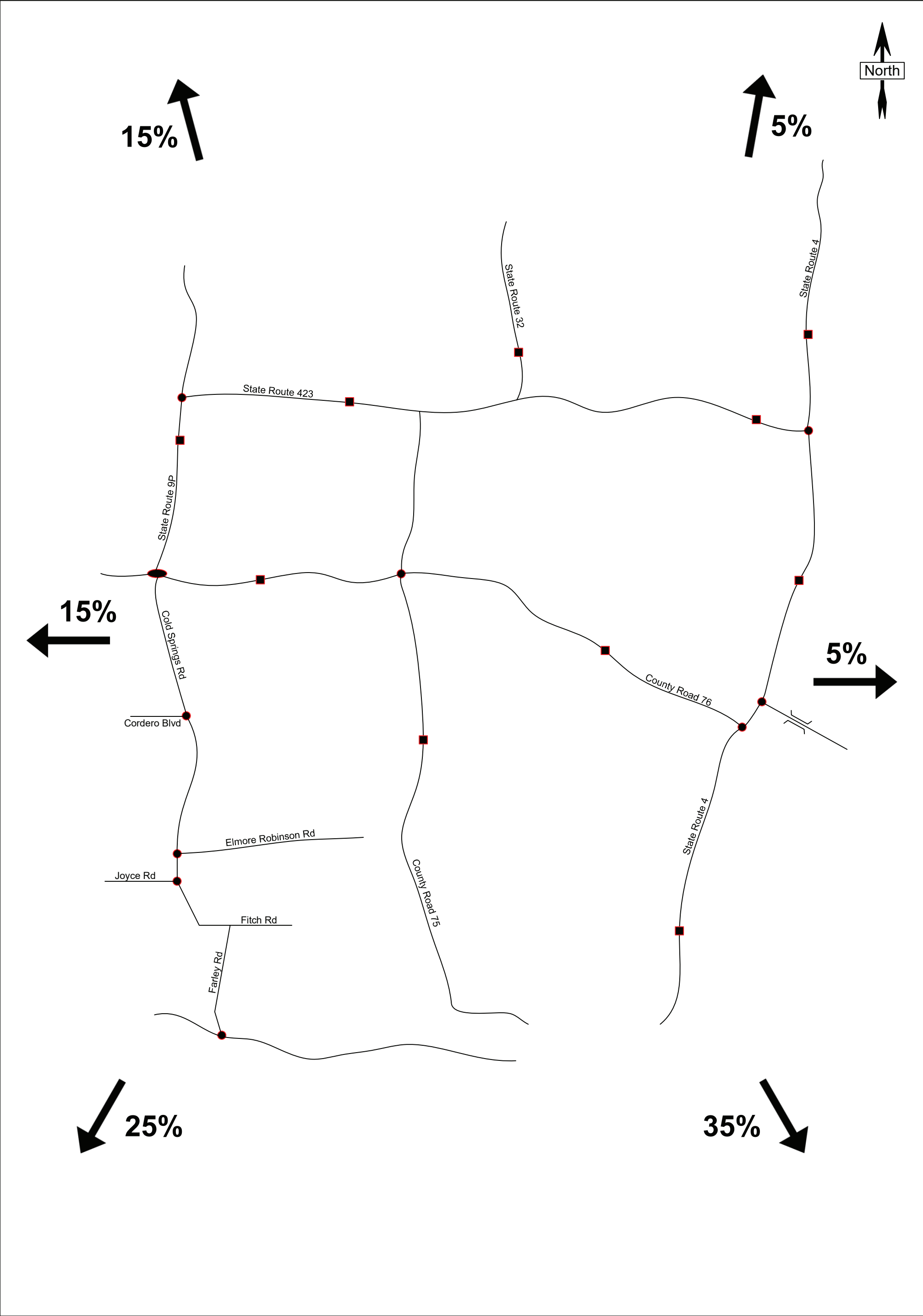
4.5 Forecasted Traffic Volumes

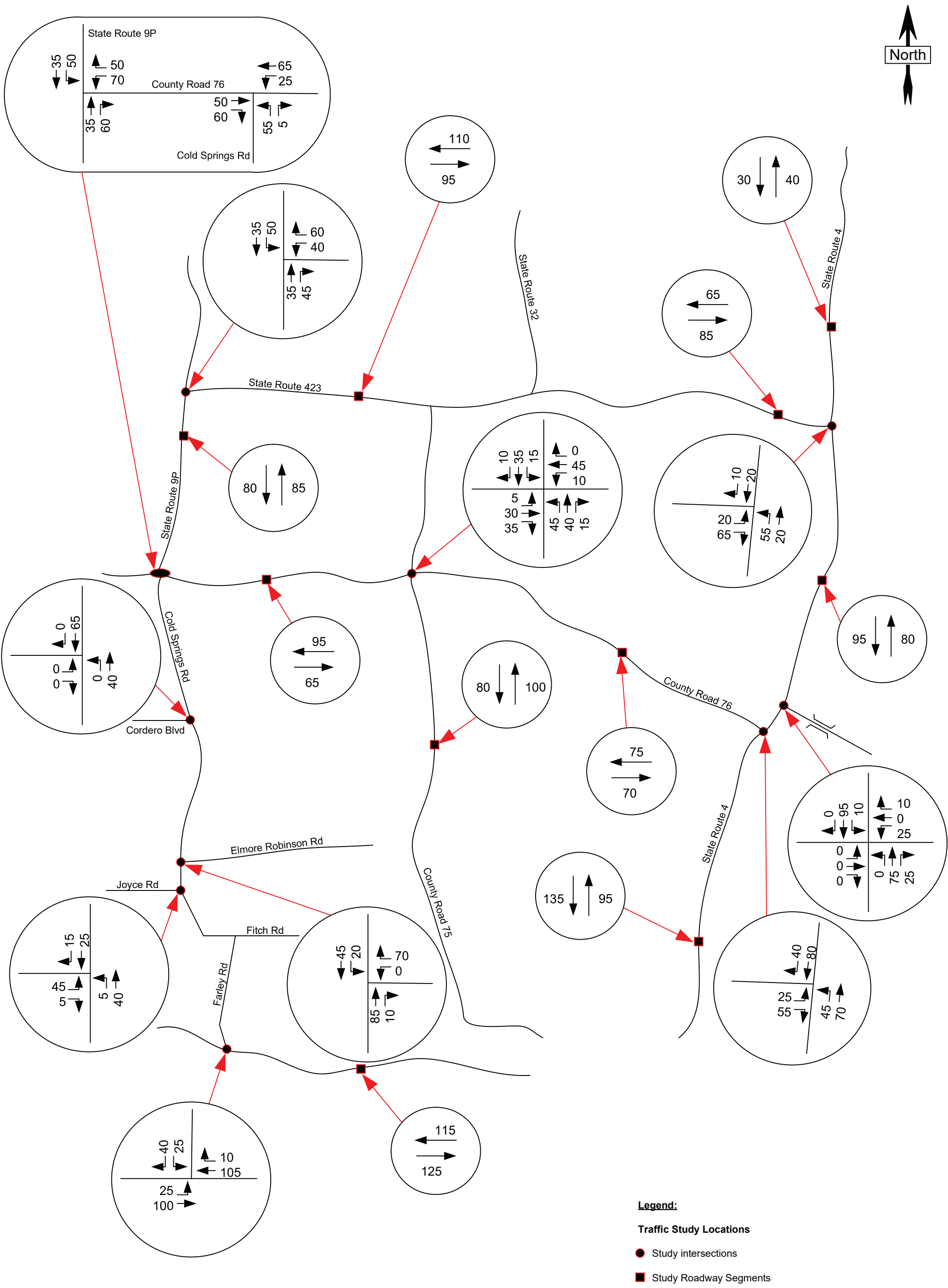
The assignment volumes were then combined with the 2025 Base Condition volumes to arrive at the 2025 Build volumes for the Projected and High Growth scenarios. The Build volumes are shown on Figures 12 through 15.

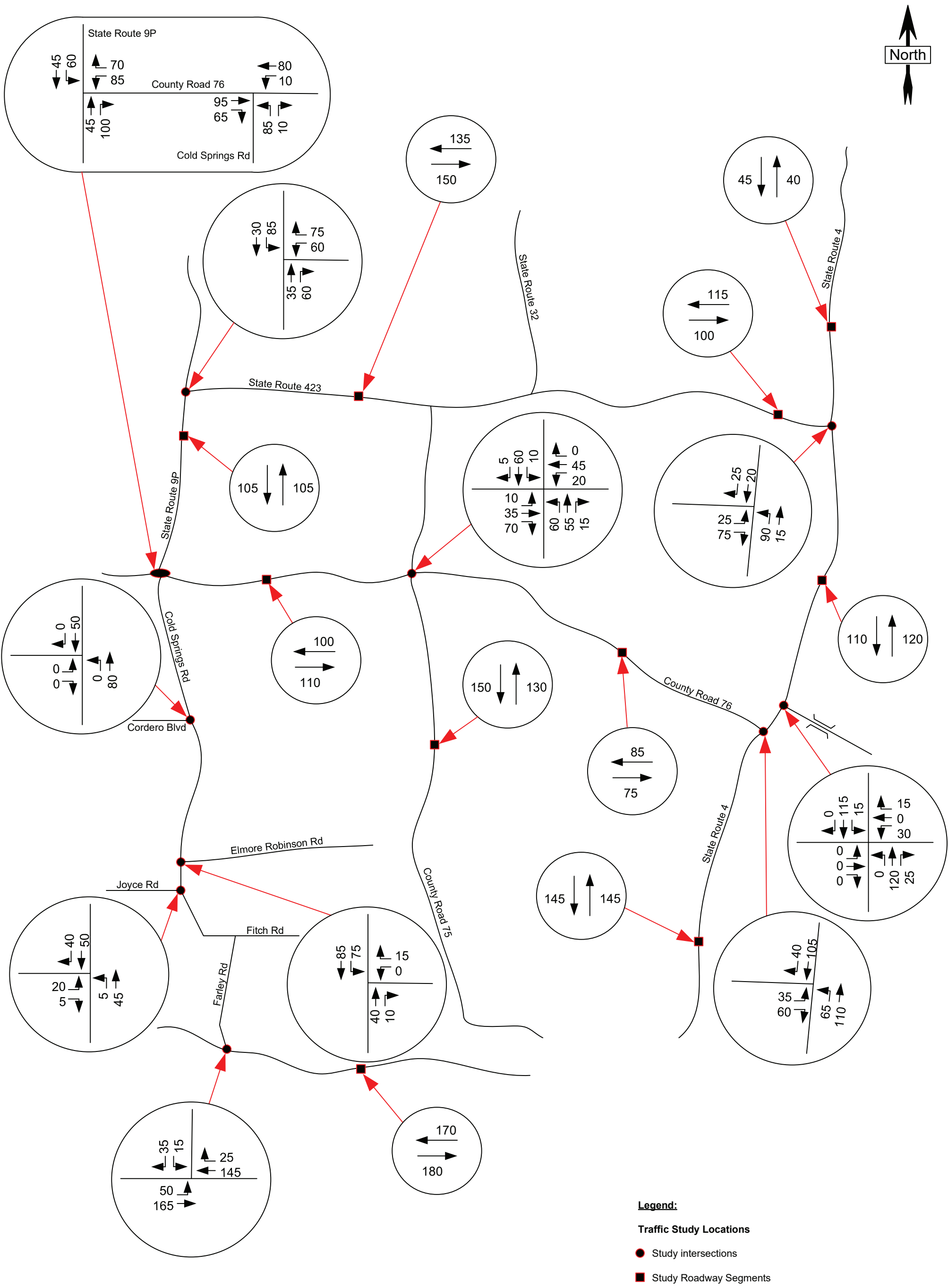


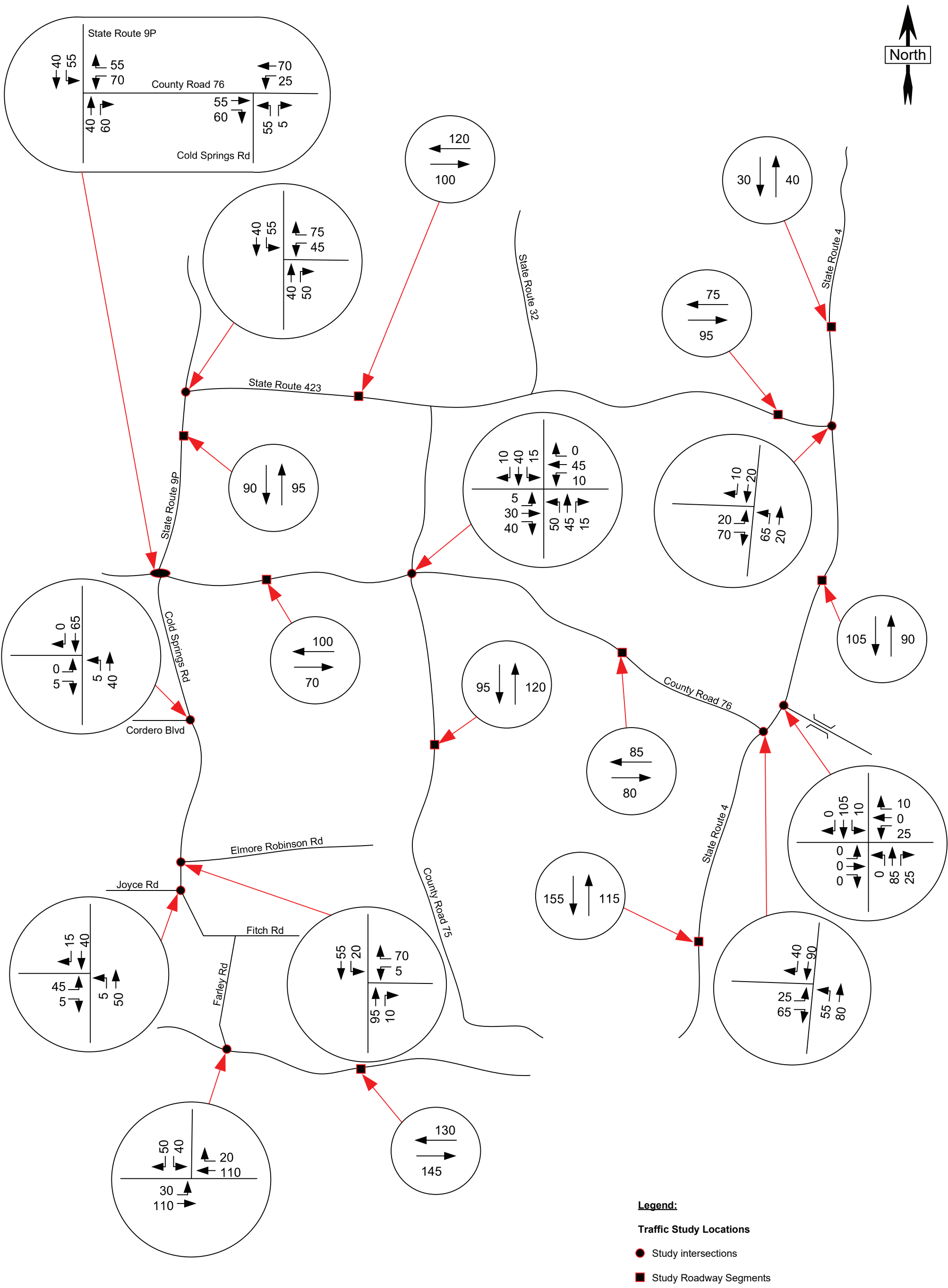
| | | | |
|---|--|---|---|
| <p>THE Chazen COMPANIES Proud to be Employee Owned</p> <p>PLANNERS LAND SURVEYORS PLANNERS ENVIRONMENTAL & SAFETY PROFESSIONALS LANDSCAPE ARCHITECTS</p> | <p>Dutchess County Office: 21 Fox Street, Poughkeepsie, NY 12601 Phone: (845) 454-3980</p> <p>Capital District Office: 547 River Street, Troy, NY 12180 Phone: (518) 273-0055</p> <p>North Country Office: 375 Bay Road, Queensbury, NY 12804 Phone: (518) 812-0513</p> | <p>Town of Stillwater GEIS and Comprehensive Plan</p> <p>Traffic Planning Areas</p> | <p>Drawn: E/JG</p> <p>Date: 02/21/2018</p> <p>Scale: 1:77,657</p> <p>Project: 31600.19</p> <p>Figure: 6</p> |
|---|--|---|---|

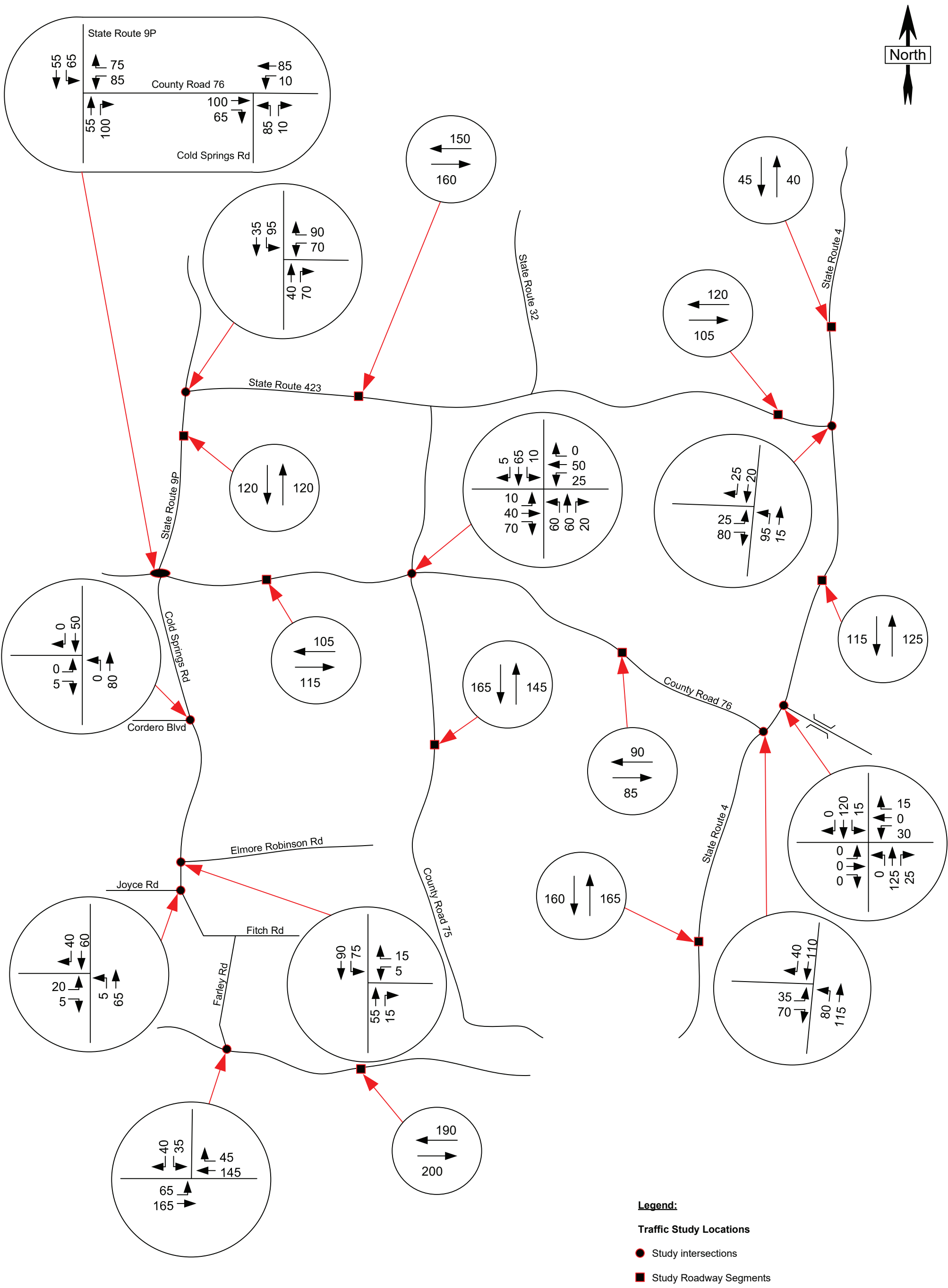
Map Data Source: USGS National Wetlands Inventory (NWI) 1:250,000 Scale

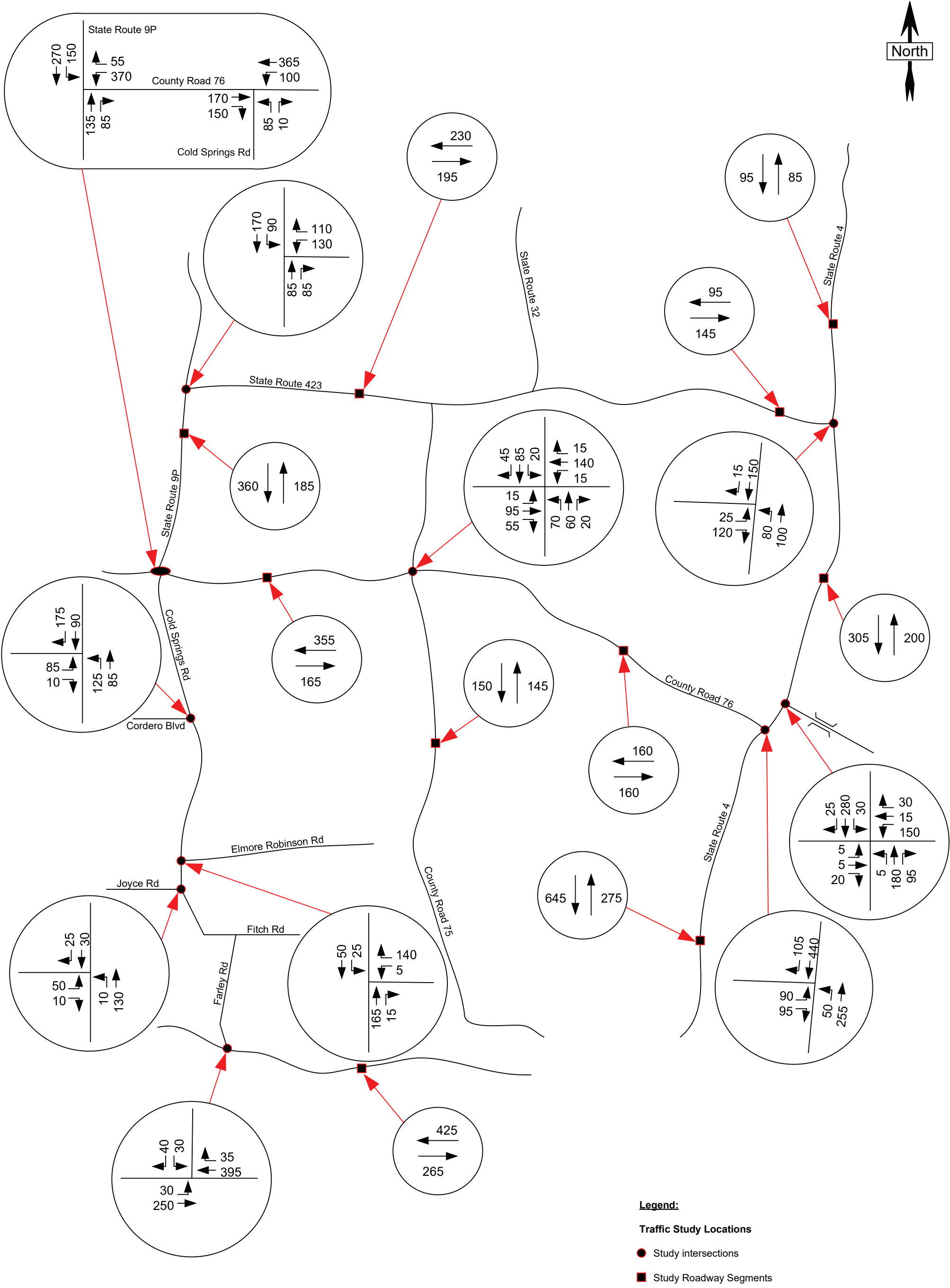


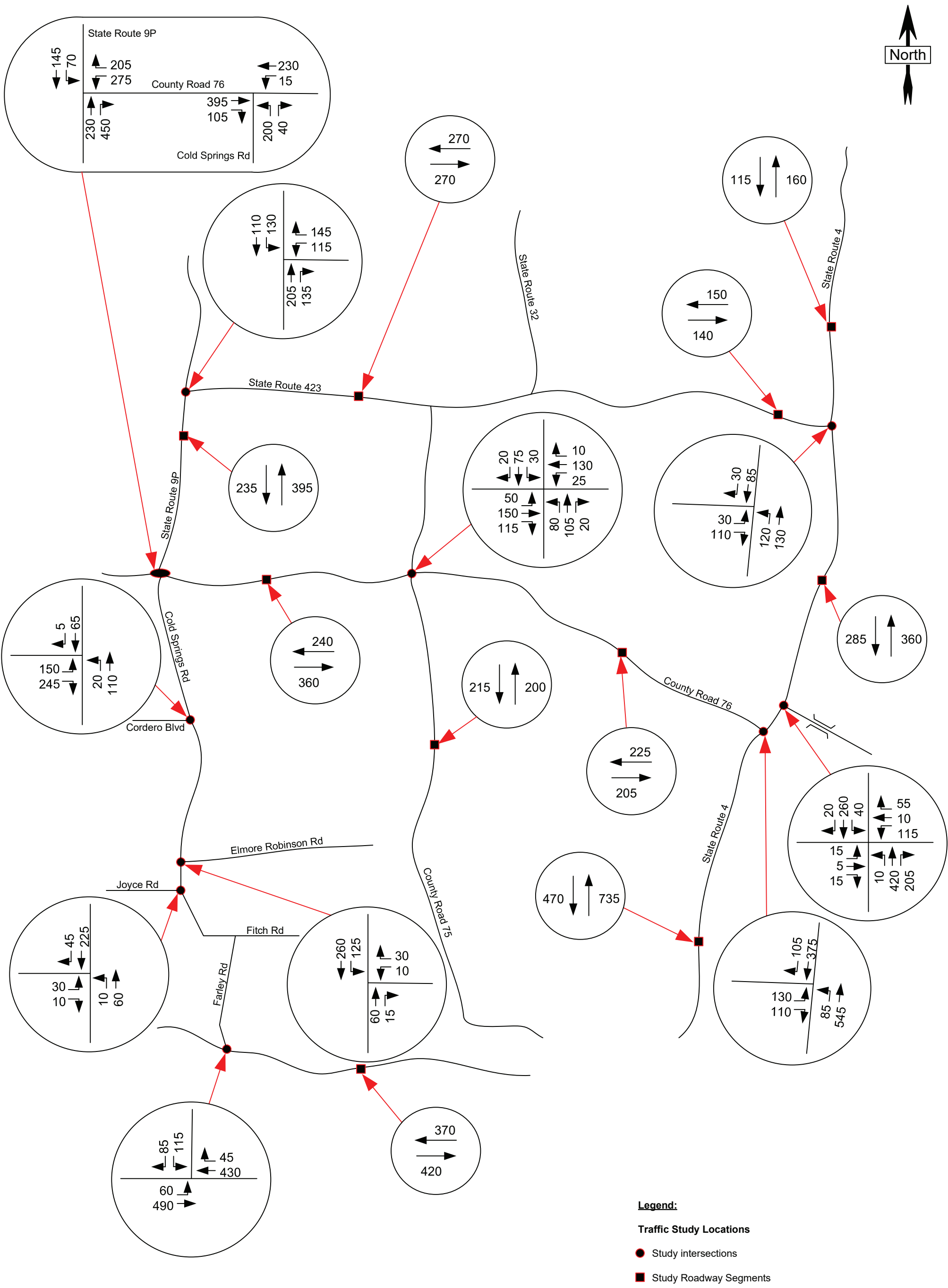


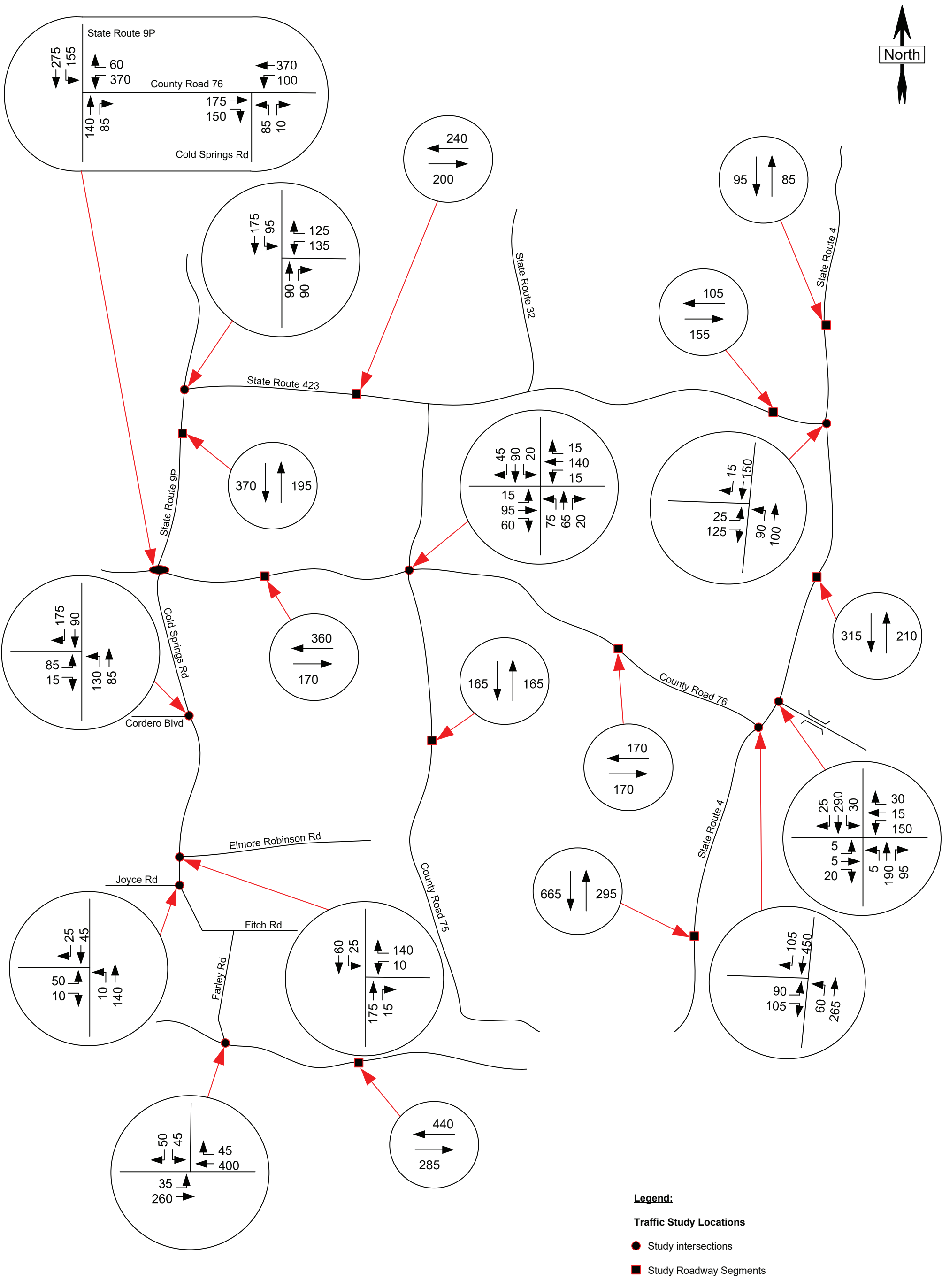


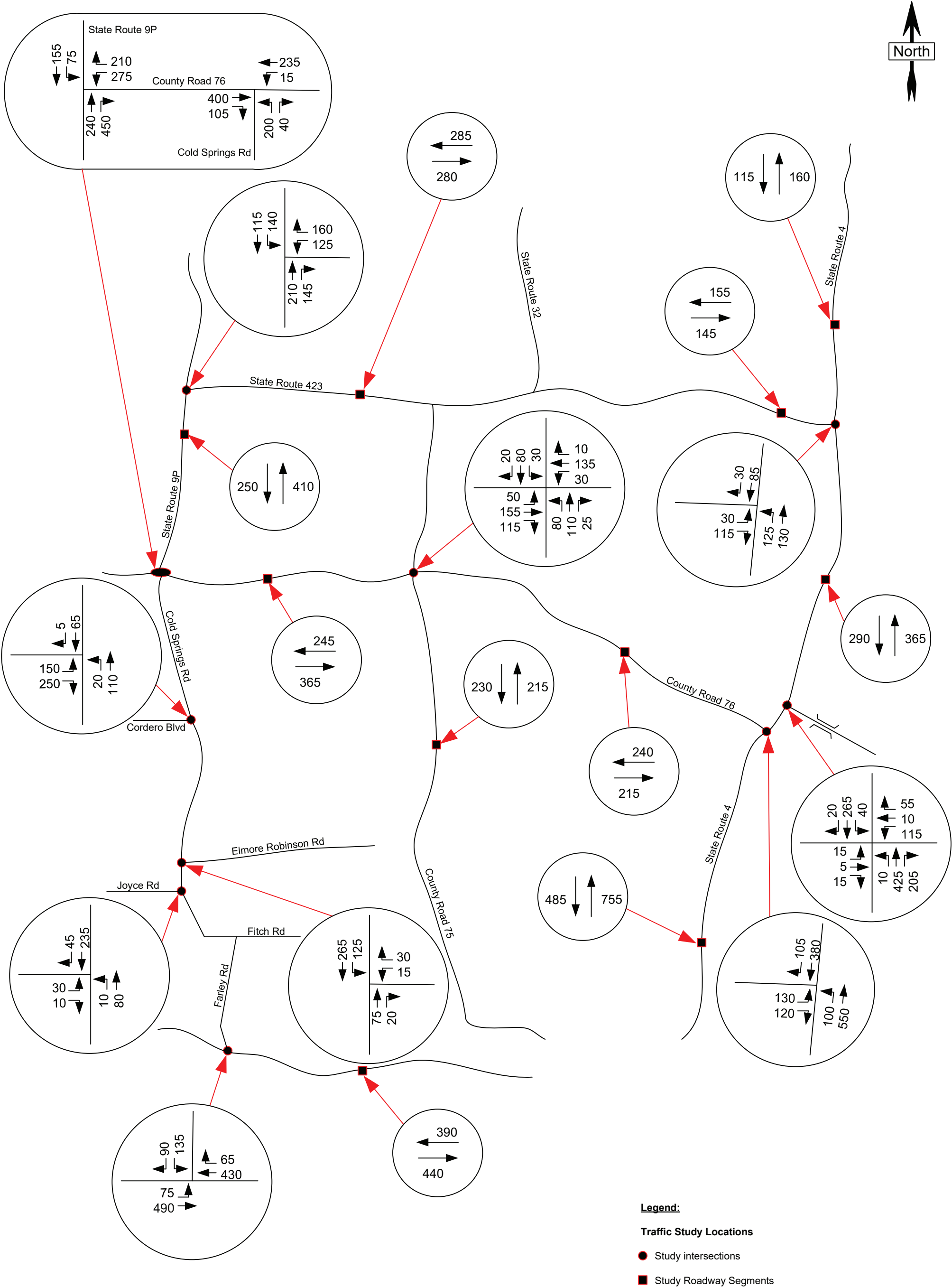












5.0 OPERATIONAL ANALYSES – FUTURE CONDITIONS

As noted previously, the operational characteristics of a roadway system were evaluated using Level of Service (LOS) analyses for the intersections and mid-block capacity thresholds for roadway segments. Table 8 presents the intersection analysis results for the 2025 Build condition AM and PM Peak Hours and Table 9 shows the roadway segments volumes for each growth scenario.

Projected Growth Scenario

Under the Projected Growth Scenario, most intersections will have an acceptable level of service with the exception of one intersection: the intersection of Route 9P at County Road 76 (Lake Road) requires mitigation due to increases in traffic volumes. During the AM and PM peak periods the LOS for the CR 76 westbound approach degrades to LOS F with extreme delays. Installation of a traffic signal will improve the LOS to B and C for the AM and PM peak periods, respectively. Cost of signal installation is estimated at \$200,000. An alternative to signal control is construction of a single lane roundabout. The intersection would operate at LOS A with all approaches at B or better for both peak hours. The planning-level cost estimate for this improvement is \$2,000,000, excluding ROW costs.

The intersection of Route 4 within the Village at County Road 76 (Lake Street) is projected to operate at LOS F for the PM peak period. It is recommended that the volumes at this intersection be monitored as growth occurs to determine if a signal is warranted for installation. Should a signal be warranted, cost of installation is estimated at \$200,000. For a roundabout improvement option, significant property and building impacts appear likely such that a roundabout analysis was not advanced.

The intersections of Route 67 at Farley Road and Route 4 at Stillwater Bridge Road will operate at LOS F in the PM, but just above the LOS E threshold. This condition can also be considered an acceptable condition for a minor street movement as it's for only one hour. For all other locations, the levels of service do not indicate the need for mitigation.

All roadway segment volumes are below the LOS D threshold.

High Growth Scenario

Traffic signal installation is recommended for the intersection of Route 9P at County Road 76. Delays are projected to be F with extreme delays. Levels of service will improve to C conditions with the signal. Cost of installations is estimated at \$200,000. A roundabout at Route 9P and County Road 76 would operate at LOS B for both peak hours. The planning-level cost estimate for a roundabout is \$2,000,000, excluding ROW costs.

Intersections to be monitored for signals include Route 67 at Farley Road and Route 4 at County Road 76. Should signals be warranted, cost of installation is estimated at \$200,000 each.

| Table 8 – Build Intersection Level of Service Summary | | | | | | |
|---|---|-----|-----------------------|-----------------|------------------|-----------------|
| No. | Intersection | | 2025 Projected Growth | | 2025 High Growth | |
| | | | AM | PM | AM | PM |
| 1 | Route 67/Farley Road | | | | | |
| | Route 67 - EB | L | A (8.4) | A (8.6) | A (8.5) | A (8.8) |
| | Farley Road - SB | LR | B (14.3) | F (53.4) | C (15.9) | F (95.5) |
| 2 | Cold Springs Road/Joyce Road | | | | | |
| | Joyce Road - EB | LR | A (7.8) | A (8.0) | A (7.9) | A (8.1) |
| | Fitch Road - NB | LT | A (8.0) | A (7.8) | A (8.1) | A (7.9) |
| | Cold Springs Road - SB | TR | A (7.2) | A (8.9) | A (7.4) | A (9.1) |
| 3 | Cold Springs Road/Elmore Robinson Road | | | | | |
| | Elmore Robinson Road - WB | LR | B (10.2) | B (10.3) | B (10.4) | B (11.1) |
| | Cold Springs Road - SB | L | A (7.7) | A (7.6) | A (7.7) | A (7.7) |
| 4 | Cold Springs Road/Cordero Blvd | | | | | |
| | Cold Springs Road - NB | L | A (8.2) | A (7.4) | A (8.2) | A (7.4) |
| | Cordero Blvd - EB | LR | C (15.1) | B (13.0) | C (15.2) | B (13.1) |
| 5 | Cold Springs Road/County Road 76 | | | | | |
| | Cold Springs Road - NB | LR | C (23.1) | D (31.5) | C (23.5) | D (32.6) |
| | County Road 76 - WB | L | A (8.3) | A (8.6) | A (8.3) | A (8.6) |
| 6 | Route 9P/County Road 76 | | | | | |
| | Route 9P - SB | L | A (8.1) | A (9.6) | A (8.1) | A (9.6) |
| | County Road 76 - WB | LR | F (240) | F (192) | F (263) | F (221) |
| 7 | Route 9P/Route 423 | | | | | |
| | Route 9P - SB | L | A (7.6) | A (8.0) | A (7.6) | A (8.0) |
| | Route 423 - WB | R | A (9.3) | B (10.5) | A (9.4) | B (10.6) |
| | Route 423 - WB | L | B (11.8) | B (12.7) | B (12.0) | B (13.1) |
| 8 | County Road 76/County Road 75 | | | | | |
| | County Road 75 - NB | LTR | A (9.6) | B (11.5) | A (9.8) | B (11.9) |
| | County Road 76 - EB | LTR | A (9.4) | B (12.8) | A (9.5) | B (13.2) |
| | County Road 76 - WB | LTR | A (9.7) | B (10.6) | A (9.8) | B (10.9) |
| | County Road 75 - SB | LTR | A (9.4) | B (10.3) | A (9.5) | B (10.5) |
| 9 | Route 4/Route 32 | | | | | |
| | Route 4 - NB | L | A (7.7) | A (7.7) | A (7.8) | A (7.7) |
| | Route 32 - EB | LR | B (10.7) | B (10.7) | B (10.8) | B (10.8) |
| 10 | Route 4/Stillwater Bridge Road | | | | | |
| | Route 4 - NB | L | A (7.9) | A (7.9) | A (8.0) | A (7.9) |
| | Stewart's - EB | LTR | B (12.3) | C (20.4) | B (12.4) | C (20.8) |
| | Stillwater Bridge Road - WB | LTR | C (24.9) | F (53.5) | D (26.4) | F (55.7) |
| | Route 4 - SB | L | A (7.9) | A (9.1) | A (8.0) | A (9.2) |
| 11 | Route 4/County Road 76 | | | | | |
| | Route 4 - NB | L | A (8.9) | A (8.8) | A (9.0) | A (8.9) |
| | County Road 76 - EB | LR | D (25.3) | F (111) | D (28.2) | F (146) |

Key: NB, SB, WB, EB = Northbound, Southbound, Westbound, Eastbound intersection approaches.

L = Left-turn: T = through movement: R = right turn

L/T = combined left turn/through movement: L/T/R = combined left turn/through/right turn movements

X(Y.Y) = level of service (Vehicle delay, seconds per vehicle)

| Table 9 – Build Roadway Segment Volumes | | | | | |
|---|------------------------------|--|---------|---|---------|
| No. | Roadway Segment | Projected Growth Peak Directional Volume (vph) | | High Growth Peak Directional Volume (vph) | |
| | | AM Peak | PM Peak | AM Peak | PM Peak |
| 1 | Route 4 north of Route 32 | 95 | 160 | 95 | 160 |
| 2 | Route 4 south of Route 32 | 305 | 360 | 315 | 365 |
| 3 | Route 4 south of CR 76 | 645 | 735 | 665 | 755 |
| 4 | Route 67 east of Farley Road | 425 | 420 | 440 | 440 |
| 5 | Route 32 west of Route 4 | 145 | 150 | 155 | 155 |
| 6 | CR 76 west of Brightman Road | 355 | 360 | 360 | 365 |
| 7 | CR 76 east of Filke Road | 160 | 225 | 170 | 240 |
| 8 | CR 75 south of Jolly Road | 150 | 215 | 165 | 230 |
| 9 | Route 9P north of CR 76 | 360 | 395 | 370 | 410 |
| 10 | Route 423 east of Route 9P | 230 | 270 | 240 | 285 |

The intersection of Route 4 and Stillwater Bridge Road will operate at LOS F in the PM, but still not far from the LOS E threshold. This condition can be considered an acceptable condition for a minor street movement as it continues to be for only one hour. For all remaining intersections, the levels of service do not indicate the need for mitigation.

All roadway segment volumes are below the LOS D threshold.

6.0 BRIGHTMAN ROAD BYPASS CONSIDERATIONS

References of using Brightman Road as a bypass of Route 9P between CR 76 and Route 423 have been made in the past. From a capacity standpoint, a bypass of Route 9P is not needed. While it is recognized that traffic volumes increase significantly on Route 9P during the summer months, the capacity of Route 9P is sufficient to accommodate the traffic volumes.

Comparisons of Brightman Road and Route 9P include:

- Brightman Road is 20-22 feet in width with no shoulders; Route 9P is 20 feet in width with 2 to 4-foot shoulders;
- Brighton Road speed limit is 40 mph; Route 9P speed limit is 35 mph;
- Brightman Road includes a few sharp curves posted at 25 mph and 15 mph; Route 9P has no sharp curves posted for speeds that low;
- Brightman Road length is about 1.4 miles; corresponding section length of Route 9P is about 1.5 miles;
- Brightman Road is weight restricted to 10 tons; Route 9P is not weight restricted;
- Brightman Road pavement appears to be in fair to good condition with sections of cracking; 2016 NYSDOT pavement scoring of Route 9P indicates “poor” condition rating of 5, a recent drop from 2015 of “good” condition rating of 6.

Minimal potential development is projected to occur in this study along Brightman Road as well as along Route 9P that would favor the use of one road over the other.

7.0 SUMMARY

This Transportation Study evaluated the traffic impacts of potential development to occur in the Town of Stillwater over the next five years. Two growth scenarios were studied: Projected Growth and High Growth. The difference between the two scenarios is a general 20% increase in the land use sizes for the High Growth scenario over the Projected Growth scenario.

Improvements to mitigate the increase in traffic volumes from the growth scenarios are installation of traffic signals and monitoring of growth forecasts for installation of signals. The Projected Growth scenario includes the installation of one traffic signal and monitoring the volumes at one other intersection for possible signal installation as well. The cost for the signal installation is estimated at \$200,000.

The High Growth scenario includes the installation of one traffic signal and monitoring the volumes at two other intersections for possible signal installation. The cost for the signal installation is estimated at \$200,000.

Roundabouts are a potential alternative to traffic signal installation and results of the roundabout analysis for both growth scenarios indicate shorter vehicle delays. Planning-level cost estimates for each roundabout is \$2,000,000, excluding right-of-way costs.

Appendix G: Executive Summary

EXECUTIVE SUMMARY

The purpose of this Executive Summary is to provide a concise, high-level overview of the Comprehensive Plan/GEIS, including the background and purpose, key findings, conclusions, and recommendations. The Executive Summary is intended to serve as a stand-alone piece that can be fully understood independently.

1.0 INTRODUCTION

This document represents a three-year, community-driven planning effort encompassing the Town of Stillwater. The community previously undertook a comprehensive planning effort from 2005 through 2006, which resulted in unanimous Town Board adoption of the Town of Stillwater Comprehensive Plan in July 2006. The 2006 Comprehensive Plan has served as the community's guiding document over the last 14 years in providing strategic direction for growth as the area welcomed GlobalFoundries, a large-scale, manufacturer of semi-conductors located on the western border of the Town in the Luther Forest Technology Campus (LFTC).

1.1 WHAT IS A COMPREHENSIVE PLAN & GENERIC ENVIRONMENTAL IMPACT STATEMENT (GEIS)?

The Comprehensive Plan Update outlines a vision for the Town, in addition to specific goals and recommendations. Adoption of a Comprehensive Plan requires compliance with New York's State Environmental Quality Review Act (SEQRA). SEQRA mandates all State and local government agencies to consider environmental impacts equally with social and economic factors during discretionary decision-making. The Town of Stillwater Comprehensive Plan Update has been prepared in GEIS format to: (1) comply with SEQRA requirements; and (2) evaluate the cumulative impacts of Town-wide growth, proactively plan for the future, and preserve community character, a high quality of life, and appropriate levels of services in the community. The GEIS is being prepared to ensure that the need for major improvements to the Town's facilities are identified and properly planned for and that the financial burden for any necessary improvements is distributed equitably among all parties.

1.2 STUDY AREA

The Town of Stillwater comprises 22,685 acres of residential, commercial, agricultural, vacant, and recreational land. It is bordered by the Hudson River to the east, the Town of Saratoga to the north, the Town of Malta to the west, and the Town of Halfmoon to the south.

1.3 THE PLANNING PROCESS

A Comprehensive Plan Committee (the "Committee") was appointed by the Stillwater Town Board that was charged with preparing the Stillwater Comprehensive Plan Update. The Committee began meeting in the March 2017. Key first steps of the Committee's planning process included reviewing previous planning efforts and conducting an inventory of existing land uses, population trends, building history, traffic, and historic and natural resources. The inventory served as the framework to estimate of the Town's overall development potential (the buildout scenario) and 2025 growth projections. The 2025 growth projections estimates that a total of 934 new residential units and 455,349 SF of retail, office, and light industrial development will occur in the Town by 2025, representing 2,363 new residents and 964 new employees.

Table 1: Study Area 2025 Projected Growth

| Land Use | Projected Growth Scenario |
|---------------------------------|---------------------------|
| Residential | |
| Single-Family Units | 754 |
| Multi-Family Units | 180 |
| Total Residential Units | 934 |
| Non-Residential | |
| Retail SF | 118,369 SF |
| Office SF | 90,481 SF |
| Industrial SF | 246,499 SF |
| Total Non-Residential SF | 455,349 SF |

Community input was sought through interviews with individuals and agencies involved in a broad spectrum of topics—especially land use planning and development activities in Stillwater. These efforts aided in the issue identification process. In addition to the issue identification phase, the Committee formulated goals based on the issue identification process, using the inventory as a contextual guide. Finally, an implementation plan was developed for achieving the desired goals. These elements were published in a draft plan and subjected to public review and comment. The draft Comprehensive Plan Update was published on the Town’s website, and a joint public hearing on the Comprehensive Plan was conducted by the Committee and the Stillwater Town Board on ~~DATE~~December 3, 2020. A public hearing on the DGEIS was held on January 7, 20201, and comments on the DGEIS were accepted through February 4, 20201. At the conclusion of this process, the Stillwater Comprehensive Plan Update was finalized and presented for adoption on March 4, 2021.

2.0 VISION AND GOALS

2.1 VISION STATEMENT

Stillwater aspires to retain and strengthen its rural character and open space resources, while encouraging growth in appropriate locations. It seeks to manage and direct growth and change in a manner that protects the Town’s water resources, meets a diverse range of housing needs, improves community quality of life, stimulates economic activity, protects and enhances the community’s historic and aesthetic attributes, and supports social and civic institutions for this and future generations of Stillwater residents.

2.2 GOALS

Beneath this broad vision statement, the community identified more specific goals. These goals will serve as the basis for policies, projects, and programs that are recommended in this plan and for future actions undertaken as a result of this plan.

- Preserve and enhance the rural, historic character and small hometown feel of Stillwater.
- Promote further opportunities for agricultural economic development.
- Expand opportunities for local employment and economic activity.
- Allow for a diversity of housing sizes and types to meet the changing needs of an aging population and smaller households and to provide more options for affordable housing.

- Ensure that the transportation system meets the needs of the traveling public in a cost effective manner.
- Protect sensitive natural features, such as wetlands, stream corridors, steep slopes, and floodplains.
- Improve the shared understanding of Saratoga Lake’s hydrological and ecological characteristics and help foster a culture of Saratoga Lake stewardship.
- Focus well-designed and appropriately scaled mixed-use development in areas that can or have existing infrastructure to support accommodate increased density.
- Promote efficient, flexible, and compact development design that protects environmentally sensitive areas, conserves open space, respects historic resources, and uses infrastructure more cost-effectively than conventional development patterns.
- Invest in the expansion of public water and sewer infrastructure in areas of the community where growth is desired and limit such investment in areas where development is not desired.
- Provide a sufficient diversity of recreational resources and community services to support a growing and aging population.

3.0 ENVIRONMENTAL SETTING, IMPACTS, AND RECOMMENDATIONS

Recommendations form the basis for future actions by the community. The recommendations in the Comprehensive Plan Update are organized around community resource topics and are summarized in **Table 2**, below.

Table 2: Summary of Comprehensive Plan Recommendations

| Community Resources | Potential Growth-Related Issues & Impacts | Comprehensive Plan Recommendation (Mitigation) |
|---------------------|---|--|
| Land Use & Zoning | <p>Projected 2025 growth could significantly impact Stillwater’s historical development patterns, community character, and overall development scheme.</p> <p>The existing RRD zoning is expected to continue to result in a significant commitment of time and resources for zoning administration and variance applications, in addition to an undue burden on property owners.</p> <p>Options for seniors to age in place and low-income residents to find housing are expected to continue to remain limited.</p> | <p>Encourage development in appropriate locations, while limiting development in prime agricultural and open space areas through changes to the existing zoning map and the adoption of a Transfer of Development Rights (TDR) ordinance.</p> <p>Explore adopting viewshed overlays or scenic buffers to discourage more dense development along some of the Town’s rural roadways.</p> <p>Map a T3N district between the Town’s existing US Route 4 transect zoning and the mixed-use NYS Route 67 and modified R67W district to reflect existing residential uses.</p> <p>Rezone the area around Saratoga Lake to better reflect existing and desired land use patterns by dividing the area into three zoning districts with decreasing density heading east from the Lake/Route 9P corridor.</p> <p>Promote affordable and senior housing, including senior housing within mixed-use areas by evaluating existing zoning’s potential impediments to senior housing</p> |

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| | <p>Non-residential development is not expected to occur at as fast a pace as residential development.</p> <p>A significant amount of farmland and open space could be eliminated by new development, eroding an important component of the Town's character.</p> <p>Development along Saratoga Lake will continue to occur in a manner that is not reflective of the historic land use pattern and community character, in addition to causing potential environmental impacts on Saratoga Lake.</p> <p>The development community will continue to pursue development opportunities using the PDD process, and the existing public concerns about the PDD process are expected to remain unresolved.</p> <p>Property owners, developers, and the Town will continue to be inhibited by existing split zoning lot conditions throughout the Town.</p> | <p>development and creating appropriate land use strategies that can incentivize such developments.</p> <p>Apply transect zoning along CR 76, centering on a larger commercial hub at the intersection of CR 76 and CR 75, and potentially radiating in density and uses as one moves to the east and west of this intersection.</p> <p>Revisit the existing zoning along NYS Route 67 and <u>Cold Springs Road</u> to encourage a greater mix of uses and allow for higher density and a new zoning district to allow for a consistent pattern of development.</p> <p>Adopt a TDR ordinance that would allow for unused development rights within existing and future T2 districts to be transferred to areas where higher density development is being encouraged.</p> <p>Require cluster and conservations subdivisions for all new subdivisions in T2 districts and consider revising the Town Code to allow for density bonuses to encourage cluster subdivisions in other districts.</p> <p>Rezone large swaths of the existing R-R and LDR districts mapped to the north and south of CR 76 to T2, in addition to modifying the existing T2 zoning regulations.</p> <p>Adopt design standards that identify the architectural character of the Saratoga Lake waterfront and NYS Route 9P corridor, and modify the types of allowed uses to allow for select small-scale commercial uses along the Saratoga Lake waterfront and the NYS Route 9P corridor.</p> <p>Adopt a Saratoga Lake Watershed Overlay District to better protect the water quality of Saratoga Lake and better prevent natural erosion occurring in stream corridors. Riparian buffers may be considered.</p> <p>Explore modifications to the existing PDD regulations, such as limiting them to specific zoning districts, allowing only specific uses, requiring TDR as a condition of approval, and/or adopting specific definitions of a few "types" of PDDs.</p> <p>Eliminate existing split zoning condition for all zoning districts throughout the Town and that exist for many lots along the Town's primary corridors.</p> |
| Transportation | <p>The intersection of NYS Route 9P at CR 76 (Lake Road) would experience impacts: during the AM and PM peak periods the Level of Service (LOS) for the CR 76 westbound approach is expected to degrade to LOS F, with extreme delays.</p> <p>The intersection of US Route 4 within the Village at CR 76 (Lake Street) and at Stillwater Bridge Road are projected to operate at LOS F for the PM peak period.</p> | <p>Collect traffic mitigation fees to install a traffic signal and additional traffic calming measures at the intersection of NYS Route 9P and CR 76. This improvement could either be advanced through the NYS Department of Transportation (NYSDOT) or taken on as a local project in coordination with NYSDOT.</p> <p>The intersection of US Route 4 and CR 76 is located within the Village of Stillwater. Any improvement at this location would need to be led by the Village. However, for consistency purposes, the potential impacts to this intersection are provided within this Comprehensive Plan/GEIS.</p> |

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| | <p>The projected 2025 growth and the Town's aging population are expected to increase the existing need for public transportation and bike and pedestrian facilities in the Town.</p> <p>The portion of the Hudson River that borders the Town is not expected to be a designated Hudson River Blueway Trail, preventing the full utilization potential of this significant waterway.</p> <p>Parking demand will continue to increase.</p> | <p>Coordinate an in-depth analysis of NYS Route 9P to identify long-term trends and feasible Complete Street improvements, in consideration of the continued increase in traffic along this corridor.</p> <p>Develop pedestrian connectivity plans for portions of the Town where higher density development is encouraged.</p> <p>Plan for the continued mobility of its aging population, including promoting and improving public transportation service and carpool options and informing senior residents of the transportation resources already available to them.</p> <p>Continue to expand and improve multi-modal trail infrastructure.</p> <p>Adopt a Complete Streets policy and revise local highway design standards.</p> <p>Help to facilitate Hudson River boat tours. Develop a Hudson River blueway trail.</p> <p>Develop short- and long-term parking management strategies. This will become increasingly necessary along US Route 4, as the area experiences increasing development based on the recommended TDR ordinance and sewer service enhancements.</p> |
| Utilities | <p>As growth occurs around and along Saratoga Lake and NYS Route 9P, the housing densities and underlying environmental conditions will prevent the provision of additional on-lot, private wells and septic systems.</p> <p>The likelihood of antiquated and failing on-lot systems along Saratoga Lake and its tributaries is high and would worsen by 2025, exacerbating the potential impact of hazardous algal bloom on Saratoga Lake.</p> <p>The availability of public water and sewer are expected to continue to be primary drivers for development. For those areas of the Town that are connected to public</p> | <p>Maintain water services in those areas most proximate to the Lake and the NYS Route 9P corridor, and carefully consider limited water service expansion beyond these areas (to prevent higher density development within the Agricultural District and proposed T2 zoning area).</p> <p>Encourage expansion of sewer throughout the immediate NYS Route 9P area and those areas to the east to better improve water quality in the watershed.</p> <p>Facilitate existing on-site septic system replacements or retrofitting around and along Saratoga Lake and NYS Route 9P.</p> <p>Identify and advance select green infrastructure and stormwater management controls at key locations around and along Saratoga Lake and NYS Route 9P, such as considering reducing the minimum one-acre requirement in the Stormwater Permit for Construction Activities for post-construction practices.</p> <p>Ensure the proper function of existing stormwater controls and advance existing private stormwater improvements around and along Saratoga Lake and NYS Route 9P.</p> <p>Prioritize water and sewer system improvements and expansions in those areas where higher density development</p> |

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| | <p>water and/or wastewater system, it is anticipated that there would continue to be sufficient capacity to serve future development. However, the absence of public water and sewer in certain areas (e.g., the US Route 4 corridor) are expected to inhibit development.</p> <p>Demand for other utilities (e.g., natural gas, internet) is expected to increase as a result of the projected future growth. However, there are inconsistencies in the availability of these utility services throughout the Town (particularly internet services), which may remain unaddressed if left to the private market.</p> <p>The Town and Planning Board will continue to have to weigh, on a site-by-site and project-by-project basis, the benefits of additional renewable energy sources against the potential impacts on the availability and preservation of agricultural land and viewsheds.</p> | <p>is being encouraged through the recommended TDR program (e.g., along the US Route 4 and NYS Route 67 corridors).</p> <p>Consider limiting water service expansion along the transmission line that is located within the Agricultural District and proposed T2 zoning area.</p> <p>Explore the expansion of natural gas to areas that can be feasibly and economically justified.</p> <p>Improve internet access where deficiencies are found, particularly in the northern sections of Town.</p> <p>Improve waste management practices around and along Saratoga Lake and NYS Route 9P.</p> <p>Promote renewable energy goals that would address resiliency issues, serve as a signal of the Town's overall long-term vision, and would not compromise other productive land uses or overburden a property owner.</p> |
| Community Services | <p>The population growth projected by 2025, in combination with the Town's aging population, will necessitate additional services, including the construction of a new EMS station in the Town.</p> <p>Demand for health care services is expected to increase by 2025; notably, seniors' health care services demands are expected to significantly increase, due to the Town's continued demographic shifts.</p> | <p>Construct a new EMS station in the geographic center of Town to better serve the needs of residents.</p> <p>Pursue new programs and participate in existing programs that support seniors' emergency and health care service needs.</p> |
| Parks & Recreation | <p>Additional demand is expected to require continued and additional maintenance, upgrades, and expansions to the Town's variety of open space resources.</p> <p>The increased population anticipated near Saratoga Lake/NYS Route 9P will cause an associated increase in the demand for recreation spaces in the west side of the Town.</p> | <p>Update the Town's existing recreation fee to reflect the anticipated maintenance, upgrade, and expansion needs.</p> <p>Continue maintenance protocols for existing passive and active park facilities throughout the Town.</p> <p>Explore establishing park districts as an alternate (or additional) funding mechanism.</p> <p>Expand and improve trail facilities.</p> <p>Continue to track and obtain recreation fees associated with already approved subdivisions.</p> <p>Enhance the Stillwater Area Community Center (SACC).</p> <p>Improve Hudson River waterfront access, including tourism-based river access.</p> <p>Continue to foster existing, and create new, recreation-focused partnerships.</p> <p>Continue to enhance recreational amenities in the Saratoga Lake/NYS Route 9P area, and ensure that residents have safe and appropriate access.</p> |

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| | <p>The Town's shifting demographics will require an increased need to ensure the adequacy of the Town's passively programmed parks and amenities to serve the aging population.</p> <p>New PDDs may not provide their required open space, and/or the open space that is provided in these PDDs may be non-functional (e.g., road buffers, strips of land between lots).</p> | <p>Explore the possibility of providing youth programming at Brown's Beach.</p> <p>Leverage Brown's Beach as an economic asset by providing amenities for existing residents and serving as a destination for visitors, while contributing to the local economy.</p> <p>Explore the use of Brown's Beach for senior programming.</p> <p>Prepare an updated open space plan that includes a strategy of where passive recreation should be coordinated or developed.</p> <p>Update subdivision and site plan review regulations to better define what an open space is and better articulate open space and conservation values.</p> <p>Improve PDD <u>and</u> subdivision oversight to ensure that approved developments provide any on-site parks and recreation facility that is included in the approved plans.</p> |
| Farmland & Open Space | <p>Projected growth has the potential to further encroach on and fragment the Town's farmland and open space resources. Residential development within the Town's agricultural core impinges on the ability to actively cultivate lands and conduct farming practices. The loss of this land would have a significant impact on Stillwater's local character, in addition to having economic implications, potentially impairing Stillwater's ecological health, and resulting in the collective loss of Stillwater's natural and agricultural heritage.</p> | <p>Adopt a TDR ordinance with the goal of preserving 1,000 acres of farmland and open space.</p> <p>Update Section 210.52 of the Town Code, "Clearing and grading" for clarity.</p> |
| Soil & Geology | <p>Erosion of soils and resultant siltation of water bodies is a potential impact.</p> <p>Loss of productive agricultural soils is also a potential impact.</p> | <p>In addition to the water resources recommendations, implement engineering practices and State and local regulations and use best practices relating to stormwater and erosion and sediment control, such as those found in the NYS Department of Environmental Conservation (NYSDEC) Stormwater Management Manual.</p> <p>The Town's Local Law relating to Stormwater Management has been adopted per requirements outlined in the NYSDEC's General Permit for Municipal Separate Storm Sewer Systems. The local review process is a means to ensure implementation of existing State and local regulations through the local review process.</p> <p>Improve regulatory and policy improvements, including the establishment of a TDR ordinance and encouraging cluster subdivisions.</p> |
| Water Resources | <p>Construction activities associated with the potential buildout through 2025 could expose soils to erosion, which could in turn lead to sedimentation in downstream water bodies, including streams, wetlands, ponds, and lakes.</p> <p>Uncontrolled development has the potential to further degrade/encroach on regulated (or unregulated) wetlands, resulting in impacts on their value for habitat, floodwater storage, and stormwater recharge.</p> | <p>Require compliance with NYSDEC best practices, in addition to State and local regulatory programs.</p> <p>Consider riparian buffers near waterbodies and water corridors to further set building envelopes back and add to the protection of water resources.</p> |

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| | <p>Continued development in the Saratoga Lake watershed is expected to result in water quality issues, particularly resulting from stormwater due to sedimentation and the conveyance of discarded items into the lake after storm events.</p> <p>Without a holistic, comprehensive approach to managing Saratoga Lake water quality, efforts to improve the water quality will be in vain.</p> | <p>Review existing protections around the Mechanicville Reservoir to ensure that this water resource is well-protected for future generations.</p> <p>Adopt a Saratoga Lake Watershed Overlay District, steep slope protections, and reduced thresholds for enhanced stormwater management practices during construction.</p> <p>Improve the shared understanding of Saratoga Lake's hydrological and ecological characteristics by leading a partnership to advance watershed-wide research.</p> <p>Explore the viability of establishing a boat washing station at Brown's Beach.</p> <p>Help foster a culture of Saratoga Lake stewardship.</p> <p>Develop a page on the Town website for Saratoga Lake <u>and Hudson River</u> preservation efforts.</p> |
| Locally Significant Habitats & Species | Growth within the Town through 2025 will result in a reduction in the amount of undisturbed land and potentially a reduction of sensitive ecosystems and wildlife habitat. | Ensure that consultation with the NYSDEC and the USFWS occurs during the review of local projects. |
| Cultural Resources | The development of certain parcels and/or archaeological sensitive areas of the Town without further research could result in the destruction of cultural resources and/or visual impacts on cultural resources, such as the SNHP. | Continue to require all potential development within the Town to be conducted in accordance with State and Federal laws in place (e.g., SEQRA) that, when implements, are designed to avoid, minimize, and mitigate impacts to historic and archaeological resources. |
| Community Character | <p>The projected future growth anticipated by 2025 could result in impacts on community character through the loss of farmland and open space and a potential threat to the Town's hometown-feel with sprawling, residential development.</p> <p>The projected growth could degrade the quality of life of the Saratoga Lake/NYS Route 9P area as a residential neighborhood.</p> <p>The Town will continue to lack a comprehensive wayfinding and gateway system to showcase the community and its many assets.</p> <p>The eastern side of Town, including the US Route 4 corridor and Hudson River waterfront, will continue to not be utilized to their full potential, with minimal commercial development in this historic hamlet area.</p> | <p>Improve regulatory and policy improvements, including the establishment of a TDR ordinance, zoning changes, enhanced stormwater management controls, and encouraging cluster subdivisions.</p> <p>Strive to maintain and enhance the Saratoga Lake/NYS Route 9P area's high quality of life by seeking a healthy, functioning economy that provides basic services without excessive negative consequences.</p> <p>Coordinate with groups like the Saratoga Lake Association (SLA), Saratoga PLAN, and the Saratoga Lake Protection and Improvement District (SLPID) to host events that engage and educate residents about lake-oriented issues.</p> <p>Develop a comprehensive wayfinding signage program.</p> <p>Improve gateways to better define the Town, and work to capitalize on existing assets, opportunities, and public support.</p> <p>Explore ways to support local business startups.</p> <p>Leverage existing regional marketing and promotional initiatives.</p> |

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| | | <p>Develop a localized waterfront events and promotional strategy for each of the two waterfront regions in the Town. The needs of the riverfront region, versus those of the lakefront district are different and have been studied in detail through each of the WRPs.</p> <p>Further develop select local amenities and community resources.</p> <p>Engage in broader economic development initiatives, such as regional and State economic development forums, to identify potential funding opportunities and advocate for the funding of local projects.</p> |
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4.0 UNAVOIDABLE ADVERSE IMPACTS

SEQRA regulations require that impacts that cannot be mitigated are specifically identified and the magnitude of those impacts evaluated. Future growth and development with the Town of Stillwater will have some adverse impacts on the community. While many of the identified impacts could be mitigated with implementation of the recommendations outlined above, others cannot be avoided. Some may be short-term impacts (such as traffic due to road repairs), but most will arise from an increased population, the development of new homes and businesses, and the alteration of the existing landscape. These changes could have permanent or long-term environmental impacts, most of which are an unavoidable consequence of the region and Town's growth.

5.0 ALTERNATIVES

The action being evaluated in this document is the growth of the Town through 2025, which assumes 934 new residential units and 455,349 SF of non-residential development. Two alternative scenarios were examined: a High Growth Alternative and a No-Action Alternative.

The High Growth Alternative assumes a 20 percent increase in overall development, consistent with the 20 percent increase in density over baseline zoning density maximums that is permitted under PDD regulations. Under the High Growth Alternative, 1,122 new residential units would be constructed in the Town (compared to 934 under the baseline scenario), in addition to 546,420 SF of non-residential development (compared to 455,349 SF under the baseline scenario). In terms of population, the High Growth Alternative would introduce 2,884 residents and 1,156 employees. If growth at this rate were to occur, the resultant impacts of this alternative would be accelerated and/or increased.

The No-Action Alternative is a standard alternative required to be analyzed under SEQRA. The No-Action Alternative is not defined as the No-Growth Alternative. No-Action, in this case, may be considered inaction on the part of the Town to manage growth. This Comprehensive Plan/GEIS establishes a series of goals and policy directives that focus on managing growth and planning for future development so that the Town's community character and agricultural resources are preserved for future generations. No-Action is not a desired alternative.

6.0 GROWTH INDUCING IMPACTS

The projected residential and non-residential development described in this Comprehensive Plan/GEIS would certainly result in some growth inducing impacts of its own. This document contemplates the need for additional services as a result.

7.0 IRREVERSIBLE COMMITMENT OF RESOURCES

Based on the 2025 growth projections and distribution of this growth, the majority of development is likely to occur in the Town's most fertile or forested areas. The conversion of agricultural and open space resources for development would have a profound impact on Stillwater's rural community character and its natural environment. Adopting the recommendations presented in this Comprehensive Plan/GEIS would result in a lesser impact on these resources, as they would work to direct future growth to more developed portions of Town. With new growth also comes the need for community services, such as police and fire protections and schools. Furthermore, new homes and non-residential development requires time, labor, and materials for both their construction and long-term maintenance. New development also requires additional sewer, water, electricity, communications, transportation infrastructure, and utilities.

8.0 FUTURE SEQR ACTIONS

This document analyzes the anticipated as-of-right future development within the Town by 2025. As future development and/or land use actions (e.g., zoning changes) are proposed within the Town, the Lead Agency for each proposed action will be responsible for carrying out the requirements of SEQR, including potentially a supplement to the final GEIS if the subsequent proposed action was not addressed or was not adequately addressed in the GEIS and the action may have one or more significant adverse impacts.

Appendix H: Response to DGEIS Public Comments

APPENDIX H: RESPONSE TO COMMENTS ON THE DGEIS

H.1: Introduction

This appendix summarizes and responds to comments on the Draft Generic Environmental Impact Statement (DGEIS) for the Stillwater Comprehensive Plan 2020 Update. The Stillwater Town Board, serving as Lead Agency, accepted the DGEIS as Complete on December 17, 2020. A public hearing on the DGEIS was held on January 19, 2021, and written comments on the DGEIS were accepted through February 4, 2021. All comments received are included in **Appendix I**.

Substantive comments received on the DGEIS and responses to each are provided in **Section H.2**, below, and are organized by the relevant sections of the DGEIS. The name of each commenter is indicated at the end of each comment.

H.2: Responses to Comments on the DGEIS

Section 1.0 - Introduction

Comment 1: The Advisory Committee did not list the planning board chairman or any member of the zoning board. The comprehensive plan has long term planning and zoning changes in mind. The appropriate people should have been on this committee so their valuable input could be recognized. Long term planning has a lot of moving parts and the boards that will be enforcing the zoning should have been a part of that after all zoning is planning and vice versa. (C. Mackay)

Response 1: The Comprehensive Plan & GEIS planning process was initiated in 2016. Section 1.0 of the DGEIS discuss the in-depth and meaningful public participation that was used to develop the plan (e.g., committee and subcommittee meetings, public workshops and hearings, community and neighborhood surveys, etc.). This also included the public outreach associated with Hudson River and Saratoga Lake WRPs, which both had subcommittees that consisted of elected officials, town planning and building department staff, regional planning representatives, and planning board members. Furthermore, during this process the Town hosted two (2) joint planning, zoning, and Town board workshops to discuss the plan and provide input. Planning Board members were on the committees, in addition to Town staff of the Planning Board and Zoning Board of Appeals (ZBA).

Comment 2: I do not believe the public workshops were properly marketed. I have checked the town website constantly as well as the local paper every week for the past 2 or 3 years and I have not seen any sort of notification for a public workshop meeting. (C. Mackay)

Response 2: A public workshop for the Stillwater – Hudson River WRP was held on July 7, 2015, with a Town Board presentation at completion. A joint public workshop on the Stillwater – Saratoga Lake/Route 9P WRP and the Comprehensive Plan was held on November 14, 2017. A public hearing on the draft Comprehensive Plan was held on December 3, 2020. A public hearing on the DGEIS was held on January 21, 2021. All Town Board events

were properly noticed, including public notices in the local paper and in the ENB, as applicable. For further public outreach efforts, see Response 3.

Comment 3: The update video on youtube I happened to stumble upon mentioned throughout the planning and outreach process there was a lot of ongoing stakeholder engagement including residents of the town and the business community. As not only the largest landowner in the town but also the owner of one of the most public facing business in the town...Saratoga Lake Golf Club, I would think that I would be one of the largest stakeholders in the town of Stillwater when it comes to long term planning and would have been more involved. I received one phone call for a survey. I requested specifically to be directly involved with the new Comprehensive Plan when it was first announced multiple times and even requested to be on the committee. (C. Mackay)

Response 3: See Response 1. The Town Board developed the advisory committee and selected from residents, board members, elected officials, and regional representatives. Because the committee cannot consist of everyone, other outreach efforts were used including the techniques noted in Response 1. The Town-wide, Saratoga Lake survey, and Hudson River survey had high response rates and the input from these various forms of public engagement was used to refine the recommendations included in the Comprehensive Plan.

Comment 4: I do believe the estimates in building permits issued as well as square footage of commercial development from the past GEIS study and this one is off a little bit. The past study had estimated 600 units be built including single and multi-family. I found a report that only 202 units were built from 2007-2014. It also included 140,000 SF of commercial space be built. I do not believe that is the case. The current proposed plan suggests similar SF of commercial space...I am estimating that a fraction if any will be built if the GEIS Fee structure remains as is in the proposal. (C. Mackay)

Response 4: Appendix E of the Comprehensive Plan/GEIS includes a memorandum outlining the methodology that was used to develop the buildout analysis and associated growth projections. As outlined therein, the buildout projections that were prepared for the Comprehensive Plan Update show an increase in the residential and commercial development potential, compared to the Town's 2006 Comprehensive Plan buildout analysis. The increased development potential reflects the elimination of certain more restrictive assumptions about constrained lands that have not inhibited growth over the last decade, as well as several significant zoning changes that occurred in the intervening years and increased the permitted density in certain areas (e.g., Routes 4 and 67).

Growth projections initially examined population, building permit, and household growth trends, as well as growth projections prepared by the CDRPC. Notably, the Town received a substantial number of applications in 2020, including over 1,800 multi-family and single-family residential units in a mix of major subdivisions, special use permits,

site plans, and PDDs, including residential uses in the Town's existing BP zoning district, which indicate a much faster pace of growth than that which occurred between 2007 and 2014. It should also be noted that the growth projections included in the 2006 Comprehensive Plan were comparable to the development that occurred in the Town in the intervening years.

See Responses 9 and 10 regarding non-residential mitigation fees.

Section 2.0 - Vision & Goals

Comment 5: The Comprehensive Plan Update outlines a vision for the Town, in addition to specific goals and recommendations. Stillwater aspires to retain and strengthen its rural character and open space resources, while encouraging growth in appropriate locations." This is a paragraph taken from the GEIS and Comp Plan Introduction. It is suggesting that the mission of this document is to protect our rural community, protect open space resources, encourage development where develop is already occurring and encourage economic growth. Again, I do not believe this Comp Plan has accomplished that mission for several more in-depth reasons then already mentioned. Mainly the Stillwater Business Park and other commercial or industrial re-zoning areas. (C. Mackay)

Response 5: As presented in Section 3.1.3 of the Comprehensive Plan/GEIS, "the primary goal of the land use and zoning recommendations is to encourage development in appropriate locations, while limiting development in prime agricultural and open space areas." Refer to Responses 14 and 15 regarding the recommended zoning changes along Route 76, 67, and the Route 67W Business Park district.

Section 3.0 – Environmental Setting, Impacts and Recommendations

Comment 6: I also forecast without significant changes to the towns current zoning, planning and spending our taxes will be increase significantly. This year alone Saratoga Lake Golf Clubs taxes increased over \$4,000. (C. Mackay)

Response 6: Changes to the Town's tax rates are outside the scope of the GEIS. It should be noted, however, that many of the Plan's recommendations reflect Smart Growth principles, which are intended to support more sustainable tax growth. Encouraging well-planned, mixed-use development in areas that can accommodate the growth is more efficient from a municipal expenditure perspective (i.e., concentrated maintenance and infrastructure).

Comment 7: Also, the creation of a town fund to be funded with increased taxes to study Saratoga Lake, add boat docks, boat launching, etc. is unacceptable. The town of Stillwater should not be allowed to add on a special tax to do these things because it by default would financially benefit from those things, owning browns beach. It would be one thing if they do not and it would just benefit the entire lake community but that is not the case here. It benefits the lake community and also the town. I would almost consider this double dipping to an extent. Tax the residents to build and maintain them then charge the people to use them. This is in theory a great idea...however now is not the time for it. I suggest

we decrease the debt we have and even out the residential and commercial development to increase the tax base before we go and spend some more money just to increase taxes again. (C. Mackay)

Response 7: **Comment noted. The Comprehensive Plan/GEIS does not include any recommendations related to increasing municipal taxes.**

Comment 8: My other concern in the continued increase in taxes and the constant override of the 2% tax cap. The town is obviously spending more money than it is taking in and it is showing. With the constant expenses of owning and maintaining Browns Beach and having a now fairly large water system with a lot of debt associated with it the debt within the town I believe is piling up. We need commercial development to help with this or taxes will continue to rise and eventually people will leave this town as that is one of the many reasons they are here in the first place. (C. Mackay)

Response 8: **Many of the Comprehensive Plan/GEIS recommendations are intended to encourage commercial development, diversify the tax base, and increase revenue, including the recommended zoning changes along Routes 67 and 76 and many of the community character recommendations identified in Section 3.11 of the document.**

Comment 9: Fees are not the answer to increase the revenue of Stillwater. GEIS Fees only inhibit a town's economic growth, especially when other towns right next door eliminated portions of GEIS Fees for commercial development. We are not competitive in that aspect. Why would someone build in Stillwater and pay an extra \$100,000 in fees when they can go 5 miles away and save that money? The only companies that can justify paying these fees are large corporations, which almost 90% of residents do not want to see superstores or large-scale corporations. The proposed fee structure for commercial development based on the Saratoga Lake Golf Club clubhouse represents a 534% increase in fees for that particular project. I will tell you that that building would not exist if these fees were in place today. (C. Mackay)

Response 9: **The intent of the GEIS mitigation fee structure is to distribute equitably the measures needed to mitigate potential impacts. These are "fees in-lieu of mitigation" that are intended to address/alleviate future impacts so that no one development is overly burdened with the mitigation responsibility. In addition, several of the proposed mitigation fees reflect reductions, compared to the Town's current fees. Notably, the current farmland and open space mitigation fee is \$3,159.72 per acre of disturbance and is recommended to be reduced to \$1,726.84 per acre of disturbance. The current residential parks and recreation fee is \$913 per dwelling unit and is recommended to be reduced to \$422 per dwelling unit in the Comprehensive Plan/GEIS 2020 Update.**

Comment 10: The Town of Malta exempts commercial development from their Parks and Recreation mitigation fee and that has greatly affected what gets built in that area. Their 2020 mitigation fees are as follows for commercial development and they increase 2.5% per year.

GEIS Prep: \$162 per traffic trip

Traffic Mitigation: As determined by CDTC consultation (fee is determined by CDTC)

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For residential it includes the fees above as well as \$1,037 per dwelling unit. I would like to propose to the town that the Parks and Rec fee as well as the EMS fee be exempt from commercial construction. Commercial construction has little to no effect on the parks and recreation areas within the town. Common sense tells me workers come to work and then they go home and take the kids out in the area that they live in without using any of the town's recreational resources. I would like to see some sort of factual data that shows otherwise and the Advisory Board should want to see the same data before making a decision like that. A commercial building would also have little effect on any new EMS Station it would not see a use for it. The main purpose for EMS is to provide immediate medical care to the people that most need it. How often do you see ambulances and EMS staff needed at businesses? They are mostly seen at houses, car accidents, etc. This is just my opinion. The tax benefits of actually having some commercial buildings in the area would greatly outweigh the income from the mitigation fees. (C. Mackay)

Response 10: See Response 9. The Comprehensive Plan/GEIS recommends applying the mitigation fees to both residential and non-residential uses so as not to overburden residential development when non-residential uses are also contributing to the identified impact. With respect to the Comprehensive Plan/GEIS, this includes commercial development generates traffic, consumes land, and increases demand for emergency services, and commercial employees increase demand for recreational resources. As also noted in Response 8, the plan includes multiple recommendations to encourage commercial development in the Town.

Comment 11: GEIS Fee's for commercial buildings: These fees setup as they are will make it impossible for any business owner to want to set up shop in this town. I recently put a 3,200 SF shop in the town of Malta. The shop itself cost just under \$300,000. If I put this shop in Stillwater with these fees this shop would have cost as follows:

Shop Cost: \$300,000

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NEW COST OF SHOP: \$1,818,533

These numbers are extremely concerning, especially if someone came in and wanted to put in a large distribution warehouse or office building which is much needed for the towns tax base. If someone wanted a 50,000 SF building the fees alone would cost them as follows:

EMS: $50,000 \times 232 = \$11,600,000$
Parks and REC: $50,000 \times 241 = \$12,050,000$

Just the fees themselves would be more expensive than the actual building and would grind any commercial development in this town to a halt. (C. Mackay)

Response 11: The calculations included in the comment were based on an error that appeared in a presentation slide, which incorrectly indicated that the commercial fees were per SF instead of per 1,000 SF. The DGEIS included the correct information and, once this error was identified, the error was corrected in the presentation slide.

Comment 12: The Stillwater Waterfront can be a great asset to the community. Unfortunately, this area is plagued with old, decrepit buildings for the most part. Dom's pizza is one of the exceptions, they have done a great job with their new facility. I would suggest that town offer some sort of Downtown Revitalization grant. I know the state or federal government offers something similar. I would also suggest that anyone building along this corridor be exempt from GEIS fees altogether. There should also be tax exemptions allowed to help encourage growth here. Or else I do not really see much occurring here in the future. The old Admirals is a great place to start! (C. Mackay)

Response 12: As described in Section 1.0 of the document, the Hudson River WRP is a component of the Comprehensive Plan Update and is included in its entirety in Appendix A. The recommendations of the WRP are reflected in Section 3.0 of the Comprehensive Plan/GEIS, including improving Hudson River waterfront access and tourism-based river access, as well as identifying potential funding opportunities. This area is also envisioned to be one of the TDR "Receiving Districts," which would allow additional density, encouraging development along the corridor. The Town actively pursues State and Federal grant funding for a variety of projects.

Comment 13: Traffic mitigation plan- what is the estimated cost of the traffic improvements for Route 9P and 76 intersection? When the fee collection hits that amount these fees should be eliminated. Same with the EMS Station fee. (C. Mackay)

Response 13: As identified in Section 3.2.3 of the Comprehensive Plan/GEIS, the "cost of signal installation and associated traffic calming measures at the intersection is estimated at \$385,000." As presented in Table 11 of the document, only \$156,441 of this total cost would be collected through mitigation fees, representing the portion of future demand attributable to new development. Similarly, for the EMS Station fee the total estimated cost of the station is \$1.55 million, \$485,330 of which is envisioned to be collected through mitigation fees.

Comment 14: The Stillwater Business Park is proposed to be in a middle of farmland. Farmland that 77% of our survey respondents think it is very important to protect. The location of the park is also in an area where 70% of the respondents think should not be developed.

Those individuals believe that development should occur where there is existing development and supporting infrastructure. Neither occurs or exists in this location. The access is not ideal for any major office complex or anything with major traffic. Any builder or business owner looking to put in a new office building or industrial facility will look at the hill on Farley Road and Sawmill Hill Road and “I am out, these roads can’t handle my traffic and the cost of infrastructure is too high”. Part of the new fees associated with this plan call for a traffic mitigation fee for a light on Route 9P and County Route 76. A 1,400-acre development in this location currently with no development is going to need similar if not more traffic mitigation devices.

The Stillwater Business Park

- The area is farmland which we are trying to protect
- The only utility available is water.
- There is no sewer or gas that is close by any means.
- This area is also largely populated with estate sized lots throughout and would really put a damper on the quality of life.
- Receive much opposition from residents when something is proposed.

The Route 67 Business District:

- North side of road is very steep slopes
- South Side is wetlands
- Ease of access to major roadways is great but the geography and soils limit development (C. Mackay)

Response 14: As outlined in Section 3.1 of the Comprehensive Plan/GEIS, the existing Route 67 West Business Park District has not experienced the growth that was envisioned for this corridor, despite the presence of infrastructure, including water, wastewater, and natural gas. To address this condition, the Plan recommends revisiting the zoning regulations in the district to allow a greater mix of uses. With the exception of Farley and Cold Springs Road, the amended district is not envisioned to extend north beyond its current boundary, with the existing farmland to the north rezoned to T2 and designated a TDR “Sending District” to incentivize this area of the Town remaining open space and agriculture. With respect to Route 67 West Business Park and proposed zoning changes, relevant environmental, cultural, and community resources are evaluated. More specifically, such resources as soils, topography, wetlands, waterbodies, and agricultural uses were carefully mapped and analyzed. Furthermore, a related Comprehensive Plan amendment included requisite community outreach and public hearings. Together, this analysis and community input were used to inform the original Route 67 West Business Park zoning efforts, as well as the now proposed revisions. Finally, the buildout analysis and growth projection herein contemplated these resources, as well.

As noted in Section 8.0, “As future development and/or land use actions (e.g., zoning changes) are proposed within the Town, the Lead Agency for each proposed action will

be responsible for carrying out the requirements of SEQR, including potentially a supplement to the final GEIS if the subsequent proposed action was not addressed or was not adequately addressed in the GEIS and the action may have one or more significant adverse impacts.” Any future SEQR analysis of proposed zoning changes would need to assess the potential traffic implications associated with their adoption.

Comment 15: The other areas proposed to be re-zoned like the county route 76 business district are both areas with no development currently occurring and they also do not have supporting infrastructure. The town may want, hope and encourage these areas to be developed...which is fine but that does not mean it will actually happen.

The Neighborhood Business District: 75 and 76 intersection

- Great spot for this zoning
- No utilities available

The Route 76 Business District:

- Same issues as the Stillwater Business Park
- Very residential area
- Not any utilities available
- Large wetlands
- Will potentially receive a lot of opposition from area residents (C. Mackay)

Response 15: Comment noted. The intersection of CR 76 and 75 is currently zoned B-1; despite this zoning, the location has not experienced the development the Town envisioned. The recommended zoning changes include rezoning to create a “crossroads hub,” in addition to applying a transect approach to CR 76 to the east and west – a well-trafficked corridor between Saratoga Lake and the Village. As presented in Section 3.3.1 of the Comprehensive Plan/GEIS, there is a Village water main along the length of CR 76, and 152 parcels along the route are within the Town’s Water District No. 5, Extension No. 1. The goal of the proposed zoning changes in this corridor is to provide more flexibility and allow for growth in a manner that is compatible with the environment with respect to existing residential development and nearby natural resources. As noted in Response 14, any future SEQR analysis of proposed zoning changes would need to assess the potential traffic implications associated with their adoption.

Comment 16: My argument for rezoning the cold springs road corridor commercial, mixed use, or the like still remains the same. It checks all the boxes for not only what town residents would like to see but also what any builder or developer would like to see, it just requires a re-zoning.

I also believe there should be a zoning change associated with Cold Springs Road Corridor. This area is prime for commercial development and right now there is not really any proposed changes to the zoning.

- All the major roadways are in place to service large amounts of traffic.
- There is sewer and multiple water lines along the road and gas is not too far behind.
- There are currently no houses down the main stretch of roadway which would limit any opposition from residents.
- All the traffic patterns would be coming from Malta.
- All the employees would be living in Malta, Saratoga, or Clifton Park...possibly Glens Falls and would be coming thru the tech park.
- Basically, all the benefits of having commercial buildings with none of the side effects. (C. Mackay)

Response 16: **Comment noted. Figure 11, “Future Land Use Map,” and Section 3.1 have been updated to include a recommendation to explore additional land use changes that may accommodate a broader mix of commercial, residential, light industrial, or warehousing along the Cold Springs Road corridor, in consideration of the area’s existing residence, available supporting infrastructure and services, and nearby natural resources.**

Comment 17: I am also reading about the possibility of funding a senior or public transportation system within the town. This is nothing that the town can afford at this time and it should not even be considered. The only thing that could be potentially possible is a stop on the CDTA Line. (C. Mackay)

Response 17: **The Comprehensive Plan/GEIS does not recommend funding a transportation system within the Town. Section 3.2.3 recommends “promoting and improving public transportation service and carpool options and informing senior residents of the transportation resources available to them. The Town continues to advocate for improved CDTA connections.**

Comment 18: Mechanicville Reservoir Protections- I do not believe the town of Stillwater and its taxpayers should be assisting monetarily to protect another cities water supply. Our taxpayer dollars need to go to improve our resident’s way of life. In my opinion within the next 15 years the city of Mechanicville will eventually be hooked into the Town of Stillwater’s supply or Saratoga county’s and any long-term protections set up and paid for now would not be worthwhile. (C. Mackay)

Response 18: **Comment noted.**

Comment 19: Development Rights- I am still unsure of how this works. Would a farmer sell his development rights to a builder but still maintain possession of his property? Is the town purchasing development rights and then selling the land? Some better clarification on this is much needed for me. (C. Mackay)

Response 19: **Section 3.6.3 of the Comprehensive Plan/GEIS includes a description and graphic of how TDR programs typically work, as well as a map of the envisioned sending and receiving districts. The specific mechanics of how such a program would work (e.g., the managing entity, the valuation of development rights) will be refined by the Town should they choose to adopt the program in the future.**

Appendix I: Public Comments on the DGEIS

GEIS and Comprehensive Plan

Notes:

I would like to thank the town for using the resources and putting together a much needed revision of the towns GEIS and Comprehensive plan. This is a very important document that will lead that town into the next 10 years, however I do feel as if it is incomplete for several reasons:

- 1: The Advisory Committee did not list the planning board chairman or any member of the zoning board. The comprehensive plan has long term planning and zoning changes in mind. The appropriate people should have been on this committee so their valuable input could be recognized. Long term planning has a lot of moving parts and the boards that will be enforcing the zoning should have been a part of that after all zoning is planning and vice versa.
2. I do not believe the public workshops were properly marketed. I have checked the town website constantly as well as the local paper every week for the past 2 or 3 years and I have not seen any sort of notification for a public workshop meeting.
3. The update video on youtube I happened to stumble upon mentioned throughout the planning and outreach process there was a lot of ongoing stakeholder engagement including residents of the town and the business community. As not only the largest landowner in the town but also the owner of one of the most public facing business in the town...Saratoga Lake Golf Club, I would think that I would be one of the largest stakeholders in the town of Stillwater when it comes to long term planning and would have been more involved. I received one phone call for a survey. I requested specifically to be directly involved with the new Comprehensive Plan when it was first announced multiple times and even requested to be on the committee.
4. The youtube video also states part of the community vision is to encourage growth in the appropriate locations. I do not believe the proposed new zoning for the cold springs road corridor reflects that. Leaving this entire area zoned residential is detrimental to the growth of the town. If this area was built out as zoned it would be almost 1,000 homes which would overrun our school district and place a huge burden on the sewer system.

Allowing a business park, industrial, mixed used, or commercial buildings in this location would provide all the benefits to the town with none of the traffic or residential effects. The majority of these employees would be living in Malta, Saratoga, or Clifton Park and would all come thru the tech campus to get to work. There is an adequate road system already in place, sewer and 3 different water distribution mains along the road. Gas is not far behind either. I had mentioned in the pass to Lindsay that this area should be changed and she had agreed and we both thought that commercial or mixed use are both great options. Almost all the pieces to the puzzle are there to grow appropriately in this area...we should be putting them together and a change in zoning is the start of that.

5. What are the estimated cost of improvements for the traffic mitigation plans for the 9P and county route 76 intersections?

6. GEIS Fee's for commercial buildings: These fees setup as they are will make it near impossible for any business owner to want to set up shop in this town. I recently put a 3200 SF shop in the town of Malta. The shop itself cost just under \$300,000. If I put this shop in Stillwater with these fees this shop would have cost as follows:

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“The Comprehensive Plan Update outlines a vision for the Town, in addition to specific goals and recommendations. Stillwater aspires to retain and strengthen its rural character and open space resources, while encouraging growth in appropriate locations.”

This is a paragraph taken from the GEIS and Comp Plan Introduction. It is suggesting that the mission of this document is to protect our rural community, protect open space resources, encourage development where development is already occurring and encourage economic growth. Again, I do not believe this Comp Plan has accomplished that mission for several more in-depth reasons than already mentioned. Mainly the Stillwater Business Park and other commercial or industrial re-zoning areas.

I also forecast without significant changes to the town's current zoning, planning and spending our taxes will increase significantly. This year alone Saratoga Lake Golf Clubs taxes increased over \$4,000.

The Stillwater Business Park is proposed to be in a middle of farmland. Farmland that 77% of our survey respondents think it is very important to protect.

The location of the park is also in an area where 70% of the respondents think should not be developed. Those individuals believe that development should occur where there is existing development and supporting infrastructure. Neither occurs or exists in this location. The access is not ideal for any major office complex or anything with major traffic. Part of the new fees associated with this plan call for a traffic mitigation fee for a light on Route 9p and County Route 76. A 1,400-acre development in this location currently with no development is going to need similar if not more traffic mitigation devices.

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Thank you for your time and I am looking forward to seeing the results.

Cailean Mackay
518-390-0321

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The tax benefits of actually having some commercial buildings in the area would greatly outweigh the income from the mitigation fees.

5. I do believe the estimates in building permits issued as well as square footage of commercial development from the past GEIS study and this one is off a little bit. The past study had estimated 600 units be built including single and multi-family. I found a report that only 202 units were built from 2007-2014. It also included 140,000 SF of commercial space be built. I do not believe that is the case. The current proposed plan suggests similar SF of commercial space...I am estimating that a fraction if any will be built if the GEIS Fee structure remains as is in the proposal.

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Thank you for your time and consideration on this matter.