APPENDICES

Appendix A - Public Meeting Summaries

Appendix B - Community Outreach Results

Appendix C - Mapping

Appendix D - Inventory Data

Appendix E - Relevant Studies

APPENDIX A

Public Meeting Summaries

Queensbury (T) Comprehensive Plan & Zoning Code

Project Advisory Committee Kickoff Meeting

August 29, 2022 @ 7:00 pm

Queensbury Activity Center, 724 Bay Road, Queensbury, NY

PAC Meeting #1 - DRAFT SUMMARY NOTES

Attendees:

Committee Members

- Stu Baker, Senior Planner
- Pamela Lester Golde, Resident
- Stephen Traver, Planning Board
- Bob Sears, Resident
- Tim McNulty, Town Board

Consultant Team

- Bob Murphy, Barton & Loguidice
- Dan Theobald, Barton & Loguidice

1. Introductions

Stu Baker began the meeting by explaining the roles of the committee, the consultants, and the Town. He introduced himself as the Town Planner. He has been with the Town for 18 years. The committee introduced themselves and followed with their concerns and visions for the Town.

Pamela Baker is a semi-retired Landscape Architect. She lives on Lake George and has been a resident of the area for most of her life. She has concerns about zoning and inconsistent land use determinations between organizations. Her biggest concern is with development in critical environmental areas.

Stephen has been a planning board member since 2006. He grew up in Lake George and is semi-retired from ARC. Stephen expressed concerns about unapproved development; and wonders if stricter zoning and allowing less variances will resolve this. Stephen would like to have some sort of FIND database within the town that can locate illegal buildings.

Tim has lived in Queensbury for 8 years. He is a Town Board member. Tim would like to protect the residential character of the Town, and he has concerns about short-term rentals. He would like to see a noise ordinance as well as a limit to development in environmentally sensitive areas and areas with steep slopes. Lastly, Tim would like to see Contractor Infrastructure Development requirements; meaning elements that must be required for any new developments.

Bob works in commercial real estate. He spoke about the demand for housing in the Town. Apartments that are well maintained fill up quickly. He believes inadequate housing stock will be a long-term problem in the Town if they do not start designating areas for smart residential growth. He believes the Town should look into

conservation subdivisions as a way to conserve space but respond to the demand of housing. Bob would like thee Town to have target areas to build workforce housing.

The purpose of this meeting was as follows:

a. Discuss the project scope and schedule
b. Discuss Comprehensive Planning 101
c. Discuss the Community Outreach Plan

2. Scope & Schedule

Bob M. led the Committee through the project scope and schedule. There were no additional comments.

3. Comp Plan 101

Dan presented to the committee Comprehensive Planning 101. Bob suggested that we use the previous vision statement from the last comprehensive plan as a base for the new one. Bob M. added that we will use the previous comprehensive plan as a base, but the project team would like to do a community profile first before starting a vision statement.

4. Community Outreach Plan

Bob M. discussed community outreach methods. The committee suggested utilizing fire departments as public meeting spaces. The Committee had suggestions for getting the word out: they suggested making announcements at the Town Board meetings, putting announcements in the water bill, contacting the Town Reporter (Jana). They mentioned some community groups to keep in the loop: Lake George Association, Sunnyside Lake Association, Glen Lake Protective Association, Queensbury Economic Development Corporation, and Queensbury Historical Society. Stu suggested we book the activity center in advance since it fills up quickly.

Dan presented examples of the project homepage and interactive map. He used the City of Lockport Comprehensive Plan and Zoning Code Update home page as an example. The committee did not have any questions or comments on the home page.

He presented the Village of Frankfort Comprehensive Plan Interactive Map page. The committee believes this will be a great outreach tool and its innovative nature will garner a large response. Stephen suggested posting public meeting dates on the interactive map page. The committee had questions about dropping pins for ideas and concerns. They also supported the idea of having different topics via different layers. One topic suggested was having a pin where users can recommend new EV charging stations. There was also discussion on if users should leave their name, email, age, organization, zip code, or neighborhood.

5. Next Steps

Committee

- Share Existing Plans & Studies

- Review B&L Deliverables

B&L Team
- Review Existing Plans & Studies
- Develop Public Participation Plan
- Draft Community Profile
- Social PinPoint Setup

Next Meeting
- Mid October, TBD

The Queensbury (T) Project Advisory Committee Kickoff Meeting adjourned at 8:30 pm.

Queensbury (T) Comprehensive Plan & Zoning Code

Comprehensive Plan and Codes Steering Committee Meeting #2

October 20, 2022 @ 7:00 pm

Queensbury Activity Center, 724 Bay Road, Queensbury, NY

PAC Meeting #2 - SUMMARY NOTES

Attendees:

Committee Members

- Stu Baker, Town Planner
- Pamela Lester Golde, Resident
- Stephen Traver, Planning Board
- Bob Sears, Resident
- Tim McNulty, Town Board
- Heidi Robak, Resident
- Brent McDevitt, Resident
- Harrison Freer, Councilperson Ward 2

Consultant Team

- Bob Murphy, Barton & Loguidice
- Morgan Washburn, Barton & Loguidice

1. Introductions

Stu Baker began the meeting by reviewing the draft of meeting summary notes from the August 29 Committee Meeting. After asking the Committee if they had any edits themselves, he added one concern that should be listed as Page 1 – Stu Baker – Senior Planner, 18 years. The Committee followed by introducing themselves.

The purpose of this meeting was as follows:

a. Discuss the project scope and schedule
b. Discuss Social Pinpoint
c. Discuss the Community Profile
d. Community Survey & public engagement plan
e. Discuss virtual PIM #1

The edits will be made and the summary will be distributed to the Committee.

1. Project Scope & Schedule

Bob M. led the Committee through the project scope and schedule. There were no additional comments.

2. Social Pinpoint

Bob discussed the progress and context of the Social Pinpoint engagement tool and interactive map. He went through each layer and addressed any previous comments that had been received from the Committee. He then asked about any new concerns and explained that these concerns/comments would be addressed before the Social Pinpoint goes live to the public. Dan Theobald (B&L) had distributed a memo to the Committee earlier in the day on October 20 that listed out comments from the Committee and how they were addressed.

Comments during the Committee Meeting included:

Parks
- Call the "Parks" layer "Recreation"
    - Add more locations for public and private recreational facilities
- Should create Town Center or Centers – there are none currently in Queensbury
- Different layers for public vs private open space (Town vs. everything else)
- Preserved forestland on Lake George
- Connections between rec spaces

Economic Development
- Take Main Street corridor line to Van Duesen from City Line
- Add Bay Road as an economic corridor
- Identify the airport as an economic node or attraction
- Queensbury Avenue from Route 32 to Hicks Road (Route 52)
- Dix Ave to Queensbury Ave
- Extend Quaker Road to Route 254
- Vestige property is owned by the IDA

Housing
- Correct single/multi properties – there are discrepancies in the County Property Data
- Overlay district allow for multi-family and senior housing

Environmentally Sensitive Areas
- Add definition of environmentally sensitive areas to Social Pinpoint layer

Historic Sites
- List of eligible and listed sites
- Ask George for historic data and more recent Town-specific parcel data

3. Community Profile

Bob discussed the progress of the Community Profile including the document layout, topics to be covered, and a brief overview of the findings.

Comments included:
- Adding sustainability and resilience
- Acknowledging seasonal housing patterns and how they affect demographic data and physical elements (traffic, water demand, etc.)
- Add neighboring community collaboration and regional collaboration to inventory

4. Community Survey & Public Engagement Plan

Bob then discussed the community survey that will be launched after the virtual PIM. He also discussed the public engagement plan for the overall project. The committee discussed PIM #1 and a plan to promote it. The virtual PIM will be held on November 30 at 7:00pm.

Additional comments included:

- Take advantage of the Senior Center and AARP to promote public events
- Using the water bill approach to promote was favored
- Encourage students to attend meetings for credit in history/government classes
- "homeowners groups" for Lake Committees
- Boy Scout groups
- Post Star, Chronical, and LG Mirror
- Conducting a February public meeting as a hybrid format for the "snowbirds"

5. Virtual PIM #1

Bob discussed an overview of the Virtual PIM #1 and its purpose. This meeting will give an overview of the project scope, schedule, and completed sections.

Comments included:

- Promotional Flyers at voting locations in each Town Ward
- Focus on sustainability and resilience in Community Survey
- Promote at Town meetings, social media, TV (Look TV)
- Promote at hockey games, football games, soccer sectionals, turkey trot, rodeo

6. Next Steps

Committee

- Review and comment on Community Profile and PEP
- Review and comment on draft Community Survey
- Begin promoting public feedback on Social Pinpoint and PIM #1

B&L Team

- Distribute Committee Meeting #2 slides to Committee
- Continue drafting Community Profile and will circulate it to the CPCSC
- Finalize Social Pinpoint setup for public feedback
    - Launch Social Pinpoint
    - Date: TBD
- Complete draft Public Engagement Plan
- Prepare draft Community Survey to be circulated to the CPCSC
- Prepare for PIM #1
- Promote PIM #1 at Adirondack Thunder game on November 23
- Prepare Promotional Flyer for PIM #1

Next Meeting

- PIM #1 – November 30, 2022 7:00pm (virtual)
- Committee Meeting #3 – January, 2023

The Queensbury (T) Project Advisory Committee Kickoff Meeting adjourned at 9:00 pm.

1

Warren County
Town of Queensbury
2022
New York

Comprehensive Plan & Zoning Code Update

Committee Meeting #2 | October 20, 2022

Town of Queensbury

B&L

Tonight's Agenda

INTRODUCTIONS

PROJECT SCOPE & SCHEDULE

SOCIAL PINPOINT

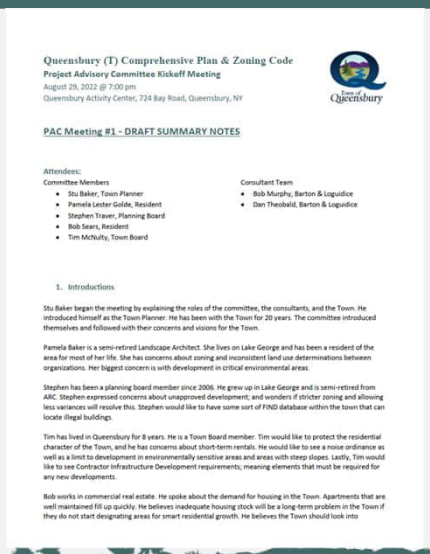
COMMUNITY PROFILE

COMMUNITY SURVEY & PUBLIC ENGAGEMENT PLAN

VIRTUAL PIM #1

NEXT STEPS

Committee Meeting #1 Summary



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Project Team

TOWN OF QUEENSBURY

- John Strough – Town Supervisor
- Anthony Metivier – Councilperson Ward 1
- Harrison Freer – Councilperson Ward 2
- George Ferone – Councilperson Ward 3
- Tim McNulty – Councilperson Ward 4
- Caroline Barber – Town Clerk
- David Duell – Highway Superintendent
- Michael Muller – Justice
- Eric Schwenker - Justice

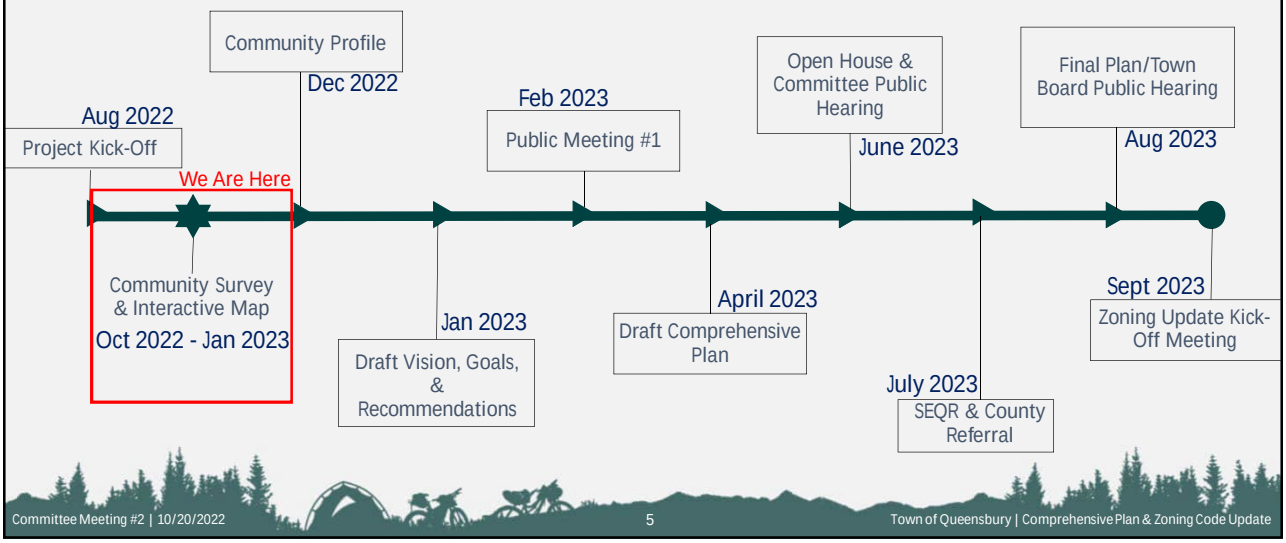
UPDATE COMMITTEE

- Harrison Freer
- Pamela Lester Golde
- Brent McDevitt
- Tim McNulty
- Heidi Robak
- Bob Sears
- Stephen Traver

B&L

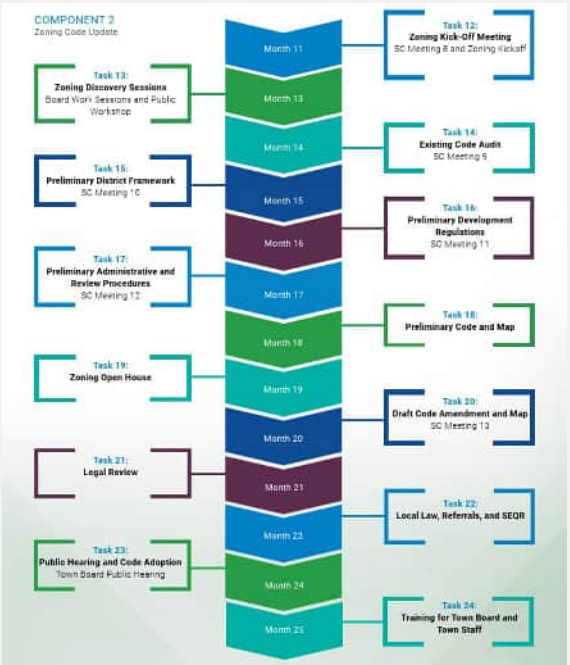
- Robert Murphy Jr., AICP - Community Planner
- Daniel Theobald, AICP – Community Planner
- Morgan Washburn – Community Planner

Project Schedule



Project Scope & Schedule

Component 2: Zoning Code Update



Social Pinpoint & Interactive Map

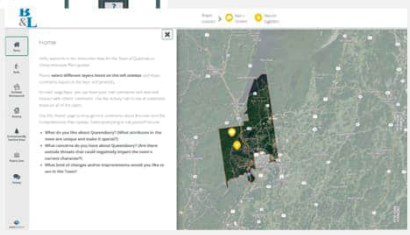
Social Pinpoint

- Social PinPoint Homepage:

https://bartonloguidice.mysocialpinpoint.com/town-of-queensbury-comprehensive-plan-and-zoning-code-update

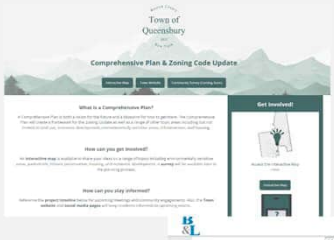
- Interactive Map Homepage:

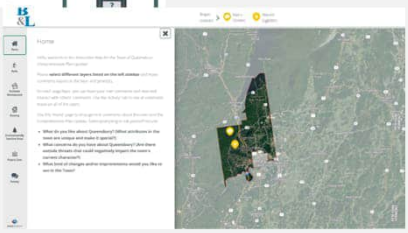
https://bartonloguidice.mysocialpinpoint.com/town-of-queensbury-comprehensive-plan-and-zoning-code-update/map#/sidebar/tab/home



Social Pinpoint

- Interactive Map Homepage:
  - Topic layers
  - Prompted questions
  - User interface
  - Feedback promotion
- We have received feedback to include more parks. Are there others that we are missing?
  - Clendon Brook
  - Leon Steves Big Bay Preserve
  - Cole's Woods
  - Adirondack Sports Complex
  - Morse Athletics Complex

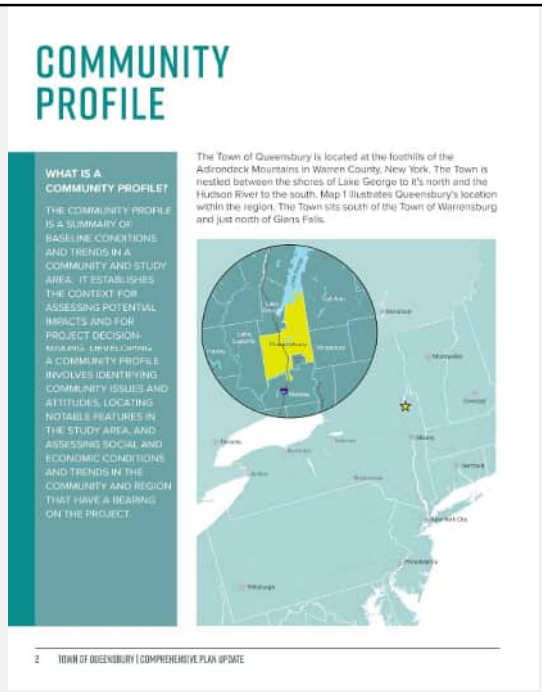




Community Profile

- Setup Structure & Findings

Document Layout



COMMUNITY PROFILE

WHAT IS A COMMUNITY PROFILE?

THE COMMUNITY PROFILE IS A SUMMARY OF BASELINE CONDITIONS AND TRENDS IN A COMMUNITY AND STUDY AREA. IT ESTABLISHES THE CONTEXT FOR ASSESSING POTENTIAL IMPACTS AND FOR PROJECT DECISION-MAKING. DEVELOPING A COMMUNITY PROFILE INVOLVES IDENTIFYING COMMUNITY ISSUES AND ATTITUDES, LOCATING NOTABLE FEATURES IN THE STUDY AREA, AND ASSESSING SOCIAL AND ECONOMIC CONDITIONS AND TRENDS IN THE COMMUNITY AND REGION THAT HAVE A BEARING ON THE PROJECT.

The Town of Queensbury is located at the foothills of the Adirondack Mountains in Warren County, New York. The Town is nestled between the shores of Lake George to it's north and the Hudson River to the south. Map 1 illustrates Queensbury's location within the region. The Town sits south of the Town of Warrensburg and just north of Glens Falls.

2 TOWN OF QUEENSBURY | COMPREHENSIVE PLAN UPDATE

Community Profile

- Topics to be covered:

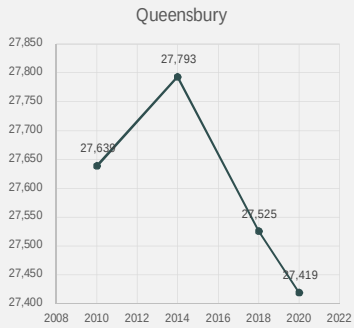
- Location
- History
- Population
- Housing
- Employment/Earnings
- Industry
- Environmental Conditions: Environmentally Critical Areas, Wetlands, etc.
- Transportation
- Community Assets: Parks, Trails, Lakes, Waterways
- Community Services
- Historic Resources

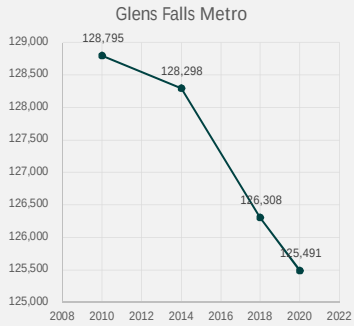
Community Profile

- For this Community Profile we looked at demographic trends for:
  - Town of Queensbury
  - Warren County
  - Glens Falls Metro

Population

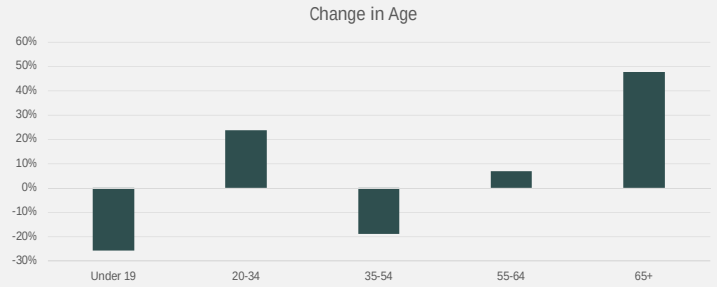
- Population based on Census Tract
- Since 2010, all areas have been decreasing in population
- The Glens Falls Metro area is losing population at the fastest rate.
  - Metro: -2.6%
  - County: -2.3%
  - Town: -0.8%

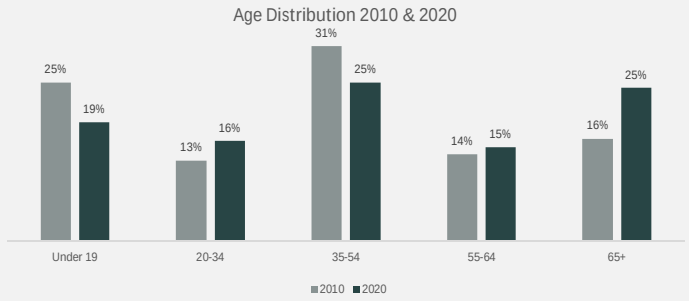




Age

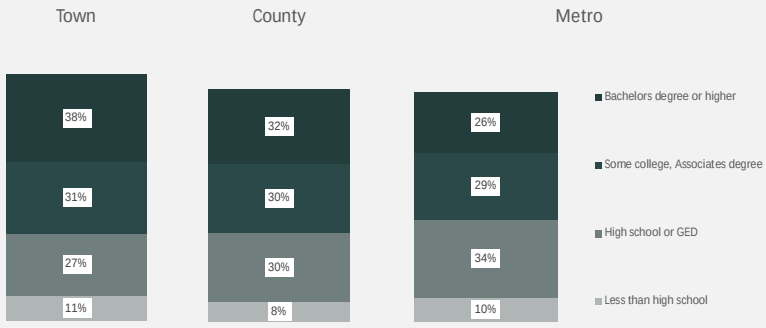
- Queensbury has an aging population
  - Especially in the 65+ cohort
- The Town is seeing an increase in young families 20-34 age cohorts
- the largest age cohorts are the 35-54 and 65+ cohorts, making up 50% of the population





Education

- Educational attainment is balanced between the Town, County, and Metro
  - Queensbury has the highest share of people with some college or more



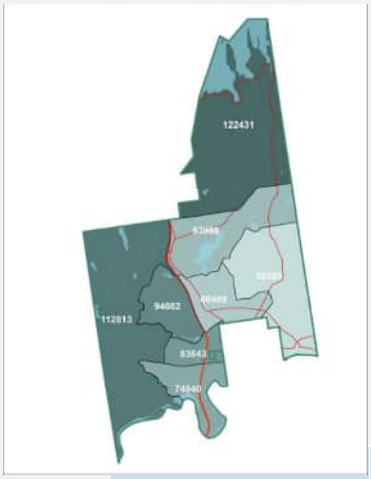
Employment

- 32% of employment is within the Educational services, and health care and social assistance industry

INDUSTRY	Town	
Civilian employed population 16 years and over	13,998	
Agriculture, forestry, fishing and hunting, and mining	7	<1%
Construction	788	6%
Manufacturing	1040	7%
Wholesale trade	475	3%
Retail trade	1702	12%
Transportation and warehousing, and utilities	574	4%
Information	167	1%
Finance and insurance, and real estate and rental and leasing	685	5%
Professional, scientific, and management, and administrative and waste management services	1125	8%
Educational services, and health care and social assistance	4434	32%
Arts, entertainment, and recreation, and accommodation and food services	1604	12%
Other services, except public administration	513	4%
Public administration	884	6%

Income

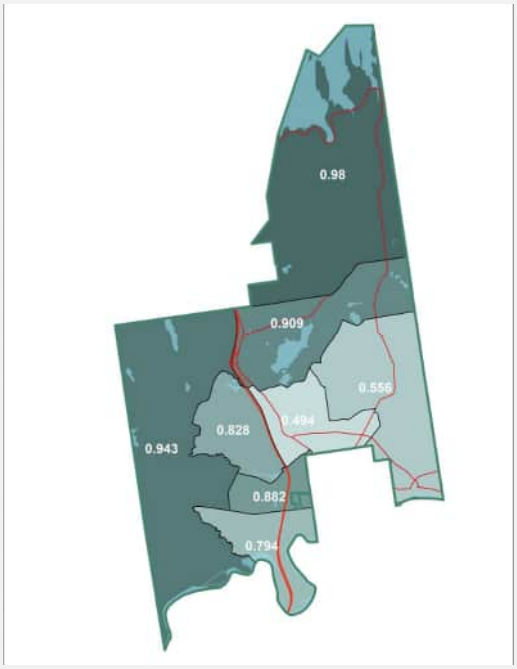
- Median household income per Census Tract
- All three geographies have had increasing incomes since 2010
  - Queensbury has seen the highest increase between 2010-2020 (+27%)



	Town	County	Metro
2010	$61,009	$51,619	$50,149
2020	$77,633	$64,658	$62,284
% Change 2010-2020	+27%	+25%	+24%

Housing

- Percentage of Single Family Units per Census Tract



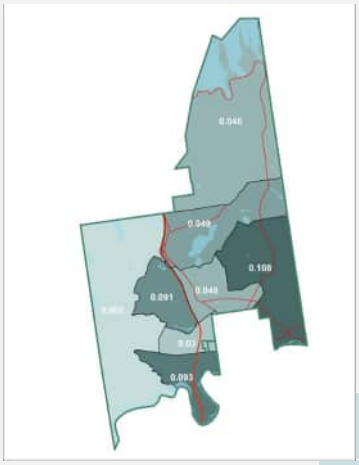
Housing

- Vacant housing units have increased by 2%
- Number of new units in each Census Tract

	2010		2020	
Total Housing Units	12,999		14,328	
Occupied Housing Units	11,483	88%	12,360	86%
Vacant Housing Units	1,516	12%	1,968	14%

Economic Indicators

- Poverty rate in each Census Tract
- The population for whom poverty status is determined in Queensbury is 3.6% lower than that of the Glens Falls Metropolitan Area



	2020
Town	6.1%
County	8.5%
Metro	9.7%

Community Survey & Public Engagement Plan

In-Person Methods

- Community Forums
- Open Houses
- Design Workshops & Charrettes
- Walkabouts
- Tactical Urbanism Installations
- Get out in the community!

Public Engagement Plan

- Virtual PIM #1
  - Date?
  - How will we promote it?
- Community Survey
  - What kinds of questions should be included?
  - How will we promote it?

Survey Examples:
Town of Manlius
Town of Greenville

Virtual PIM #1

- At this meeting we will give an overview of the project scope, schedule, and completed sections
- Collect feedback from attendees on completed sections
- The Community Survey and photo contest will be launched following this meeting

Public Engagement Objectives

- Who should we engage with?
  - Interest groups
  - Stakeholders
- Locations
- Days/Times for Engagement

- How should this be promoted?
  - Online or mailed surveys
  - Websites / social media
  - Live and pre-recorded webinars
  - Crowdsourcing

Public Engagement Plan Timeline

A. 12 Steering Committee Meetings
- Month 0-20

B. One (1) Virtual Kickoff Meeting PIM
- Month 3

C. One (1) Online Community Survey
- Month 4

D. Key Person Interviews
- Months 4-5

E. Comp Plan Open House
- Month 10

F. Comp Plan Steering Committee Public Hearing
- Month 10

G. Comp Plan Town Board Public Hearing
- Month 12

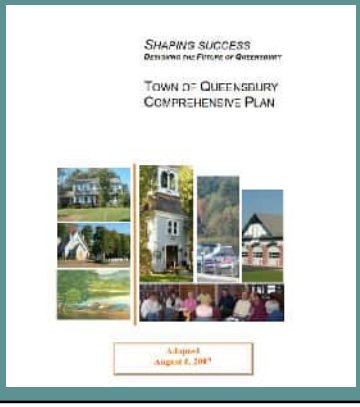
H. One (1) Zoning Public Workshop
- Month 13

I. Zoning Steering Committee Open House
- Month 19

J. Zoning Town Board Public Hearing
- Month 24

Next Steps

- Our Homework & Yours



Next Steps

B&L Team

- Continue drafting Community Profile and will circulate it to the CPCSC
- Finalize Social Pinpoint setup for public feedback
  - Launch Social Pinpoint
  - Date: TBD
- Complete draft Public Engagement Plan
- Prepare draft Community Survey to be circulated to the CPCSC
- Prepare for PIM #1

CPCSC

- Review and comment on Community Profile and PEP
- Review and comment on draft Community Survey
- Begin promoting public feedback on Social Pinpoint and PIM #1

Next Meeting:

- PIM #1 – TBD
- CPCSC Meeting #3 - TBD

30

Thank You!

Stay safe and well ☺

Queensbury (T) Comprehensive Plan & Zoning Code

Comprehensive Plan and Codes Steering Committee Meeting #3

August 9, 2023 @ 7:00 pm

Queensbury Activity Center, 724 Bay Road, Queensbury, NY

PAC Meeting #3 - SUMMARY NOTES

Attendees:

Committee Members

- Stu Baker, Town Planner
- Pamela Lester Golde, Resident (via Zoom)
- Stephen Traver, Planning Board (via Zoom)
- Bob Sears, Resident
- Harrison Freer, Councilperson Ward 2
- Heidi Robak, Resident

Consultant Team

- Bob Murphy, Barton & Loguidice

Absent

- Tim McNulty, Town Board
- Brent McDevitt, Resident

1. Committee Business & Project Schedule

Mr. Murphy began the meeting by reviewing the draft of meeting summary notes from the October 20 Committee Meeting and PIM #1 on November 30. After asking the Committee if they had any edits, there was no additional comment and the summaries were approved.

The purpose of this meeting was as follows:

a. Discuss committee business and project schedule
b. Review and discuss Community Profile & PIM #1
c. Discuss draft Community Survey
d. Discuss and brainstorm vision and goals
e. Discuss virtual PIM #2

The edits will be made and the summaries will be distributed to the Committee. Bob M. led the Committee through the project scope and schedule. An additional Steering Committee meeting will be added to the timeline, and the timeline will be moved up.

2. Community Profile & PIM #1 Review

Mr. Murphy did a brief overview of the Community Profile that has been drafted, including the topics covered. Additionally, Mr. Murphy provided a brief overview of PIM #1 that took place on November 30, 2022. This overview included the number of attendees, and the content discussed at the meeting. He then went through a summary of the feedback that has been collected via Social Pinpoint.

Comments on the Community Profile included the following:

- South Queensbury used to be in its own Census Tract
- Add Ward boundaries to mapping

- Where does the tax base come from?
- The Town is doing a study on short-term rentals currently
- Cluster subdivisions should be more incentivized/required
- Consider different color scheme/font color on land use map – pink land uses are hard to distinguish
- Add note of larger maps located in appendix
- Typo: Mountain Road and Lincoln Ave – these road names seem out of place. Add Corinth Road

3. Draft Community Survey

Bob discussed the draft Community Survey with the Committee. There were minor suggestions and comments from the Committee including suggestions to add more answer choices to questions and add one more question to the survey. The survey will be finalized and uploaded to Survey Monkey. It will be available from August 21 – September 11. B&L will create and distribute to the Committee and Town a promotional flyer for the survey.

4. Vision & Goals Discussion

Bob then facilitated a visioning brainstorming session. The Committee was asked to list words or phrases they would use to describe their ideal future of Queensbury. Feedback included:

- Sustainable
- Resilient (rainy day)
- Collaborative
- Community
- Visionary
- Multi-generational
- Idyllic

Additionally, Bob displayed the 2007 Town of Queensbury Comprehensive Plan Vision and Goals. When discussing the 2007 Vision Statement, the Committee expressed that they like the third paragraph, and safety is important to them. The Committee feels that the 2007 Vision Statement is too long, and a short and more concise vision will be better for the updated Plan.

5. PIM #2

Bob discussed an overview of the Virtual PIM #2 and its purpose. This meeting will give an overview of the project scope, schedule, and completed sections. Additionally, the meeting will serve as a visioning workshop to collect feedback from the public on what they think the future of Queensbury should represent.

6. Next Steps

Committee

- Review and comment on Community Profile and PEP
- Help promote survey
- Review survey results

B&L Team

- Review CPCSC Comments on Community Survey & update
- Upload survey to Survey Monkey

- Prepare for PIM #2
- Report on survey results

Next Meeting

- CPCSC Meeting #4 – September 27, 2023 - 7pm at Town Supervisor's Conference Room
- PIM #2 – October (in person) at Queensbury Activities Center

The Queensbury (T) Project Advisory Committee Meeting adjourned at 9:00 pm.

Queensbury (T) Comprehensive Plan & Zoning Code

Comprehensive Plan and Codes Steering Committee Meeting #4

September 27, 2023 @ 7:00 pm

Queensbury Activity Center, 724 Bay Road, Queensbury, NY

PAC Meeting #4 - SUMMARY NOTES

Attendees:

Committee Members

- Stu Baker, Town Planner
- Stephen Traver, Planning Board (via Zoom)
- Brent McDevitt, Resident
- Heidi Robak, Resident
- Harrison Freer, Councilperson Ward 2
- Bob Sears, Resident

Consultant Team

- Bob Murphy, Barton & Loguidice

Absent

- Tim McNulty, Town Board
- Pamela Lester Golde, Resident (via Zoom)

1. Committee Business & Project Schedule

Mr. Murphy began the meeting by reviewing the draft of meeting summary notes from the August 9, 2023 Committee Meeting. After asking the Committee if they had any edits, there was no additional comment and the summaries were approved.

The purpose of this meeting was as follows:

a. Discuss committee business and project schedule
b. Discuss Community Survey results
c. Review and discuss Community Profile
d. Discuss and brainstorm vision and goals
e. Discuss PIM #2

Mr. Murphy led the Committee through the project scope and schedule.

2. Community Survey Results

Mr. Murphy did a brief overview of the Community Survey results. The purpose of the Community Survey is to gather information on the strengths and weaknesses of the Town directly from the community. It is made up of 15 questions. The survey had 183 responses as of September 27. The survey due date has been extended to November 10. The survey had a lower response rate than anticipated. Committee members will reach out to local groups to promote the survey more. Comments on the survey results included the following:

- #11 – walkability
    - Glens Falls is a downtown
    - More mass transit – more sustainable
    - Bike paths – some county resistance
- 50% of respondents are in favor of more parks and recreational opportunities

- #13 – paid firemen
    - Maybe mutual aid encourage
    - Maybe tax freezes for volunteer firefighters
    - Good now, but personnel in the long run is a concern
    - #15 – STR issue discussion

3. Community Profile Review

Mr. Murphy provided a brief review of the Community Profile and the topics that are covered. B&L will provide an updated draft by October 3.

4. Vision & Goals Discussion

Mr. Murphy then facilitated a brainstorming discussion. He reviewed the policy framework and the 2007 Town of Queensbury Comprehensive Plan vision statement and goals. Vision statement suggestions from Stephen and Bob S. included the following:

- Provide a community where social and economic development can be maximized while at the same time, securing a safe, sustainable, innovative, and attractive environment for all visitors and residents of the Town of Queensbury
- Preserve and build upon the Town of Queensbury's history of bold social and economic development while maintaining a safe, sustainable, innovative, and attractive environment for all residents and visitors.

The Committee feels that "balance" is a key word to the vision. Instead of "policy" the Plan will use the word "strategy". When discussing goals and topic areas that support the vision, the Committee came up with the following focus areas:

- Economic Development
- Environmental Sustainability
- Town Services and Infrastructure
- Attractive Recreational Amenities

5. PIM #2

Bob discussed an overview of the Virtual PIM #2 and its purpose. This meeting will give an overview of the project scope, schedule, and completed sections. Additionally, the meeting will serve as a visioning workshop to collect feedback from the public on what they think the future of Queensbury should represent. The meeting agenda will include the following:

- Process Summary
- Reintroduce Project Website (with new prompts)
- Community Profile Summary
- Brainstorm Session – Vision Statement
- Topic Area Planning Stations

The meeting format will allow for virtual participation as well as in person. The Committee will assist with promotion tasks. These tasks include a press release, flyer, and digital and print media. These will be distributed to schools, post offices, local businesses, and at local events.

6. Next Steps

Committee

- Community Profile update review
- Help promote PIM #2

B&L Team

- Distribute meeting summary (including Draft Vision & Goals)
- Provide Community Profile update by October 3
- Prepare for PIM #2
    - Flyer, press release, presentation materials

Next Meeting

- CPCSC Conference Call – October 18
- PIM #2 – October 26, 7pm at Queensbury Activities Center
- CPCSC Meeting #5 – November 15

The Queensbury (T) Project Advisory Committee Meeting adjourned at 9:00 pm.

Queensbury (T) Comprehensive Plan & Zoning Code

Comprehensive Plan and Codes Steering Committee Meeting #5

November 29, 2023 @ 7:00 pm

Queensbury Activity Center, 724 Bay Road, Queensbury, NY

PAC Meeting #5 - SUMMARY NOTES

Attendees:

Committee Members

- Stu Baker, Town Planner
- Stephen Traver, Planning Board
- Heidi Robak, Resident
- Pamela Lester Golde, Resident
- Bob Sears, Resident

Guests

- John Strough (Supervisor)
- Stuart Alan (resident)
- Ethan Gaddy (Warren County Planning Department)
- Amanda Beck (Warren County Planning Department)

Consultant Team

- Bob Murphy, Barton & Loguidice

Absent:

- Brent McDevitt, Resident
- Harrison Freer, Councilperson Ward 2
- Tim McNulty, Town Board

1. Committee Business & Project Schedule

The fifth Comprehensive Plan and Codes Steering Committee began at 7:00pm with Mr. Murphy reviewing the draft meeting summary notes from the September 27, 2023 Committee Meeting. After asking the Committee if they had any edits, there was no additional comment and the summaries were approved.

After approving meeting minutes Mr. Murphy reviewed the agenda for the meeting. The agenda was as follows:

1. Public Information Meeting #2 (PIM#2) Results
2. Community Survey results
3. Social Pinpoint Feedback to-date
4. Brainstorming Strategies and Objectives
5. Next Steps

While discussing committee business the Committee decided that the Social PinPoint Interactive Map should remain active. There was also discussion about the expanding trail system in Queensbury; the Cole's Wood extension; and the Hub on Bay Road which the Town is working with the County to get updated GIS data.

2. Public Information Meeting #2 (PIM#2) Results

Mr. Murphy gave an overview of PIM #2. The PIM had a turnout of 27 in-person attendees and 10 zoom attendees. He discussed the productive feedback that was received during the poster activity as well as the vision brainstorming session. Committee feedback included the following:

- Is there a way to account for seasonal residents?
- County Comprehensive Plan – coordinate efforts going forward
- Investors buying up homes preventing new homeowners
- Housing is not only homeowners, rentals are filling up too
- Minimum lot sizes are too big in much of the Town
- Use Main Street as a success store – small, single-family homes
- Are stakeholder meetings necessary?
- Homeowner goal is difficult to attain
- Glens Falls Watershed – more land than in the City itself. Can it be developed for housing?
- Assembly Point Sewer – could better manager stormwater. Look at the whole of Catskill Bay
- Bias results to homeowners

3. Community Survey Results

Mr. Murphy provided a brief summary of the community survey results. The Town sent a mailer out to property owners on November 6 to boost engagement. The survey collected 546 responses after this mailer was sent out, coming to a total of 786 responses as of November 29. Formal survey results will be sent to the Committee following this meeting. The survey will remain open for any additional feedback going forward. Comments from the committee included the following:

- Biased results to homeowners because of mailer to property owners
- Reach tourism stakeholders and Chamber of Commerce
- Retail is important
- Open space enables tourism

4. Social Pinpoint Results

The Social PinPoint Interactive Map has been open since October 2022. It has collected 96 comments, ideas, and discussions. The map was split into five topic areas: transportation, housing, economic development, recreation, and environmental. The majority of comments were related to transportation and traffic, equating to 16 pins. 12 of those pins were geographically significant and covered traffic recommendations including traffic calming measures, traffic studies, and pedestrian / streetscape improvements. Seperately, 8 pins were related to spring cleanup / leaf pick up. A common theme for the recreation topic area included the expansion of trail systems and improving bike infrastructure. B&L will share a formal summary with the Committee in the upcoming week.

5. Strategy / Objectives Discussion

Mr. Murphy recapped the policy framework and the CPCS Draft Vision Statement. He introduced a few Draft Strategy Statements to the committee. Committee comments included:

- Add “supported by a robust tourism industry” to economic development strategy statement
- Specifically address demand for various types of housing in the housing strategy statement
- Make strategy statements more actionable

6. Next Steps

Committee

- Confirm availability for December conference call
- Review PIM and survey results
- Review Draft Strategies and Objectives

B&L Team

- Distribute PIM #2 Summary (Summary & PIM Results) – next week
- Draft Strategies & Objectives – next week
- Technical Investigations

Next Meeting

- Conference Call – December 20, 7pm (Zoom)
- Meeting #6 – January TBD
- Open House – February TBD

The Queensbury (T) Project Advisory Committee Meeting adjourned at 8:30 pm.

Queensbury (T) Comprehensive Plan & Zoning Code

Comprehensive Plan and Codes Steering Committee Meeting #6

December 20, 2023 @ 7:00 pm

Zoom Conference Call

PAC Meeting #5 - SUMMARY NOTES

Attendees:

Committee Members

- Stu Baker, Town Planner
- Stephen Traver, Planning Board
- Tim McNulty, Town Board
- Heidi Robak, Resident
- Pamela Lester Golde, Resident
- Bob Sears, Resident
- Brent McDevitt, Resident
- Harrison Freer, Councilperson Ward 2

Guests

- Stuart Alan (resident)

Consultant Team

- Bob Murphy, Barton & Loguidice

1. Committee Business

The 6th Comprehensive Plan and Codes Steering Committee began at 7:00pm via Zoom conference call with Mr. Murphy reviewing the draft meeting summary notes from the November 29, 2023 Committee Meeting, Interactive Map Feedback Summary, Community Survey Feedback Summary, and PIM #2 Summary. After asking the Committee if they had any edits, there was no additional comment and the summaries were approved.

Additional Town updates:

- Density housing & zoning changes: 64 units on 10 acre Mead Nursery Property, near the border with Glens Falls. Traffic is a concern. A traffic study will be needed
- “workforce housing” is a better term for Queensbury than “affordable housing”

After approving meeting minutes Mr. Murphy reviewed the agenda for the meeting. The agenda was as follows:

1. Committee Business
2. Project Schedule Update
3. Strategies & Objectives
4. Next Steps

2. Project Schedule Update

Mr. Murphy reviewed the project schedule and reminded the Committee of the upcoming Stakeholder Meeting on January 11, 2023 at 11am. There was no additional comments.

3. Strategies & Objectives

Mr. Murphy provided a brief overview of the policy framework. He then reviewed the Vision statement and key issues that will be addressed in each topic area. Updates were made to some draft strategies and objectives. Discussion included:

- Environmental Sustainability strategy - add "recycling"
  - Add noise to the views protection
  - Town is doing well in terms of EV
- Economic Development included work from home discussion – high speed internet and cell service
  - StarLink is addressing this
- Housing – hung up on "barriers" as a word
- Town Services & Infrastructure – Emergency Alert

B&L will address all of the suggested changes and share with the Committee.

4. Next Steps

Committee

- Review Draft Strategies & Objectives
- Confirm availability for CPCSC Meeting #7

B&L Team

- Prepare for Stakeholder Meeting
- Revise Strategies & Objectives
- Technical Investigations
- Develop Proposed Actions

Next Meeting

- CPCSC Meeting #7 – January 25, 7pm
- Open House – February 29, 7pm
- Stakeholder Meeting – January 11, 11am

The Queensbury (T) Project Advisory Committee Meeting adjourned at 8:30 pm.

Queensbury (T) Comprehensive Plan & Zoning Code

Comprehensive Plan and Codes Steering Committee Meeting #7

January 25, 2024 @ 7:00 pm

PAC Meeting #7 - SUMMARY NOTES

Attendees:

Committee Members

- Stu Baker, Town Planner
- Stephen Traver, Planning Board
- Tim McNulty, Town Board
- Heidi Robak, Resident
- Pamela Lester Golde, Resident
- Bob Sears, Resident
- Brent McDevitt, Resident
- Harrison Freer, Councilperson Ward 2

Guests

- Stuart Alan (resident)

Consultant Team

- Bob Murphy, Barton & Loguidice

1. Committee Business

The 7th Comprehensive Plan and Codes Steering Committee began at 7:00pm with Mr. Murphy reviewing the draft meeting summary notes from the December 20, 2023 Committee Meeting and the Technical Investigations Memo. After asking the Committee if they had any edits, there was no additional comment and the summaries were approved.

After approving meeting minutes Mr. Murphy reviewed the agenda for the meeting. The agenda was as follows:

1. Committee Business
2. Project Schedule Update
3. Stakeholders Meeting Review
4. Strategies, Objectives, & Actions
5. Open House Prep
6. Next Steps

2. Project Schedule Update

Mr. Murphy reviewed the project schedule. There were no additional comments.

3. Stakeholders Meeting Review

Mr. Murphy then reviewed the Stakeholders Meeting with the Committee. The Stakeholders Meeting took place on January 11, 2024 via Zoom and the Supervisors Conference Room. He reviewed the attendees, as well as the key takeaways and how these will be incorporated into the final Comprehensive Plan.

Additional comments included the following:

- Suburban sprawl is here – let's modernize away from that
- Angio Dynamics leaving has led to a loss of jobs
    - Big employers needed
- Prohibit short term rentals in residential neighborhoods
- What about workforce housing in commercial zones
    - With stipulations

4. Strategies, Objectives, and Actions

Mr. Murphy discussed the Policy Framework with the Committee and reviewed the draft Strategies, as well as their associated Actions and Objectives.

5. Open House Prep

Mr. Murphy provided a brief overview of the policy framework. He then reviewed the Vision statement and key issues that will be addressed in each topic area. Updates were made to some draft strategies and objectives. Discussion included:

- Environmental Sustainability strategy - add "recycling"
    - Add noise to the views protection
    - Town is doing well in terms of EV
- Economic Development included work from home discussion – high speed internet and cell service
    - StarLink is addressing this
- Housing – hung up on "barriers" as a word
- Town Services & Infrastructure – Emergency Alert

B&L will address all of the suggested changes and share with the Committee.

6. Next Steps

Committee

- Review Draft Strategies, Objectives, & Actions
- Review Technical Investigations

Open House Promotion

B&L Team

- Prep for CPCSC Meeting #8 & Open House
- Story Map

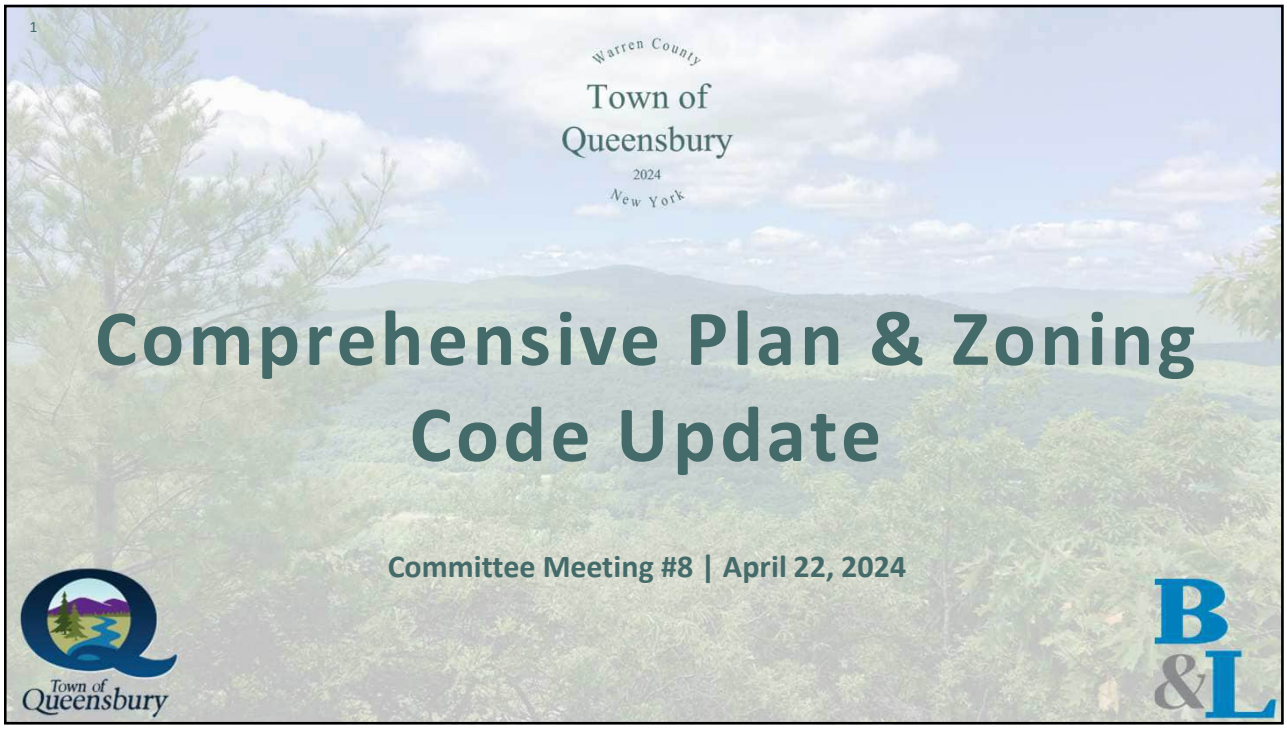
Revise Strategies, Objectives, & Actions

Next Meeting

- CPCSC Meeting #8 – TBD

Open House – February 29, 7pm

The Queensbury (T) Project Advisory Committee Meeting adjourned at 8:30 pm.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Warren County
Town of
Queensbury
2024
New York
Comprehensive Plan & Zoning Code Update
Committee Meeting #8 | April 22, 2024
Town of Queensbury
B&L

1

Tonight's Agenda
B&L
COMMITTEE BUSINESS
PROJECT SCHEDULE
ENGAGEMENT TO DATE
PUBLIC FEEDBACK REVIEW
OUR APPROACH
NEXT STEPS
Committee Meeting #8 | 4/22/2024
2
Town of Queensbury | Comprehensive Plan & Zoning Code Update

2

COMMITTEE BUSINESS

3

Committee Meeting #7 Summary

Queensbury (T) Comprehensive Plan & Zoning Code

Comprehensive Plan and Codes Steering Committee Meeting #7

January 25, 2024 @ 7:00 pm

PAC Meeting #7 - SUMMARY NOTES

Attendees:

Committee Members

- Stu Baker, Town Planner
- Stephen Traver, Planning Board
- Tim McNulty, Town Board
- Heidi Rolleri, Resident
- Pamela Lester Goldie, Resident
- Bob Sears, Resident
- Brent McDevitt, Resident
- Harrison Freer, Councilperson Ward 2

Guests

- Stuart Allen (resident)

Consultant Team

- Bob Murphy, Berton & Loguidice

1. Committee Business

The 7th Comprehensive Plan and Codes Steering Committee began at 7:00pm with Mr. Murphy reviewing the draft meeting summary notes from the December 20, 2023 Committee Meeting and the Technical Investigations Memo. After asking the Committee if they had any edits, there was no additional comment and the summaries were approved.

After approving meeting minutes Mr. Murphy reviewed the agenda for the meeting. The agenda was as follows:

1. Committee Business
2. Project Schedule Update
3. Stakeholders Meeting Review
4. Strategies, Objectives, & Actions
5. Open House Prep
6. Next Steps

2. Project Schedule Update

Mr. Murphy reviewed the project schedule. There were no additional comments.

3. Stakeholders Meeting Review

Mr. Murphy then reviewed the Stakeholders Meeting with the Committee. The Stakeholders Meeting took place on January 11, 2024 via Zoom and the Supervisors Conference Room. He reviewed the attendees, as well as the key takeaways and how these will be incorporated into the final Comprehensive Plan.

Additional comments included the following:

- Suburban sprawl is here – let's modernize away from that
- Angio Dynamics leaving has led to a loss of jobs
  - Big employers needed
- Prohibit short term rentals in residential neighborhoods
- What about workforce housing in commercial zones
  - With stipulations

4. Strategies, Objectives, and Actions

Mr. Murphy discussed the Policy Framework with the Committee and reviewed the draft Strategies, as well as their associated Actions and Objectives.

5. Open House Prep

Mr. Murphy provided a brief overview of the policy framework. He then reviewed the Vision statement and key issues that will be addressed in each topic area. Updates were made to some draft strategies and objectives. Discussion included:

- Environmental Sustainability strategy - add "recycling"
  - Add noise to the views protection
  - Town is doing well in terms of EV
- Economic Development included work from home discussion – high speed internet and cell service
  - StarLink is addressing this
- Housing – hung up on "barriers" as a word
- Town Services & Infrastructure – Emergency Alert

B&L will address all of the suggested changes and share with the Committee.

6. Next Steps

Committee

- Review Draft Strategies, Objectives, & Actions
- Review Technical Investigations
- Open House Promotion

B&L Team

- Prep for CPCSC Meeting #8 & Open House
- Story Map
- Revise Strategies, Objectives, & Actions

Next Meeting

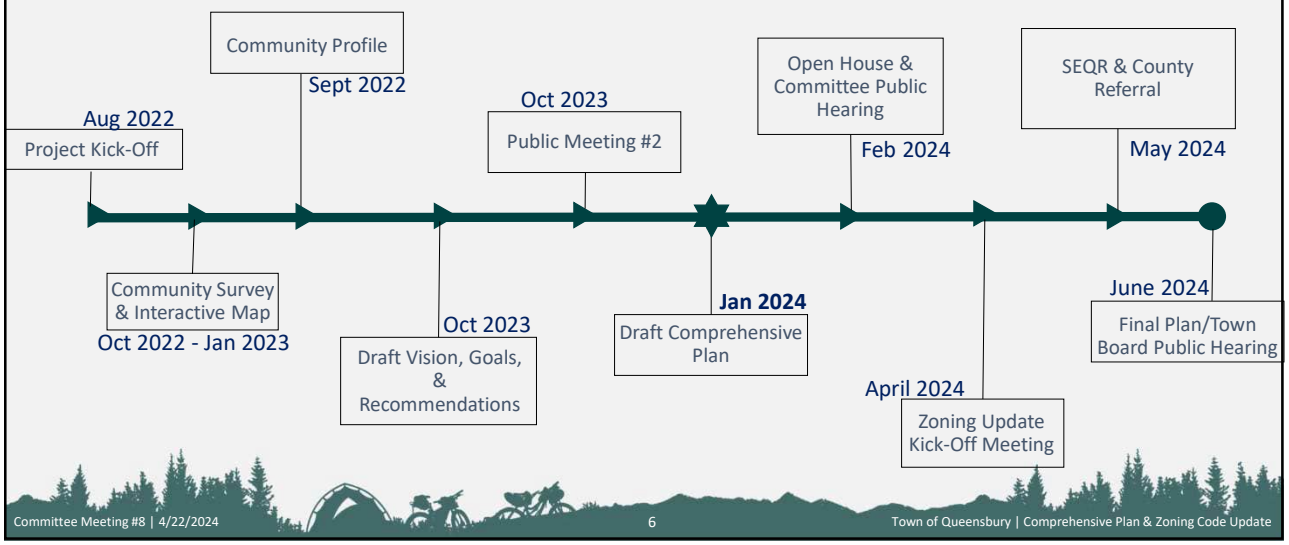
- CPCSC Meeting #8 – TBD

4

PROJECT SCHEDULE UPDATE

5

Project Schedule



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What's Left?

Committee Meeting #8	TBD
Draft Comprehensive Plan	Early May
Coordination call with Glens Falls	Early May
Committee Public Hearing	Mid June
Submit to Town Board	Late June
Town Board Workshop	Mid July
Submit Plan to APA	Late July
Town Board Public Hearing	August
SEQR	Late August
Plan Adoption	September 2024

7

Third Round of Engagement

8

PIM #3 / Open House

PIM #3

- February 29, 2024
- 7pm in Activities Center

Open House

- March 28, 2024
- 4:30 – 7:00 pm in Activities Center

Online Feedback

- February 29, 2024 to April 19, 2024
- 7pm in Activities Center

Total participants: 43

9

PUBLIC FEEDBACK REVIEW

10

Economic Development

1.1. Action: Encourage infill development to transform the Town's commercial corridors (areas within the mapped Design Guideline Areas boundary) with multi-story, mixed-use buildings through changes in permitted uses.

- *All should be designed and completed with new LID codes in place and with current CLCPA standards applied as far as renewable power, permaculture and maximum tree coverage, permeable asphalt and green materials.*
- *We need more infill and less sprawl. This includes setbacks, and parking minimums being relaxed*
- *What specifically does this mean?*

11

Economic Development

1.2. Action: Examine incentives that encourage the development / re-development of vacant lots and vacant commercial structures in existing commercial areas through zoning policies which provide density bonuses, fast-tract permitting, have reduced fees, or have tax incentives.

- *Stop rezoning*
- *Bonus would be essential to a program like this: whether that be FAR, parking minimums, anything that can relax constraints to maximize use of spaces. Adaptive reuse of underutilized spaces that comply with Town constraints at present is infeasible.*

12

Economic Development

2.1. Action: Focus multi-family housing toward the Town's commercial districts (Moderate, Intensive, Exit 18, Neighborhood, Main Street, and Office) and offer incentives.

- *Apartment and multi-family housing should be with single family house areas*
- *End zoning for single family by allowing owners to add on mother / daughter, etc.*
- *Implement architectural review*
- *Are we planning on fixing / expanding the road infrastructure to accommodate the densification of the area (exit 18, exit 20)*
- *We should encourage multi family housing throughout our Town, but infill housing over sprawl.*
- *Reduce obstacles to transforming underutilized enclosed mall areas to multi-use residential development.*
- *The optimal number of multi-family dwellings for the town needs to be assessed. Are the existing dwellings fully occupied? What is the length of time that a family stays in a multi-family dwelling in Queensbury and where do they go once they leave? Is the development of multi-family units contributing to the positive growth of Queensbury?*

13

Economic Development

2.2. Action: Update the use and bulk requirements within commercial centers to ensure alignment with the evolving needs and aspirations of the Town. Assess the current regulatory framework to identify opportunities for enhancement and flexibility, promoting the continued development and expansion of vibrant mixed-use neighborhoods. This action will guide updates to the zoning code, fostering a conducive environment for sustainable growth, economic vitality, and community well-being.

- *Stop building*
- *Needs and aspirations of the town should be in compliance with a town adopted Climate Action Plan for reducing emissions in line or greater than the state's emission reductions targets.*
- *We should not have use requirements. We should focus on the form, rather than use, while also minimizing externalities.*

14

Economic Development

3.1. Action: Support the evolving infrastructure needs of employers throughout the Town's business districts to promote "smart growth" development practices.

- *Try to encourage tourist hotels to provide shuttles to airport and make tourist areas less dependent on cars*
- *Define smart growth*

15

Economic Development

3.2. Action: Encourage the development of a lodging demand and supply study to identify the need for hotels and short-term rentals.

- *Be cognizant of short-term rentals and negative impacts in residential neighborhoods*
- *We should encourage infill development regardless of the long term or short term residency - employers need employees; whether that's seasonal, short term nurses, or summer interns, we shouldn't exclude short term rentals from our Town*
- *This is essential. Businesses and multi-family dwellings are disrupting the dark sky throughout the town. The quality of downcast lights need to include safety specs for animals and humans.*

16

Economic Development

3.3. Action: Invest in transit improvements in order to efficiently and affordably move visitors and workers into and throughout the Town. Many service sector workers currently commute into Queensbury on a daily basis due to limited housing options currently. Coordinate with the Capital District Transportation Authority (CDTA) to establish stops in the Town and in nearby communities.

- *The buses should run on Sundays!*
- *Public transportation is critical in all parts of the town and county including up to the Lake George communities.*
- *This is really needed!*
- *CDTA in our Town with increasing access to infill, sidewalks, etc. Is a key part of economic development, especially with tourists.*
- *Specifically, and working with public transit organizations, facilitate development and infrastructure patterns that make public transit and non-motorized transportation a feasible and preferred alternative to private automobile use in order to access commercial and employment opportunities.*

17

Economic Development

3.4. Action: Establish a Town-specific Tourism Advisory Committee to lead dialogue between tourism development representatives, local neighborhood representatives, and planners. Town-specific Committee would work with the Warren County Tourism Committee.

- *Tourism should be done in relation to the CLCPA emission reduction goals and land and water conservation and not for the sake of "growth". That is an outdated model in an era of exponential dangerous acceleration of climate impact.*
- *I support*

18

Economic Development

4.1. Action: Coordinate the efforts of the Recreation Commission with those of the proposed Tourism Advisory Committee to address both positive and negative impacts of tourism and recreational features on each other.

- *Bring back 365 Day promotion*
- *Preservation, mitigation and adaptation for residents should pre empt a focus on tourism.*
- *I support*

19

Economic Development

5.1. Action: Collaborate with local partners such as the Warren County Economic Development Corporation (EDC), to attract new businesses (particularly those identified as needs in the Community Survey, such as grocery stores, restaurants, bakeries, etc.), maintain the level of service of current businesses, and provide resources to prospective and existing business owners.

- *We need another grocery store on west side of 87*
- *Small businesses with eco friendly infrastructure in compatibility with sustainable building practices should be encouraged. Community and common space enhanced; worker owned businesses should be encouraged.*
- *I support*

20

Economic Development

5.2. Action: Work with local and regional business groups to promote existing firms and solicit new enterprises that are consistent with community objectives by organizing events and festivals that celebrate existing businesses and act as an incubator for new ones. Small business requirements for incentive programs such as business development grants and loans can support this action.

- *Work with state leaders to develop a Queensbury / GF / Warren County Industrial Zone*
- *Lower tax zone*
- *Great money for medical like money for chips across state*
- *Stop giving PILOTs to businesses*
- *Incubation and celebration need to be framed within a realistic climate action plan for reduction of consumption and carbon footprint.*
- *I support*
- *The Town of Queensbury needs its own event space . The Town of Queensbury needs to have their events on public spaces:schools(SUNY adirondack), parks: Jenkinsville , Hovey Pond, Hudson River Park. West Glens Falls fire house field, Queensbury school campuses. Open the Activity building evenings and weekends for events. By establishing events at hotels is comparable to returning their occupancy taxes.*

21

Economic Development

5.3. Action: The Town will continue to invest in infrastructure to support job growth and tax base from target industries such as the medical device production and research and development sectors.

- *Get support from State and National reps*
- *Continue to support BD growth*
- *Let's start doing something to bring taxes down*
  - *Taxes do nothing but go up*
- *There has been a recent report about air pollution dangers from Bard facilities elsewhere.*

22

Economic Development

5.4. Action: Pursue continued updates to Floyd Bennett Memorial Airport and implement recommendations from the 2009 Master Plan. This will require approvals and funding from the Federal Aviation Administration, both of which should be advocated by the Town.

- *Electric capacity for planes, reduced air travel insight of the climate crisis should be encouraged.*

23

Economic Development

6.1. Action: Monitor national trends in work-from-home data needs compared to Town infrastructure capacity in order to identify broadband and other high speed internet services need throughout Queensbury. Expanded broadband will improve the functionality of existing businesses and attract new employers and employees to the area. High-speed broadband enables existing businesses to function at a higher level while also providing existing residents/students that work/study from home with reliable internet. These services can also attract remote new workers and students to live in the Town.

- *All property owners that pay school taxes should receive free Wi-Fi per child for schooling – which should go back to paper and pencil*
- *Working from home encouraged.*
- *In light of the fact that the majority of decision makers do not yet know that Broadband is available everywhere in the U.S. now via Starlink.com, (and soon other providers), this section should be updated to change this: In order to identify broadband ...need TO THIS: In order to maximize the economic and social benefits of the recent availability of broadband everywhere in NY state.*
- *Yes, including federal subsidies and wireless infrastructure.*

24

Economic Development

6.2. Action: Revise the Town Code where necessary to support home occupation and renovation as well as "co-working" / shared-office spaces.

- *Look at commercial action in residential zones*
- *Yes*
- *I don't know where it would fit (if it would fit) in this plan, but nowhere is child care mentioned. Young families with children will look at that availability when deciding whether to move to this area, especially those who can work from home and could live anywhere!*
- *Yes, these use base restrictions are bad. We should support home bakers, work from home, all economic activity.*

25

Environmental Sustainability

1.1. Action: Implement zoning amendments proposed by the Low Impact Development Committee report.

- *Yes immediately.*
- *How about rules requiring sidewalks be built along with new housing? That encourages families to move in (lack of sidewalks is a safety concern for kids), encourages walkability and possibly reduces car use. In fact, sidewalks need to be built in existing housing areas where there are currently none.*
- *Oppose - they are not comprehensive enough and are too focused on minimizing the impact of development, already handled by SEQRA process, without understanding the infeasibility for developers within the restraints.*
- *Don't know what this is.*
- *Reduce lawns to save water. Encourage alternatives to lawns*

26

Environmental Sustainability

2.1. Action: Utilize zoning laws and commercial / non-residential design guidelines to promote green building practice such as the use of eco-friendly materials, increased energy efficiency, etc. based on US Green Building Council criteria and NYStretch Energy Code.

- *Use more eco-friendly materials for housing and businesses*
- *KUDOS, yes!*
- *Establish a minimum number of native trees to be planted in each new housing development and start planting roadside trees in existing areas where there are none. Increase tree cover in parks, around businesses, and on the school campus. Trees increase cooling and reduce summer heat island effect.*
- *Incentivize, but do not mandate*
- *Condo developments or other multi family developments should not be confined to commercial areas.*
- *Encourage zero energy homes. A smaller home built with high insulation will be more energy efficient. Stop building single family 3 bedroom 2 bath developments . Do more townhouse developments or condo developments. Smaller housing will be more affordable.*

27

Environmental Sustainability

2.2. Action: Protect CRAs through site plan review process improvements.

- *Stormwater!*
- *Yes part of a just transition. Encourage banks in our community to divest from Fossil Fuel infrastructure support.*
- *I support*
- *What is a CRA? Excessive use of abbreviations creates the impression that only "insiders" are important in the development and use of town documents.*

28

Environmental Sustainability

2.3. Action: Maintain the Town's inventory of natural resources and update 2003 Town Open Space Plan. Implement the recommendations from the updated Plan.

- *I support*

29

Environmental Sustainability

3.1. Action: Incorporate a Scenic Overlay District in the zoning code. This district will serve as a protective framework for maintaining and enhancing scenic viewsheds. As part of this initiative, any development within the Scenic Overlay District will be required to undergo a Visual Impact Assessment.

- *Stop mountain cutting for houses*
- *We want to see trees growing not trees cut down*
- *Oppose*

30

Environmental Sustainability

3.2. Action: Implement International Dark Sky model ordinance.

- *Within reason*
- *Important but secondary to essential updating of codes which protect, preserve, retrofit and enforce.*
- *Yes…excellent. Someone tell this to Lake George and all the Xmas lights. Glens Falls is really light at night also. Pretty but energy intensive.*
- *I support*

31

Environmental Sustainability

3.3. Action: Reinforce protections against noise impacts, continuing to work with the Warren County Sheriff's Office and Town Code Enforcement to respond to and enforce regulations.

- *I support*
- *Attempt to increase transit and hotel shuttles from Albany airport and train to increase walkability and lessen cars .*

32

Environmental Sustainability

4.1. Action: Implement recommendations from the 2020 Town Greenhouse Gas Inventory.

- *No*
- *Solar power on all town buildings*
- *Invite builders to zero energy housing in Queensbury*
- *Embed a Climate Action Plan within the Comp Plan (use ICLEI.org for support and here is one good sample: https://bedford2030.org/wp-content/uploads/2020/06/CAP2030-r16-int.pdf Create a community consumption based GHG inventory (like Phillipstown:https://philipstown.com/cs/2020-CSCommunityGHGEmissionsInventory.pdf) to measure business and individual consumption and come up with a metric of necessary reduction of each resident or household to meet CLCPA goals by 2030, 2040 and 2050*
- *I support*

33

Environmental Sustainability

4.2. Action: Develop siting guidelines to identify where large-scale solar and wind facilities are permitted.

- *Consider solar and wind farm on brownfield areas – next to Northway*
- *Expand solar opportunities*
- *No wind farms*
- *No solar farms*
- *Don't tap more just to be green… climate change is just a money maker*
- *Terrific*
- *I support*
- *Define large scale. What, if any limitations are there on small scale facilities? Are they appropriate?*

34

Environmental Sustainability

4.3. Action: Encourage residential solar units within the Town.

- *Permitting process in Queensbury is the most onerous of all the local communities. cost becomes prohibitive because of requirements for new surveys and requires 3 separate meetings to get approval for a small change such as 68 foot setback compared to 75*
- *Continue town / county solar incentives*
- *More solar panels with an easier permit process*
- *Also encourage participation in the CSC/CEC solar campaign sign ups with solar farms.*
- *I support*
- *Agree.*

35

Environmental Sustainability

4.4. Action: Increase EV charging capabilities throughout the Town as technology evolves.

- *Let commercial activities install chargers – not Town*
- *I would like town to install chargers and revenue go to the town*
- *Town should install chargers*
- *Yes – fast charging*
- *I support – pursue grants for this*
- *This is essential. There is a paucity of level 3 charging stations in the town despite having an increase in area car dealerships selling electric vehicles. The few charging stations that are in the area require the car to charge at the station for several hours at a time. This is impractical and does not encourage the use of EVs.*

36

Environmental Sustainability

4.5. Action: Convert the Town-operated vehicle fleet to all electric vehicles where practical.

- *What happens when it's too cold or snowy? Stop politicizing climate change in an effort to control and make money.*
- *See CSC/CEC committee work on this*
- *Due to outdated purchasing requirements that do not account for direct internet vehicle sales. The most popular brand of EVs, Tesla, sells the world's most popular car (the Model Y) , but the town does not yet own one, unlike a large & growing number of town residents !*
- *Yes, especially through grants.*

37

Actions to Consider Consolidating

- **Environmental Sustainability** 3.2. Action: Implement International Dark Sky model ordinance.

&

- **Environmental Sustainability** 3.3. Action: Reinforce protections against noise impacts, continuing to work with the Warren County Sheriff's Office and Town Code Enforcement to respond to and enforce regulations.

- **Environmental Sustainability** 4.4. Action: Increase EV charging capabilities throughout the Town as technology evolves.

&

- **Environmental Sustainability** 4.5. Action: Convert the Town-operated vehicle fleet to all electric vehicles where practical.

38

Town Services & Infrastructure

1.1. Action: Examine funding opportunities which include innovative wastewater disposal process, along with other wastewater infrastructure improvements such as separation, storm and sanitary lines, infiltration issues, construction of new sanitary and storm lines, with submittal to State and federal agencies. Explore opportunities for collaboration with surrounding municipalities regarding wastewater.

- *Yes*
- *Research whether developing a wetland wastewater treatment is appropriate for our town. https://www.epa.gov/wetlands/constructed-wetlands*
- *I support*
- *Extending sewer districts may not be appropriate in areas where intense development is not expected nor encouraged.*
- *Development of an infrastructure to make use of gray water.*

39

Town Services & Infrastructure

1.2. Action: Systematically review both the capacity and impacts of existing public infrastructure Town-wide in order to have a more accurate understanding of the opportunities and limitations for future development Town-wide.

- *Yes*
- *I support*

40

Town Services & Infrastructure

1.3. Action: Extend the existing sewer to the west of Interstate 87 on Corinth Road to reach the Main Street/ Corinth Road corridor and the industrial park along the Hudson River. Install a pump station at the intersection with Carey Road. Expand infrastructure from the industrial park to convey projected flows to the GFWWTP as a combination of gravity and force main sewers with a pump station.

- *Yes to expand sewer*
- *I wholly support*
- *Extend the existing sewer to the west of I-87 to West Mountain Rd*

41

Town Services & Infrastructure

1.4. Action: Protect sensitive water bodies from septic contamination through on-site septic inspection programs or the provision of centralized sewer collection.

- *Mandate septic inspections for all sales*
- *Septic inspections for all older systems near sensitive water bodies*
- *Install sewer lines*
- *Perhaps support faster implementation of the new LGPC lakeside septic inspection program to extend to entire town*
- *Require septic inspections every 5 years, just like Lake George ! The rising temperatures are a ticking time bomb for Harmful Algae Blooms without inspections.*
- *I support, septic should be inspected on sale*

42

Town Services & Infrastructure

1.5. Action: Expand the provision of centralized drinking water throughout residential areas of the Town including but not limited to the Jenkinsville neighborhood.

- *Expand town drinking water option*
- *I support*

43

Town Services & Infrastructure

1.6. Action: Continue to work with the Adirondack-Glens Falls Transportation Council (AGFTC) and Capital District Transportation Authority (CDTA) on mobility and transportation improvement project development and funding.

- *Yes*
- *Expanding sidewalks throughout Queensbury to encourage walking. Incorporating all-abilities approach to mobility in both public transportation and walking/hiking. Develop and publicize recreational areas that are all ability friendly such as nature paths "paved" with crushed stone and adequate width for power wheelchairs.*

44

Town Services & Infrastructure

1.6.1. Action: Invest in vehicular transportation improvements such as the proposed adaptive signals on Quaker Road (NY-254).

- *Quaker Rd has become a highway that unpleasant and dangerous to drive.*

1.6.2. Action: Invest in vehicular transportation improvements such as the proposed adaptive signals on Quaker Road (NY-254).

- *Yes Assembly Point, Pilot Knob, Dark Bay and Cleverdale Rockhurst are underserved as far as public transportation option and bike trail safety*
- *include no-barrier buses for wheelchair passengers.*
- *I support, consider non-signalized treatments and multimodal access.*
- *Expand funding and collaboration*
- *Create more pathways for biking and walking capabilities for work commuting.*

45

Town Services & Infrastructure

1.7. Action: Develop clear guidelines for residents regarding acceptable brush materials, set-out procedures, and pick-up schedules. Communicate these guidelines through Queensbury's website, social media, newsletters, and direct mail to ensure residents are well-informed.

- *Keep fall / spring pickups*
- *Like the fall and spring pickup program*
- *Would like to see enforcement of the guidelines which don't appear to be happening in the Town*
- *Bring back accessibility to compost – free compost*
- *Would like to see increase in numbers of pickups, not just one week in spring and fall – perhaps 2x a month May – November*
- *Commercial composting of yard waste?*

46

Town Services & Infrastructure

1.8. Action: Inventory sidewalk sections and address those in need of repair. Consider establishing a maintenance plan.

- *Install more street lights, Install more sidewalks*
- *Repair Assembly Point Road very dangerous and has been requested for over 2 decades.*
- *Once again--build new ones too!*
- *Paint isn't infrastructure, the sharrows created are dangerous. We need protected multimodal infrastructure, especially on Country Club Road.*
- *Have a regular maintenance schedule to insure that all pedestrian traffic signals are in functional order (currently several critical manually prompted signals are not working.) Enhance safe pedestrian routes to Queensbury School and Glens Falls schools (some Queensbury residents live within the Glens Falls School District.)*
- *Needs to be done in concert with a plan for traffic slowing. Many existing subdivisions have streets that function as pedestrian pathways in the absence of sidewalks. The most important thing is to facilitate pedestrian and bicycle connections between subdivisions, as opposed to cars.*

47

Town Services & Infrastructure

1.9. Action: Maintain current level of service on Town programming – such as those at the Senior Activities Center – based on evolving community need.

- *Open the activities building on weekends and evenings to show movies*
- *It is a community building not a senior building*
- *Offer activities later afternoons and evenings*
- *Increase availability of after school programs for grade school students whose parents work to provide child care until 6 pm. Add low cost child care for preschoolers to allow parents to work who otherwise would not be able to afford child care. That alone would help reduce the number of families living in poverty!*
- *Expand LOS*

48

Town Services & Infrastructure

2.1. Action: Develop a Continuity of Government Plan for hazard mitigation.

- *Include Heat Emergencies, which kill more people than any other natural disaster. Heat reducing measures like trees and water features and reducing blacktop surfaces (including big box store roofs) will reduce heat risk. Planning for day and overnight cooling centers will reduce deaths. Overnight cooling centers are crucial, as high nighttime heat can kill those without air conditioning.*

49

Town Services & Infrastructure

2.2. Action: Work with National Grid to further develop and confirm tree removal responsibilities.

- *National Grid does not use prudence in the tree trimming, leaving behind freaky appearing trees and brush. This is economical for them but shouldn't be allowed*
- *Many communities force National Grid to bury lines. We should too, even though they gave big league pushback. They do it where it is required*
- *Create regular emergency preparedness Go Bag seminars...*
- *Make A ToQ Tree Inventory... replacement planting*
- *Plan location of new trees in locations that make the need to remove them less likely*
- *Instead of removing valuable trees, power lines should be buried.*

50

Town Services & Infrastructure

2.3. Action: Obtain funding to purchase generators for municipally-owned critical facilities, including backup power for EMS and Fire Departments.

- *Mircogrids*

51

Town Services & Infrastructure

3.1. Action: Establish a Town brand and marketing strategy.

- *Queensbury is known as being "the foothills of the Adirondacks" – stop developing so much and so high that we can't even see the mountains as it is these days. We don't want to see peoples TVs on in the skyline… we want to see the MOUNTAINS!*
- *What's wrong with the current brand? It is completely equitable*
- *Oppose*
- *We used to welcome visitors with a sign that said, "Home of Natural Beauty." Someone took down that sign.*
- *The town lacks substantial green space. Some of what could become community enhancing green space becomes apartment buildings.*

52

Town Services & Infrastructure

3.2. Action: Invest in advanced communication technology and integrate with Warren County and NYS communications operations to enhance the Town's ability to reach citizens. This may include the re-development of the town website, a mobile app, and integration with social media platforms. Ensure that these platforms are user-friendly and provide timely and relevant information to citizens.

- *Reverse 911 especially for such issues as HABs and impacted drinking and swimming waters*
- *I support*

53

Town Services & Infrastructure

4.1. Action: Work with neighboring municipalities to conduct joint infrastructure assessments and planning. Identify areas where shared investments could lead to more efficient and cost-effective solutions. This already includes shared water and sewer system elements and transportation operations and might include the development of joint facilities, operations, advisory committees, and programming.

- *Unapproved development is a critical area to reassess and focus a solution on. Enforcement is needed. Stormwater retrofitting is critically needed around the whole lakeside part of the town.*
- *I support*

54

Town Services & Infrastructure

4.2. Action: Develop collaborative emergency response plans that extend across municipal boundaries. This involves coordinating with neighboring Towns and the City of Glens Falls to ensure a seamless response to natural disasters, public health emergencies, or other crises.

- *Reverse 911 especially on HAB pollution*
- *I support*

55

Town Services & Infrastructure

4.3. Action: Collaborate with the City of Glens Falls on the development of City-owned land located within the Town limits on the border between the two municipalities. Smaller lot size residential development could help achieve mutually beneficial outcomes for both communities.

- *I support*
- *This is ambiguous. Are you referring to the industrial park? As far as the city watershed property, we should emphasize its importance as a natural resource and existing vital source of water for Glens Falls as well as a potential water source for Queensbury and other municipalities in the event of an event that disrupts other water sources. We should unequivocally discourage residential or commercial development on these properties.*
- *Work with the City of Glens Falls and the not-for-profit Crockwell Partnership, Inc. to assist in developing a wetlands preserve on the border of the municipalities at and adjacent to the former Glens Falls Tennis & Swim Club property (owned by the City and located within the Town).*

56

Actions to Consider Consolidating

- **Town Services & Infrastructure** 1.9.Action: Maintain current level of service on Town programming – such as those at the Senior Activities Center – based on evolving community need.

&

- **Town Services & Infrastructure** 3.1. Action: Establish a Town brand and marketing strategy.

- **Town Services & Infrastructure** 1.6.1. Action: Invest in vehicular transportation improvements such as the proposed adaptive signals on Quaker Road (NY-254).

&

- **Town Services & Infrastructure** 1.6.2 Action: Invest in expansion of public transit infrastructure to improve range of and access to mobility for residents and commuters to the Town

57

Recreation & Culture

1.1. Action: Develop a Parks Master Plan to allocate resources and pursue grant funding.

- *Continue to expand Gurney Lane and Gurney South (Ruse Pond) trail system including fat bike trails*
- *Add trails in Potter woods to connect to Coles Woods and Leon Steve's Preserve*
- *Also consider possible connection to Van Dusen System*
- *evaluate critical new tree planting. Work with the CSC/CEC committees; work with Glens Falls*
- *For new additions to parks, please consider the needs those residents with mobility issues especially use of power wheelchairs. Create new water features like swimming areas and splash pads, Continue the good work of creating walking paths in natural areas and encouraging low impact recreation there. Increase fishing opportunities. Plant more trees in parks :)*
- *Support, Town should work with agencies that have parks-focus to maximize effectiveness*
- *Work with the City of Glens Falls and the not-for-profit Crockwell Partnership, Inc. to assist in obtaining grants to develop a wetlands preserve on the border of the municipalities at and adjacent to the former Glens Falls Tennis & Swim Club property (owned by the City and located within the Town). Work to preserve open space and protect the vulnerable wetlands and adjacent properties in the Great Cedar Swamp area, extending on both sides of Quaker Road.*

58

Recreation & Culture

1.2. Action: Update Town of Queensbury Complete Streets Plan and implement its conclusions such as requiring new subdivisions to make or plan for connections to adjacent properties and develop a plan to increase automotive and pedestrian connections between existing subdivisions in accordance with Complete Streets philosophy. Also see Town Services and Infrastructure Action 1.8.1.

- *Fix and expand exit 20 ramps…. They are a crowded disaster without tourists around*
- *Pedestrian and bike friendly lanes on main roads – difficult now on these roads with car traffic*
- *Not familiar with this plan. See previous comments.*
- *Support, we need to invest in bringing the plan forward.*

59

Recreation & Culture

2.1. Action: Invest in park upkeep as a means of encouraging private investment in neighborhoods.

- *Address heat islands in recreational areas and in parks*
- *I support*

60

Recreation & Culture

2.2. Action: Use incentive zoning to encourage developers to create aesthetically pleasing shopping environments, enhance pedestrian circulation, or provide additional green spaces within shopping centers.

- *Besides aesthetically pleasing shopping environments could be maximized to paint their roofs white to reflect heat back to atmosphere, incorporate rooftop gardens, extensively permaculture and tree plant parking lots, use parking lots for solar shelters for cars*
- *Yes!*
- *I support*

61

Recreation & Culture

2.3. Action: Public access to the Hudson River in South Queensbury.

- *Public access for Town of Queensbury residents to put in kayaks, canoes, paddleboards, right now this does not exist… you must pay*
- *We have 14 miles of waterfront*
- *Provide beach access on Lake George in Town of Queensbury*
- *Glen Lake needs a better accessible public boat launch*
- *YES*
- *I support*
- *This is not a complete sentence.*

62

Recreation & Culture

2.4. Action: Trail connection along Corinth Road from West Glens Falls to Hudson Pointe Nature Preserve and Leon Steves Big Bay Preserve with views of West Mountain.

- *Town purchase for ever wild section between Quincy Lane an Mockingbird Lane*
- *Continue to expand Big Bay Preserve trails and connection to Hudson Point*
- *Work with National Grid for trail access in power line right of way*
- *How about some lighted trails*
- *I support*

63

Recreation & Culture

2.5. Action: Trail connections extending outward from Warren County Bikeway and advantaging students and faculty at SUNY Adirondack on Bay Road.

- *How about some lighted trails?*
- *Provide a safe bicycle connection between Warren County Bikeway and route 9 along Sweet Road.*

64

Recreation & Culture

3.1. Action: Identify opportunities or the need for greenspace (including parks, opens space, and sporting fields) within the Town.

- *Need greenspace on main Street*
- *How does this land grab play into agenda 30/30? 40/40? 50/50? Be honest with your constituents*
- *Excellent*
- *Is there a way to make a "green path" connecting many parks and wooded areas of town? That could be a venue for "community challenge" hikes or bike trails, XC skiing in winter and also be a wildlife corridor and a way to preserve the rural character that this town originally had. If such a path could also connect us with nearby communities it could be a recreational draw.*
- *Encourage creation of parks that would be within walking distance of most Queensbury residents.*

65

Recreation & Culture

3.2. Action: Establish a priority for inclusionary park equipment access for people of all abilities in parks throughout the Town.

- *Possible water fountain for children – splash pad?*
- *West End park needs more facilities*
- *including access onto lake George presuming there is ever more ice, addressing over installation of ice eaters and bubblers*

66

Recreation & Culture

4.1. Action: Leverage the popularity of the Adirondack Hot Air Balloon Festival to promote local culture, organizations, and businesses.

- *Perhaps fix the highway infrastructure to accommodate. Exit 20 is a backed up mess WITHOUT the tourist traffic*
- *Take advantage of the existing Sister Cities arrangement with Saga Japan to emphasize the existing international flavor of this event. Consider some international theme to other events taking place that weekend.*

67

Recreation & Culture

4.2. Action: Work with the Town Historian to maintain a town-wide inventory of historic and cultural resources.

- *As a town we need to be more diligent in preserving historic cemeteries in the town and the historic structures*
- *I know a couple guys who are interested in making signs*
- *work with the LGHA and WCHS as well as the Battlefield Park Alliance as well*
- *Was this a path of the Underground Railroad? Can we look into creating a history path through Qby or including the surrounding area to encourage visitors to "follow the drinking gourd" of the URR, or perhaps to follow the path of the soldiers escaping from Ft. Wm Henry to Ft. Edward in the French and Indian War, or to see historic houses/buildings that date from the Revolution?*

68

Recreation & Culture

4.3. Action: Work with educational facilities to improve safe access to campuses and associated open space and recreation features and leverage the strong reputation of education that they bring.

- *Queensbury is leaning a little too progressive. They do what the court tells them to do*

69

Recreation & Culture

4.4. Action: Work with SUNY Adirondack to understand and manage infrastructure needs and services that can be provided off-campus in the community at-large.

- *Get composting installed at SUNY ADK (vessel composter...see Kathy Boozy for contact)*
- *Non-automobile access to SUNY Adirondack is critical and should be achievable.*
- *Work with SUNY Adirondack to develop more adult programming that will appeal to the population of 50 plus years of age. These programs need to be developed and promoted.*

70

Recreation & Culture

4.5. Action: Increase and promote community events such as farmers markets, festivals, community gardens, school events, etc.

- *Create community gardens especially in low income areas.*

71

Actions to Consider Consolidating

- **Recreation & Culture** 4.3 Action: Work with educational facilities to improve safe access to campuses and associated open space and recreation features and leverage the strong reputation of education that they bring.

&

- **Recreation & Culture** 4.4. Action: Work with SUNY Adirondack to understand and manage infrastructure needs and services that can be provided off-campus in the community at-large.

72

Housing

1.1. Action: Enforce the Town's short term rental section of the law by carefully vetting incoming applications, shutting down illegal short term rentals, and ticketing existing short term rentals that violate the Town's code.

- *Definitely*
- *Oppose, we need all housing*
- *Homes that are bought and then used primarily for short term rentals within small neighborhood communities, particularly in the LAKE George area, have been unpleasant for those who reside in the neighborhood. Renting homes on a short-term basis does nothing to build a sense of belonging and having a responsibility to the community. There are people who rent their homes and still use these homes for their own residence. This tends to be attract a more responsible renter.*

73

Housing

1.2. Action: Continuously revisit and re-evaluate the local short term rental law in order to assess its effectiveness as technology and rental habits evolve.

- *Protect neighborhoods and the community of those neighborhoods when homes become short term rentals*

74

Housing

2.1. Action: Allow projects to have higher unit densities by permitting housing developers to add units through incentive zoning in commercial centers and corridors. Incentive zoning, if structured properly, can encourage more affordable units by allowing projects to spread their fixed costs of development-construction across larger numbers of units in a project thereby lowering per unit costs.

- *Look at zoning restrictions on state streets and encourage building of ranch style homes*
- *Stop building*
- *Build developments with smaller lots*
- *Densification isn't a good idea here. We don't have the infrastructure or public desire for overcrowded roads and resources*
- *Density should be higher throughout Town*
- *Define what the incentives would be and what the trade-offs would be.*

75

Housing

2.2. Action: Allow a mix of commercial and residential uses in the NC, CI, and CM zones. An increase of residential development in these areas will increase supply and open more housing options for the Town's and region's workforce. In addition, the workforce could be closer to their jobs and reduce the demand on transportation infrastructure.

- *Rezone excess commercial to residential which is a need of the community*
- *Stop building*
- *Stop rezoning for political gain*
- *Support expanding mixed use across all zones*

76

Housing

2.3. Action: Update bulk and use requirements of commercial centers and corridors to promote more compact residential development with smaller lot sizes and residential uses such as condos and townhouses which promote owner-occupied housing.

- *Don't allow residential development in a commercial area on a 4 lane highway. 2 lane only.*
- *Permaculture everything. Outlaw lawns and plant shrubs (native) and trees. Rooftop gardens. Green construction and energy.*
- *Support, but ensure that is still feasible and not overly restricted*
- *Must be done in concert with improved transportation alternatives to automobiles.*

77

Housing

2.4. Action: Allow two-family homes in neighborhoods and multifamily dwellings where appropriate in scale or form, mostly likely along the major roads. Allow accessory dwelling units in neighborhood residential areas.

- *Do you ask the surrounding residents personally before deciding? Not everyone is in favor of densification in an already over-populated area*
- *Multifamily is needed across the Town, ADU's should be by-right in all residential zones.*

78

Housing

2.5. Action: Accommodate the conversion of shopping centers / plazas to higher density, mixed-use developments that also better manage the landscape as it interfaces with the public realm. The conversion will open up mixed-use development opportunities and include housing units for multiple income levels. This can be done with zoning changes to allow mixed-uses, multi-family dwelling, reducing parking requirements, increasing green space and stormwater management requirements, accommodating internal non-vehicular movement, and the like.

- *Redevelop Aviation Mall*
- *Convert shopping centers and office spaces to housing where applicable*
- *Require emissions reductions in the business sector. Install vessel composters, reduce green lawns, rooftop gardens and white roofs, green construction and energy*
- *And get rid of the parking lots at unused facilities or industrial sites, turn into green space if not used for housing. Create more pocket parks especially in low income areas.*
- *Support wholeheartedly*
- *Agree*

79

Housing

3.1. Action: Develop and implement performance standards in the Rural and Conservation districts to preserve the unique characteristics of these areas. Metrics could include natural resource conservation, minimal environmental impact, and low-density development. Require developers to adhere to guidelines that ensure minimal disruption to the environment while promoting responsible development.

- *The higher you build the less mountains we see*
- *Oppose*

80

Housing

3.2. Action: Establish performance-based requirements in the Parkland Recreation district to complement recreational activities and protect natural resources. Performance metrics may include provisions for green spaces, tree preservation, and environmentally sensitive construction.

- *What provisions and restrictions exactly?*
- *Expand trail systems and connect if possible*
- *Expand trail systems*
- *Protect the natural wildlife as much as possible*
- *Expand and connect existing trails. Queensbury is getting a reputation for its work at Gurney Lane / Rush Pond*
- *Duplicates in other area – combine initiatives*
- *Plant native, retrofit and restore by eliminating invasives and restoring natural ecosystems*
- *Oppose*

81

Housing

3.3. Action: Implement performance criteria in the neighborhood residential districts to protect its traditional, high-density character. Establish guidelines for infill development that preserves existing architectural styles, promotes pedestrian-friendly design, and contributes to the overall charm of residential neighborhoods.

- *More pedestrian friendly neighborhoods*
- *Oppose*

82

Housing

3.4. Action: Develop performance standards in the waterfront residential districts to ensure that developments contribute to the preservation of waterfront areas. Metrics may include provisions for environmentally sensitive construction, limitations on impervious surfaces, and measures to enhance the natural beauty of waterfront spaces.

- *Increase public awareness of invasive species at boat launches for all boats*
  - *Canoes*
  - *Kayaks*
  - *Paddleboards*
  - *Jet skis*
  - *Motor boats*
  - *Party barges*
- *Offer free boat washes or hoses*
- *A stormwater retrofit plan for CEA's on Lake George (and Glen?) must be implemented immediately and towns can be stricter than the Park Commission.*

83

Actions to Consider Consolidating

- **Housing** 1.1. Action: Enforce the Town's short term rental section of the law by carefully vetting incoming applications, shutting down illegal short term rentals, and ticketing existing short term rentals that violate the Town's code.

&

- **Housing** 1.2. Action: Continuously revisit and re-evaluate the local short term rental law in order to assess its effectiveness as technology and rental habits evolve.

84

OUR APPROACH

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City of Fulton Example

- **Community Development Strategy**
  - 5 Character Areas
  - 4 City-Wide Opportunities
  - 2 Types of Regulatory Recommendations:
    - General Land Use Regulation
    - Zoning District & Map Amendments
  - Link to Fulton Plan: https://fultonny.org/wp-content/uploads/2024/04/Fulton_Comp_Plan_FINAL-ID-2473647.pdf

COMMUNITY DEVELOPMENT STRATEGY

Introduction

FULTON CDS COMPONENTS

Character Areas
- Waterfronts
- Greenspaces & Trails
- Neighborhoods
- Mixed Use Activity Centers & Corridors
- Industrial Centers

City-Wide Opportunities
- Transforming a Corridor
- Complete Streets
- Nonresidential Building & Site Design
- Mixed Residential Development

Regulatory Recommendations
- General Land Use Regulation
- Zoning District & Map Amendments

Foundations & Enhancements

Waterfronts

RECOMMENDATIONS & OPPORTUNITIES

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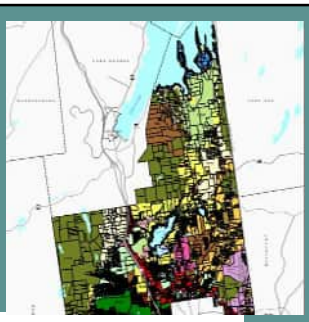
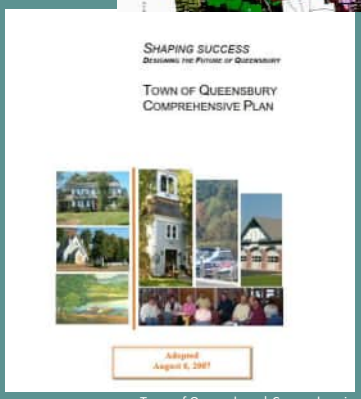
NEXT STEPS

- Our Homework & Yours





Next Steps

B&L Team & CPCSC

- Revise Actions – April 26
- Coordination Mtg with Glens Falls – Early May
- Prepare Draft Comprehensive Plan – May 9
- CPCSC Meeting #9 – May 15
- Round of Revisions to Comp Plan – Late May
- Public Hearing #1 (CPCSC) - June

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Thank You!

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Next Steps

Plan Components:

- Intro & Methodology
- Community Profile
- Vision & Strategies
- Implementation Plan
- Conclusion

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Queensbury (T) Comprehensive Plan & Zoning Code Update
Virtual Public Information Meeting #1
November 30, 2022 @ 7:00 pm
Meeting Summary Notes

Public Information Meeting #1 - Summary Notes

Access the online recording here > Town of Queensbury Comprehensive Plan and Land Use Codes Update - Zoom

Attendees (see attachment for complete list)**:**

Barton & Loguidice Consultant Team:

- Bob Murphy, Jr., AICP
- Dan Theobald, AICP

Town of Queensbury:

- Stu Baker, Senior Planner

Members of the Public:

- 12 members of the public

Introductions

Barton and Loguidice (B&L) shared their PowerPoint Presentation on the screen (see attachment for PowerPoint slides) while Stu Baker began the meeting by introducing the project. Stu discussed how the Town is in the process of updating their Comprehensive Plan since the existing Plan is over 10 years old. The purpose of the workshop is to gather initial information from the public on what they perceive as strengths, weaknesses, opportunities, and threats in Queensbury. The information will be used to guide the Comprehensive Plan Update. Stu introduced Bob Murphy and Dan Theobald, consultants hired by the Town to update the Comprehensive Plan. Bob transitioned the discussion to the ground rules for the meeting. Meeting attendees would be muted throughout the presentation but allowed to ask questions in the Q&A Box. Once the workshop portion of the meetings began, attendees would be allowed to enter comments in the Chat Box, when prompted. Bob reviewed the Agenda for the meeting:

1. Project Scope and Schedule
2. Comprehensive Planning 101
3. Community Profile
4. SWOT Analysis / Social PinPoint Walk-thru
5. Next Steps

1. Project Scope & Schedule

Bob displayed the project schedule. The schedule indicated that online feedback from the public will be collected throughout the life of the project. He also pointed out key dates when public input meetings will be held; future public input meetings are planned to be held in person. The Comprehensive Plan Update is tentatively scheduled to be completed in summer 2023.

2. Comprehensive Planning 101

Bob transitioned to Comprehensive Planning 101. This section of the presentation was dedicated to explaining what a comprehensive plan is and what it can and cannot do. Bob discussed the benefits of having a plan and the legal protections a plan can provide to a municipal board.

At the conclusion of this section there were some questions in the Q&A Box.

1. Can public lands along Lake George that was within Queensbury and owned by the Town be used for canoe/kayak access? And no motorized access.
    a. The consultants indicated that yes, this is a possibility that would be useful to include in the Comp Plan. They also suggested that the attendee indicate where this could be located on the interactive map.
2. Can there be temperature controlled self-storage buildings allowed in the CI zoning district along with other districts? Currently it is not allowed.
    a. This is something that could be addressed in the second portion of the overall project which is bringing the zoning code in conformance with the Comprehensive Plan. This comment can also be added to the interactive map.

3. Community Profile

Bob passed the presentation over to Dan who discussed the community profile. The community profile establishes the context for assessing potential impacts and for project decision-making. Developing a community profile involves locating notable features in the study area and assessing social and economic conditions and trends in the community and region that have a bearing on the project.

Dan discussed the increasing yet aging population in Queensbury and the impacts this can have on the demand for public services. Other topics covered included education, income, and employment. He also discussed new housing being built, as well as owner/renter occupancy, and vacancy rates. In terms of physical characteristics, Dan displayed areas designated as critical environmental areas and public/privately owned property. These areas of the town may have extra layers of protection and can restrict future development.

There was one questions about the total population in Queensbury. An attendee indicated that the population was higher than what was displayed on the chart. The consultants stated that they would look into the latest population data.

4. Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis

Bob transitioned the workshop over to the SWOT analysis portion of the meeting. SWOT stands for Strengths, Weaknesses, Opportunities, and Threats. Strengths and weaknesses represent internal factors within the Town while opportunities and threats are seen as external factors stemming from market trends or shifting demographics. Below are comments made during each segment of the SWOT Analysis:

Strengths

- The abundance and quality of Parks & Trails were mentioned 3 times
- Having 3 Northway exits into the Town
- Proximity to destinations such as:
    - Lake George
    - Adirondacks
    - SPAC
- Closeness to the airport was mentioned twice
- Quality of water
- Close to jobs
- The hospital

Weaknesses

- Outdated airport (improve or modernize), continued funding
- Better public transportation
- Better traffic lights/timing/traffic management
- Too much traffic
- Improved infrastructure
- Sidewalks, parks, playground quality
- More complete streets
- Have better main street businesses
- Need more single family, 1 story homes
- Sewer improvements
- Natural gas availability
- Empty nesters not moving out. Need more available housing for new families.
- Parks along main street
- Zombie homes
- Zombie telephone poles
- Businesses are unfamiliar with Queensbury
- Permitting process can take too long
- Need more jobs

Opportunities

- Commercial development to reduce residential tax burden
- Tourism
- Proximity to LG, mountain biking destination
- Branding / town character: create more town charm with construction that compliments street lights
- Continue to build out the EV Charging Station network(s)
- Create space for the public in business areas (like piazzas)
- Connect all the existing trails within the town
- Redevelop vacant properties/buildings

Threats

- Too much residential development that prevents commercial development
- Not enough job creation happening in Town to keep attracting new people/families
- Not having proper infrastructure in place
- Tax increases
- Single family homes converted to short term rentals limits supply

Following the SWOT analysis, Dan walked attendees through using the online interactive map, navigating different layers, and leaving comments.

5. Next Steps

At the conclusion of the meeting, Stu, Bob, and Dan thanked attendees for participating in the workshop. They notified the group that there will be participation activities in the future such as a Community Survey in January 2023. The draft Community Profile is expected to be posted on the project website in January 2023 and the draft Vision & Goals are expected to be posted in February 2023.

Attendees were encouraged to use the interactive map and continue checking the project website for updates.

The meeting ended at 8:35pm.

Queensbury (T) Comprehensive Plan & Zoning Code Update
Public Information Meeting #2
October 25, 2023 @ 7:00 pm
Meeting Summary Notes

Public Information Meeting #2 - DRAFT Summary Notes

Access the online recording here > Town of Queensbury Comprehensive Plan and Land Use Codes Update - Zoom

Attendees (see attachment for complete list)**:**

Barton & Loguidice Consultant Team:

- Bob Murphy, Jr., AICP
- Morgan Washburn

Town of Queensbury:

- Stu Baker, Senior Planner

Members of the Public:

- 27 in-person participants
- 10 virtual participants via Zoom

1. Introductions

Mr. Murphy began by introducting himself and Ms. Washburn to the in-person and virtual audience before introducing the project to attendees. He then reviewed the ground rules for virtual participation, introduced the Steering Committee, and provided an overview of the planning process and project schedule. The agenda for the meeting was as follows:

1. Introductions, Project Team, Scope, and Schedule
2. Project Website Review
3. Community Profile Summary
4. Brainstorming Session – Vision
5. Topic Area Stations
6. Next Steps

2. Project Website Review

Bob reintroduced the project website to attendees. He encouraged anyone who hadn't completed the Community Survey to do so by November 20, 2023 using the QR Code displayed on the screen. He also reminded attendees that they may provide feedback using the mapping tool provided on the project website.

3. Community Profile Summary

Bob displayed the Community Profile topics and included a brief overview of demographics and other data included in the Plan. Six maps were displayed to give attendees an idea of what the Plan will include.

Comments from attendees included the following:

- Does privately owned land include Glens Falls-owned land?
- Population data shown is lower than actual
- Can we include renters in population total?
- Delineate data for seasonal units in mapped data
- Concerns about long-term rentals (apartments) in the Town

4. Brainstorming Session - Vision

Bob transitioned to a brainstorming session for a Vision statement. He introduced the Vision and Strategy framework. Both in-person and virtual attendees were asked to consider their ideal vision for Queensbury in 10 to 20 years. The feedback provided at the meeting as well as through the online feedback tools will be taken into consideration when creating a final overall vision for the Plan. Words and phrases that came to mind included the following:

- Healthy (climate change)
- Prepared
- Safe
- Family (protect Town and attract families)
- Green (more trees)
- Cohesive and compact (less sprawl)
- Town Center
- Publically available open space
- Communal obligation
- Maintain rural character and green space

5. Topic Area Stations

Bob thanked virtual attendees for participating and encouraged them to participate in the next activity using the online feedback tool before ending the virtual meeting. In-person attendees were asked to visit the five topic area stations (economic development, environmental sustainability, town services and infrastructure, attractive recreational amenities, and housing) and maps displayed in the back of the room. Attendees were encouraged to answer the questions on each poster by placing a sticky note or writing directly on the poster. After about 20 minutes, each attendee was given a set of 4 green dots and 4 red dots. They were asked to place a green dots on a sample strategy or comment from other attendees that they found favorable, and a red dot on those that they found unfavorable. Attendees were asked to be specific about geographic locations pertinent to their comment, if applicable. A summary of the activity is as follows:

Economic Development:

- *Can't reach goods and services effectively by bike or foot*
- *5-day short-term rental minimum should be year-round*
- *Buyers for short term rentals are buying up properties at high prices, leaving out young families that may want to move into the town* 🟢
- *Short-term rental law needs to be more enforced*
- *Short-term rentals distract from developing a communal environment of people who have ownership commitment to the Town*
- *Short-term rentals should not be allowed in neighborhoods – I have one in mine and at times we feel unsafe*
- *Short-term rentals need to be zoned out of medium density residential and neighborhood residential*
- *Close the Megan's Law loophole that lets sex offenders stay at short term rentals without reporting to anyone* 🟢
- *More businesses near airport / attract families if there are jobs*
- *Let us raise chickens*
- *No more short-term or long-term rentals*

Economic Development Sample Strategy Statements:

- Improve access to local businesses and services via transportation, signage, etc. 🔴
    - *Expand on this – not a fan of billboards*
- Maintain, enhance, and expand utility infrastructure to support economic growth 🟢
- Support the growth and expansion of local businesses and the attraction of new businesses via financial support and entrepreneurial programs 🟢

Environmental Sustainability:

- *Protection of open space includes trees throughout all areas of the town. Trees are essential aesthetically and environmentally*
- *Highest priority areas include Rush Pond and surrounding areas near Queensbury school, Glens Falls watershed*
- *Mountain view sheds need protection and so do mountain tops*
- *Water resources of all types need protection – wetlands, streams, lakes, and ponds*
- *Clean water and air need prioritization – DEC has no enforcement arm so almost no ability to ensure compliance*
- *Wind & solar are priorities*
- *We need a town environmental office with staff to advise residents of energy incentives, rebates, and opportunities*
- *Instate town wide compost capacity* 🟢
- *Green energy not top priority* 🔴
- *We need access to affordable green energy to preserve public health and an environment that encourages people to live and visit the community*
- *Green energy practices are very high priority and necessary to attract and retain young professionals*
- *No solar panels on land / put on buildings*
- *Require natural resource plans for all projects*
- *Adhere to principals within the climate smart community resilience planning – include timeframes and emissions reduction*
- *Follow guidelines within complete streets plan*

Environmental Sustainability Sample Strategy Statements:

- Protect natural resources and conserve scenic landscapes such as those associated with the Adirondack Mountains 🟢🟢🟢🟢🟢🟢🟢
- Promote energy efficiency and conservation, and the use of renewable energy in the town 🟢🟢🟢🔴🔴🔴🔴🔴
- Encourage and facilitate the reuse of existing buildings and redevelopment of underutilized sites in the town 🟢🟢🟢

Town Services and Infrastructure:

- *Expand sewer and water services*
- *Fix Assembly Point Road* ●
- *More parks within walking distance to homes , more public open space community centers*
- *Revisit sewer to Assembly Point, Cleverdale, etc.* ●
- *Need compost facility and service* ● ●
- *Transparency in decisions is needed*
- *Create a community through recreation services. A large par where everyone goes to walk and enjoy the environment*
- *The roads are overcrowded. Either expand the roadways or stop building*
- *We need a plan on what "future growth" means*

Town Services and Infrastructure Sample Strategy Statements:

- Improve communication and efforts between public entities, local organizations, and the public ●
- Consider adaptation strategies to ensure resiliency of the Town's infrastructure in response to a changing climate (stormwater management, etc.)
- Maintain and upgrade infrastructure to efficiently enable and sustain future growth ● ●

Attractive Recreational Amenities:

- *Continue to create biking options* ●
- *Public transportation is needed*
- *More walking opportunities, more trails, wider shoulders on roads. Our population is aging, this would be a way to improve their health*
- *We drive to parks. Connectivity is difficult to achieve*
- *Improve parks and recreation programs to competitive vs noncompetitive sporting activities. Club sports are often unaffordable*
- *Keep land open, maintaining wetlands without intrusion of building near it*

Attractive Recreational Amenities Sample Strategy Statements:

- Enhance community-wide mobility through walking, biking, public transportation, and vehicular transportation improvements throughout the town ●●●●
    - *Too many cars*
    - *Infrastructure planning should include safe alternative transportation, bike lanes, pedestrian/bike paths*
- Enhance recreational amenities for all age groups in the town●●
- Enhance the quality of the town's cultural, historic, and recreational resources

Housing:

- *I would not want any high density housing. Only single family homes. Preserve woodland / rural character*
- *Property owner school taxes increase every year. Taxpayers pay over 50% of school monies and only the lower 12% - 2-% of students reaps benefits*
- *Rural areas should remain rural with preserved greenspace. Developers should pay for infrastructure development*
- *Rooftop gardening*
- *Consider all economic classes not just the wants of the upper class*
- *By increasing density you decrease greenspace and eliminate the character of living in the foothills of the Adirondacks*
- *Large housing projects without alternative transportation will only result in traffic, pollution, concrete*
- *We need workforce housing higher density, lower cost. Limit further senior apartments*
- *Way too many multi-units*
- *There are not enough affordable single family homes. There are too many apartments. We need to attract young families to our community*
- *Density is ok to accommodate low income but all development forward needs to be net zero*
- *There is more than enough housing options – stop building and keep the foothills of the Adirondacks*
- *Paint all rooftops white to reflect heat back into atmosphere*
- *Our roadways are already crowded. Roadways and intersections would require major expansion*
- *No to high-density. Brings down the quality of the education students receive*
- *People moved to the area for a reason – small ADK town. We like the spaces and demographic. Stop trying to force change*

Housing Sample Strategy Statements:

- Encourage a variety of housing options to support the diverse needs of current and future residents
- Create stabilized and strengthened neighborhoods that ensure safe, diverse, and affordable housing with walkable access to parks, schools, services, as well as connections to downtown
    - *Is this really doable? Realistic?*
- Direct future residential development to areas with existing infrastructure while avoiding negative impacts to sensitive environments and social resources

Zoning Map:

- *We are losing the spectrum of rural (where our food comes from) to commercial development – want to keep diversity*

Land Use Map:

- *OTYOKWA – end of Assembly Point isn't vacant, it's wild*

Critical Environmental Areas Map:

- *Better wetland recognition / delineation and protection*
- *CEA isn't protected because of multiple variances which violate town code*

6. Online Feedback Tool

Community members who were not able to attend the meeting were given an opportunity to provide feedback in an online feedback tool. This tool was posted prior to the PIM and the deadline was November 20. The feedback collected was as follows:

Think about your ideal vision for Queensbury in 10 to 20 years… what words or phrases come to mind?

- *I think the above statement says it all*
- *Multi-generational living as described below under "housing"*
- *This is in general a great plan, but I feel that climate change is not being addressed adequately, it will certainly impact our future!*

Economic Development

From a transportation perspective, do you feel like you can effectively reach goods and services locally? Given the rise of ecommerce and home delivery, can suppliers reach businesses and consumers effectively?

- *There is inadequate public transportation, and many stores are in areas where bikes would not be safe to use for transportation due to traffic*

Lodging is a significant part of Queensbury's tourism economy. This includes traditional modes like hotels and motels, but also short-term rental. The Town passed a 5-day minimum law for short-term rentals in summer 2022. Are any changes to this law needed?

- *Should owners / operators of short-term rentals be required to live in the homes for a certain part of the year?*

Environmental Sustainability

Critical environmental areas have recently been under threat from developmental activities preemptively violating permits. What areas of the Town of natural resources are of highest priority to you?

- *Natural areas are crucial. Wooded areas, wetlands especially, as well as water features. Currently, some of our smaller playgrounds are unusable in the summer because there is no shade and the equipment gets much too hot for the kids to use.*

How high of a priority is the support of green energy practices (solar, wind, etc.) to you? Explain.

- *Very important, we need to wean off fossil fuels sooner rather than later. Since we have so many big box stores with flat roofs, and large transfer stations, it would be logical to put solar arrays on those areas – we wouldn't need to use land where the solar would be unsightly or interfere with other uses.*

Town Services and Infrastructure

Should water and sewer services be expanded? If so, where geographically is the highest priority or what attributes of water and sewer services should be improved?

- *Yes, sewer systems near lakes a priority to start, then identify densely populated areas to establish a plan for sewer treatment*
- *Provide sewers near the lakes to start, then expand to rid the area of septic systems*
- *If there is updated and green techniques for sewage treatment I would support extension of the services.*

Survey results indicate general satisfaction with services provided by the Town such as municipal operations and public interfaces, senior services and programming, and recreation programming. Do you think there should be any changes to how Town services and programming are provided? If so, how?

- *More awareness of the needs for handicapped persons to be able to avail themselves of recreational programs and natural sites*

Attractive Recreational Amenities

Public parks and trails are concentrated in the southern half of Queensbury. What types of recreation are needed in the Town? In which areas of the Town are they needed? Are any areas underserved?

- *Provide more bike paths and areas to ride. Also plan to provide bike lanes on all town roads*
- *Our climate is getting hotter and we can expect heat emergencies to occur here. Water features, and many many more trees are needed. Recreational areas should be available in all areas of the Town, including low-income areas*

90% of survey respondents favor public outdoor recreation investment and protection of open space. What are your top priorities for recreational connectivity, access, programming / amenities, and conservation?

- *See last comment (our climate is getting hotter….)*

Housing

A high number of survey respondents favor low density residential development in the Town but also the preservation of Queensbury's woodland character. Would you support increasing density along areas where appropriate development infrastructure already exists in order to achieve both? Please explain your answer.

- *Yes, I would be in favor of creating small neighborhoods in areas where appropriate. No more high-density housing where lease or rental is the only option. This model does not provide new young families with good options. I would like to see development of reasonably priced single-family homes that provide equity for young families*

In your opinion, do enough housing options exist in the Town (i.e. single family, multifamily, duplex, senior, starter-houses, etc.)? Why or why not?

- *No. You stated we have negative growth of young families and a population that is aging. Change zoning code so we can divide our homes to 2 apartments to allow our children to live here after college. They cannot afford to buy and there is nothing to rent. So they move to where there are apartments to rent. We have the capability of increasing the young/family population right within their own parents home; the resource already exists if only you would allow us to develop our own home. It's the new way of the world...multi-generational living. Allow us to give them a place to live and you will see the restoration of young families. As we age, we just need a small space. Let a young family have the main space and divide a small portion of the home for his for aging parents.*
- *No, because rents and property values are too high for new homeowners*.

7. Next Steps

- Community Outreach
  - Will continue to occur throughout the project
  - Visit the project website for updates
- Community Survey deadline: November 20
- Draft Vision & Strategies – December 2023
- PIM #3 in January or February 2024
- Virtual Participants – Encouraged to visit the project website to use the feedback tool

The meeting adjourned at 8:45pm.

Queensbury (T) Comprehensive Plan & Zoning Code

Meeting with Water Superintendent / Director of Wastewater

February 16, 2024 @10am
Zoom Conference Call

SUMMARY NOTES

Attendees:

Town of Queensbury:

- Chris Harrington, Water Superintendent / Director of Wastewater

Consultant Team

- Bob Murphy, Barton & Loguidice
- Dan Theobald, Barton & Loguidice

1. Overview

The Barton and Loguidice consulting team met with Chris Harrington, the Water Superintendent & Director of Wastewater for the Town of Queensbury, on February 16, 2024. The intention of the meeting was to get an understanding of the Town's current wastewater / water infrastructure and its capacity to expand. Information and resources from this meeting were used in the technical investigations memo. Below are notes from the meeting taken by Mr. Murphy and Mr. Theobald.

2. Bob Murphy's Notes

- WTP: 15 MGD rating
    - But in reality, there are wild swings
    - 4+ MGD in winter, 11 MGD in summer due to lawn sprinklers
    - 4 MG active storage – more storage and redundancy needed
- There is an IMA with Moreau, Kingsbury, Hudson Falls
- Not many intensive industrial users.
    - West Mountain when snow making: 4 MGD, 2800 gallons/minute
    - Great Escape
- Fire flows are outstanding
- Capacity constraints exist if development require central water system exists beyond current water district footprints
    - Increasing density within geographic districts would actually benefit the water system
- Wastewater:
    - DEC has put an order on consent (limitation) on City of Glens Falls, to which Queensbury's WW flows
    - As a result, DEC won't approve the WW extension to the Rich Schermerhorn project
- Overall: if sewer districts are expanded, a new structure to the Water and Wastewater department will be needed given the management involved.

3. Dan Theobald's Notes

Contracted with ramble to do master water supply plan, Queensbury facility rated 15 mgd but that is an unrealistic figure. Water Storage and redundancy are the main issues. There are wild swings in usage from 4.5 million - 11 million gallons depending on the season. It gets up to 10 and 11 mgd in the summer. The town doesn't have enough water storage, only 4 million gallons of storage. If the power goes out the town only has storage to supply for about an hour. That is a major issue. The water supply needs redundancy. Need filtration and storage. There are no pumping stations. Expanding the water district would be too much on the system. The water department has a responsibility to provide water to Monroe, Kingsbury; and Hudson falls. Those entities have bought capacity. The water plant is fine, the distribution system is where the issue is and with water storage. Distribution system has issues; and the plant has responsibility to outside users because they pay for their water opposed to Queensbury users. There is no ability to expand service without additional storage.

Discussing expansion of existing housing development. Has there been increases in water at multi family structures? Chris says no, it is okay to add multi-family housing to existing water districts. The issue is expanding water to single family districts. They use more water.

Any limitations on industrial? Chris says no, for the most part that is under control and predictable. West Mountain Ski resort are capped on the amount of water they use for making snow; they use filtered water; they can do 2.8 thousand gallons a minute. Great Escape Adventure is a heavy water user in the summer; but there are no issues there. No other issues with industrial uses or districts as there aren't many industries.

Any capital plans existing? Yes. He can send that to us. Hydraulic rating too low.

Storage And Redundancy is the main issue. Town is at risk when water goes down. Ramble has report pending.

Wastewater: DEC said they cannot expand the district due to Combined sewer overflow, DEC is looking at things closer. There was a request to expand the wastewater system up to Olde Coach Manor (565 Bay road) but DEC is not allowing it due to combined sewer overflows at the plan. Queensbury sewer system is intended for businesses, not for residences; the wastewater department does not want to deal with grinder pumps for residential. What limits new growth is the tax cap. Any time infrastructure is expanded that goes against tax cap; the tax cap is a limitation.

B&L asked about water quality issues at Glen lake and having a wastewater district to resolve those issues. Chris believes expanding sewer to Glen Lake is too difficult and expensive, the town would need to hire a wastewater director. Someone would have to oversee grinder pump. They've talked about a system at cleverdale, that would require an operator and would increase rates.

Affordability of housing has become problem: solution is to increase density on existing corridors. Not off the table.

APPENDIX B

Community Outreach Results

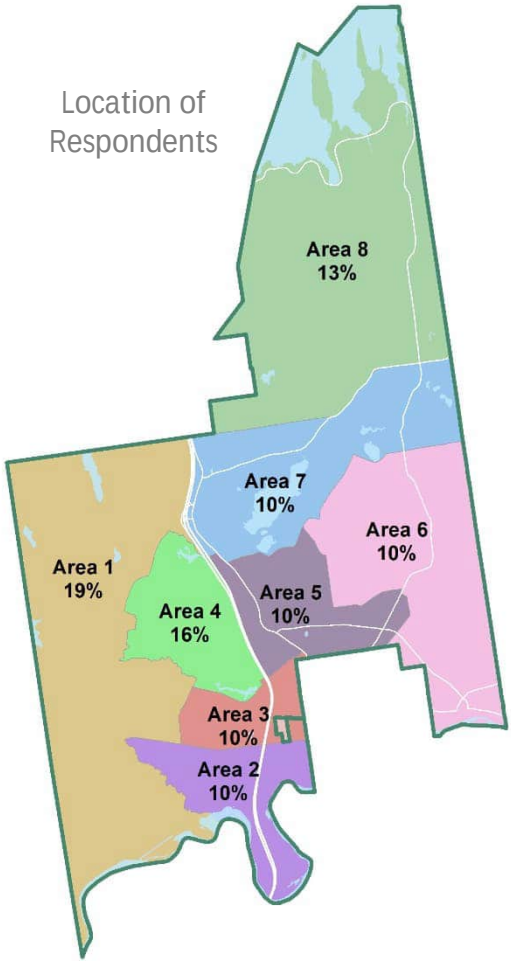
Barton & Loguidice

Memo To:	Town of Queensbury	Date:	December 6, 2023
From:	Bob Murphy, Jr., AICP Barton & Loguidice, DPC	Project No.:	686.021.001
Re:	Community Survey Results		

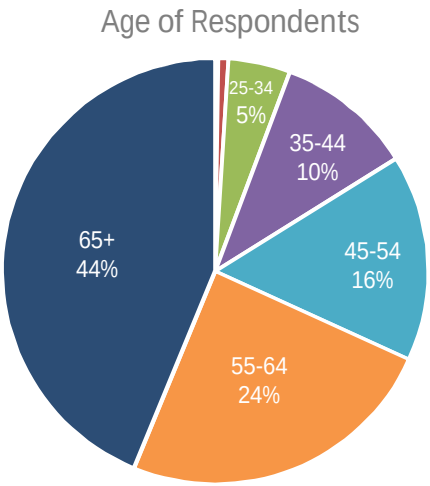
From August 14 to November 20, 2023 the Town of Queensbury solicited feedback via a community survey regarding its Comprehensive Plan Update. The following memo summarizes results from the community survey. The survey was available in both an online and hard copy format and consisted of 15 questions. Its purpose was to gather insight directly from the community on the strengths, weaknesses, and opportunities in Queensbury. For complete results, see the attachment at the end of this document.

Who took the survey?

As of December 5, the survey had 795 respondents. 92% of respondents live in the Town of Queensbury. Those who selected "other" stated that they are property owners, seasonal residents, realtors, or have kids that play sports in the Town. 19% of respondents live in Area 1, representing the western portion of the Town. 2.5% of respondents live outside of the Town.



44% of respondents are over the age of 65. Less than 1% of respondents fall into the 18-24 age group. Age breakdowns holds similar for all areas in the Town.



Why live in Queensbury?

When asked why respondents choose to live or visit the Town of Queensbury, the top response (57%) was "due to proximity to Lake George and the Adirondacks". The second most common response was "relatives and friends nearby". The bottom three options were "commercial amenities, historic character, and walkability" those who selected "other" (14%) stated things such as enjoying the small-town atmosphere, grew up in the area, good location, and more.

Respondents were asked which characteristics are the most important in the Town. The top three responses were "safety / low crime" (74%), "parks and recreation services and programs" (54%), and "diversity of landscapes" (49%). The least commonly selected answer was "public transit access" (4%).

Looking Ahead

Survey takers were asked to rank how they feel about different types of development; they could select either "encourage, discourage, or neither." The top three most commonly encouraged types of development were "protection of natural areas / open space" (93% encouraged),"public outdoor recreation", and "residential – single family homes". The most commonly discouraged types of development were "short-term rentals" (73%), "residential multi-family – apartments", and "residential multi-family condominiums". Additionally, 46% of respondents said they would discourage large-scale solar fields. When asked to expand on any of the previous answers, some common responses included the following:

- More housing in the Town overall
- Affordability is key
- No short-term rentals
- No more apartments
- Lack of transportation to many of the development choices
- Preserve rural character
- Incorporate green infrastructure
- Improve road quality
- Public recreation needed on west side of the Northway

Question 8 asked respondents what types of businesses and services they routinely use that they wish were closer to their home or neighborhood. Common answers included grocery stores, book stores, 24-hour convenience stores, gas stations, Whole Foods, Costco, and Trader Joes. Many respondents also feel that Queensbury is accessible when it comes to goods and services being nearby.

Housing / Neighborhoods

For the Town as a whole, when planning for future housing / residential development, 62% said that the Town should prioritize preserving the environmental "setting". 46% feel that low-density residential development of single-family housing should be prioritized. The least commonly selected answers were "multi-housing types such as apartments and condos" (20%), and "other". Those who selected other suggested limits on short-term

rentals, prioritizing affordable housing, and preserving open space. Respondents feel that this development should be located near Bay Road, vacant lots on Route 9, east of the Northway, Aviation Road, Area 2, and some feel that it is appropriate in all areas of the Town.

Question 11 asked: "during the next ten years, what would you like to see get an additional emphasis in your neighborhood or area?" The top three responses were "working with interested landowners to conserve open space" (52%), "more parks, trails, and recreational facilities" (49%), and "investment in sidewalks and bike facilities" (43%). The bottom three responses were "more youth programs" (15%), "more public transit" (14%), and "other" (14%). Those who selected "other" stated things such as sewer and pedestrian infrastructure.

Partnerships / Shared Services

The survey explained that the Town currently collaborates with neighboring municipalities in a number of ways including wastewater and fire department efforts. When asked how these collaborative measures can be enhanced, common answers included the following:

- Sharing recreational facilities and programs
- Expand sewer services
- More collaboration with Glens Falls
- More bike trails
- Better overall coordination
- Shared public transportation
- Paid firefighters in the town
- Work with Glens Falls to open watershed properties

Visioning

Question 14 asked respondents what three words they'd like to be able to use to describe the Town in 15 years. Common responses included:

- Safe
- Quiet
- Clean
- Beautiful
- Welcoming
- Sustainable
- Community
- Affordable

The final question on the survey asked respondents to list one thing that they believe the survey failed to address. Survey respondents stated that the survey failed to address things like diversity, restrictions on short-

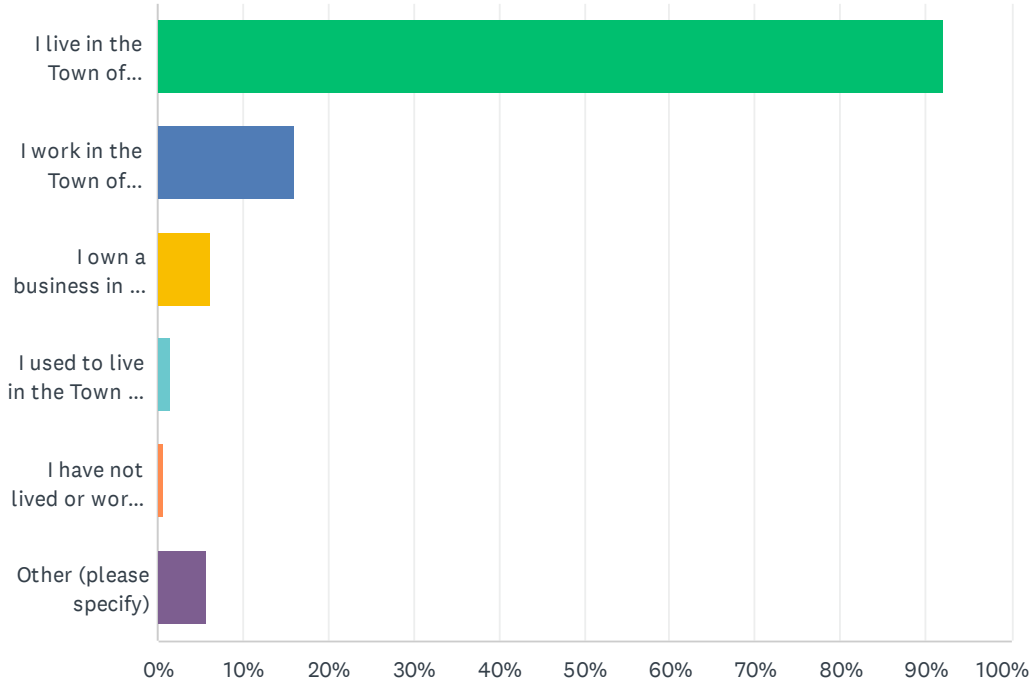
term rentals, tourism management, noise/light pollution, cleanliness and land maintenance, taxes, traffic, and more.

Next Steps

Next steps for the B&L team will be to work with the Committee to develop draft strategies and objectives based on feedback.

Q1 Please select the options that best describe you. (select all that apply)

Answered: 785 Skipped: 2



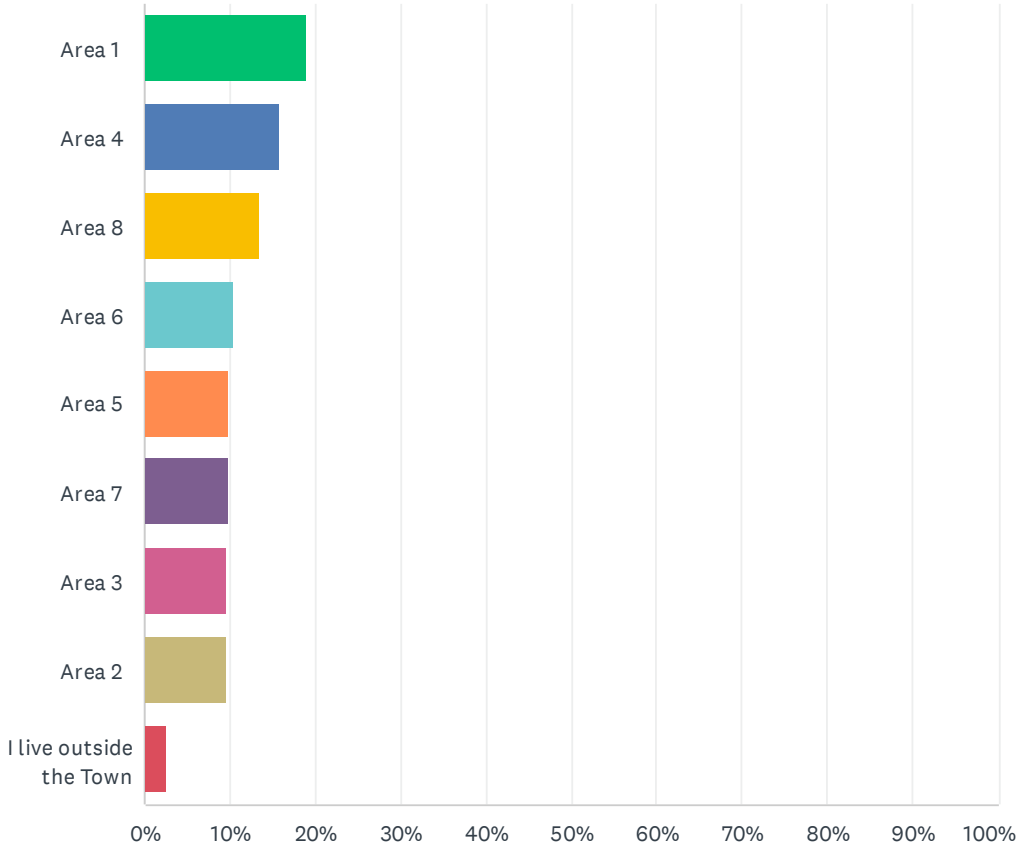
ANSWER CHOICES	RESPONSES	
I live in the Town of Queensbury	92.10%	723
I work in the Town of Queensbury	15.92%	125
I own a business in the Town of Queensbury	6.11%	48
I used to live in the Town of Queensbury	1.53%	12
I have not lived or worked in the Town of Queensbury	0.64%	5
Other (please specify)	5.73%	45
Total Respondents: 785		

#	OTHER (PLEASE SPECIFY)	DATE
1	I own a home in Queensbury, my primary residence is in Arizona	11/28/2023 11:09 PM
2	own commercial rental property	11/27/2023 1:55 PM
3	I own property in the Town of Queensberry	11/26/2023 3:12 PM
4	Own a 2nd home on lake george	11/20/2023 9:09 PM
5	I own a home in Queensbury	11/20/2023 6:19 PM
6	I have my summer home in queensbury	11/20/2023 1:28 PM
7	own a home in the town of Queensbury	11/19/2023 8:15 PM
8	I own a home in Queensbury where I plan to retire.	11/19/2023 7:13 PM

9	We have a cottage on Lake George within Area 8	11/19/2023 2:32 PM
10	Own property	11/18/2023 4:30 PM
11	I own a home in Queensbury	11/18/2023 3:01 PM
12	Own a property in Queensbury	11/18/2023 2:32 PM
13	I own vacant property in the Town of Queensbury	11/18/2023 10:58 AM
14	House on Lake George; live in PA	11/18/2023 10:39 AM
15	Summer camp	11/17/2023 11:31 AM
16	Retired	11/17/2023 10:45 AM
17	Seasonal occupancy by owner only.	11/17/2023 8:37 AM
18	I own a house but my parents live in it.	11/16/2023 5:14 PM
19	Camp in Queensbury, not primary address	11/15/2023 6:23 PM
20	N/a	11/15/2023 4:48 PM
21	Vacation home	11/15/2023 2:18 PM
22	owner is deceased and the property is a tiny strip of land in front of his home that is in the town of Kingsbury	11/15/2023 7:44 AM
23	Have a summer home in Queensbury. Live in Glens Falls	11/14/2023 9:15 PM
24	We have a family cabin on Assembly Point, Lake George.	11/14/2023 5:03 PM
25	Retired	11/14/2023 3:59 PM
26	Retired	11/14/2023 1:52 PM
27	Retired from town of Queensbury	11/14/2023 1:50 PM
28	I do not live in the town of Queensbury but own property there	11/14/2023 11:50 AM
29	Own a camp	11/14/2023 10:46 AM
30	Vacation home	11/14/2023 10:20 AM
31	I have a seasonal home in Queensbury	11/14/2023 9:59 AM
32	I own property in the town of Queensbury	11/14/2023 7:22 AM
33	own a 2nd home in Queensbury.	11/13/2023 9:57 PM
34	Retired	11/13/2023 5:02 PM
35	2nd home in area 7	11/13/2023 4:55 PM
36	Retired	11/13/2023 2:18 PM
37	Vacation Home in Queensbury	11/13/2023 2:03 PM
38	I work in the Town and with the municipal officials and boards.	11/6/2023 12:18 PM
39	Life long part time resident with no voting rights, no voice in local politics. Thanks for this opportunity	10/22/2023 6:26 AM
40	I live in Glens Falls right near the GF, Queensbury Line (Thomas St.)	9/27/2023 6:53 AM
41	realtor and very involved in town and also used to own a business in town	9/19/2023 9:16 AM
42	3 kids go to school and play sports in the town of queensbury	8/30/2023 11:01 AM
43	No	8/26/2023 7:51 PM
44	I am a property owner and seasonal resident in the Town of Queensbury.	8/25/2023 1:14 PM
45	50+years	8/23/2023 3:47 PM

Q2 Using the map above, in what area of the Town do you live?

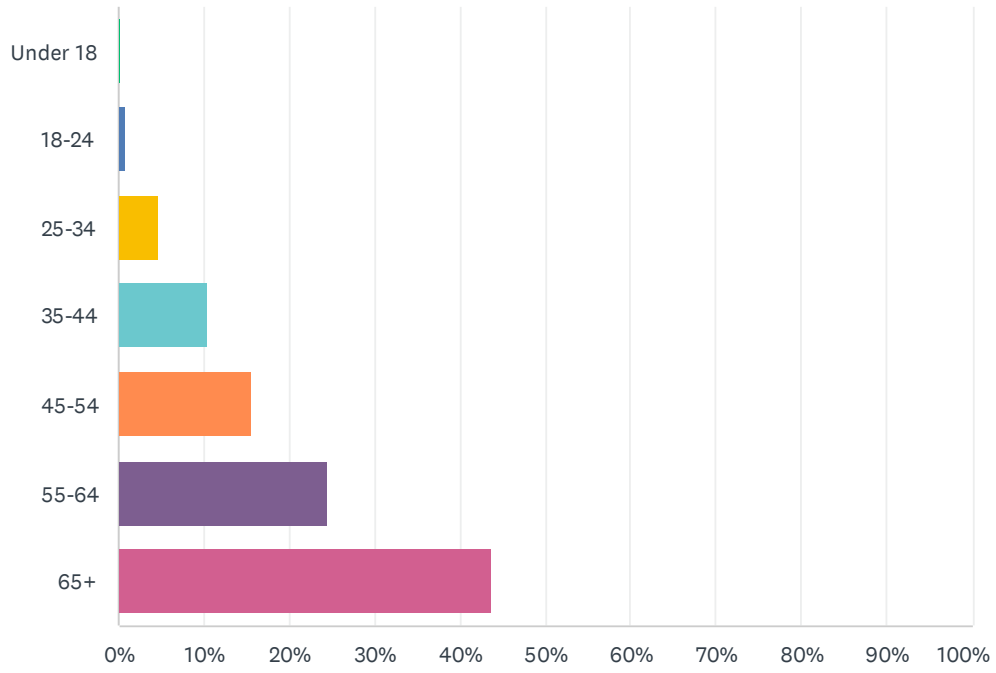
Answered: 785 Skipped: 2



ANSWER CHOICES	RESPONSES	
Area 1	18.98%	149
Area 4	15.80%	124
Area 8	13.38%	105
Area 6	10.45%	82
Area 5	9.81%	77
Area 7	9.81%	77
Area 3	9.68%	76
Area 2	9.55%	75
I live outside the Town	2.55%	20
TOTAL		785

Q3 What age group do you fall in ?

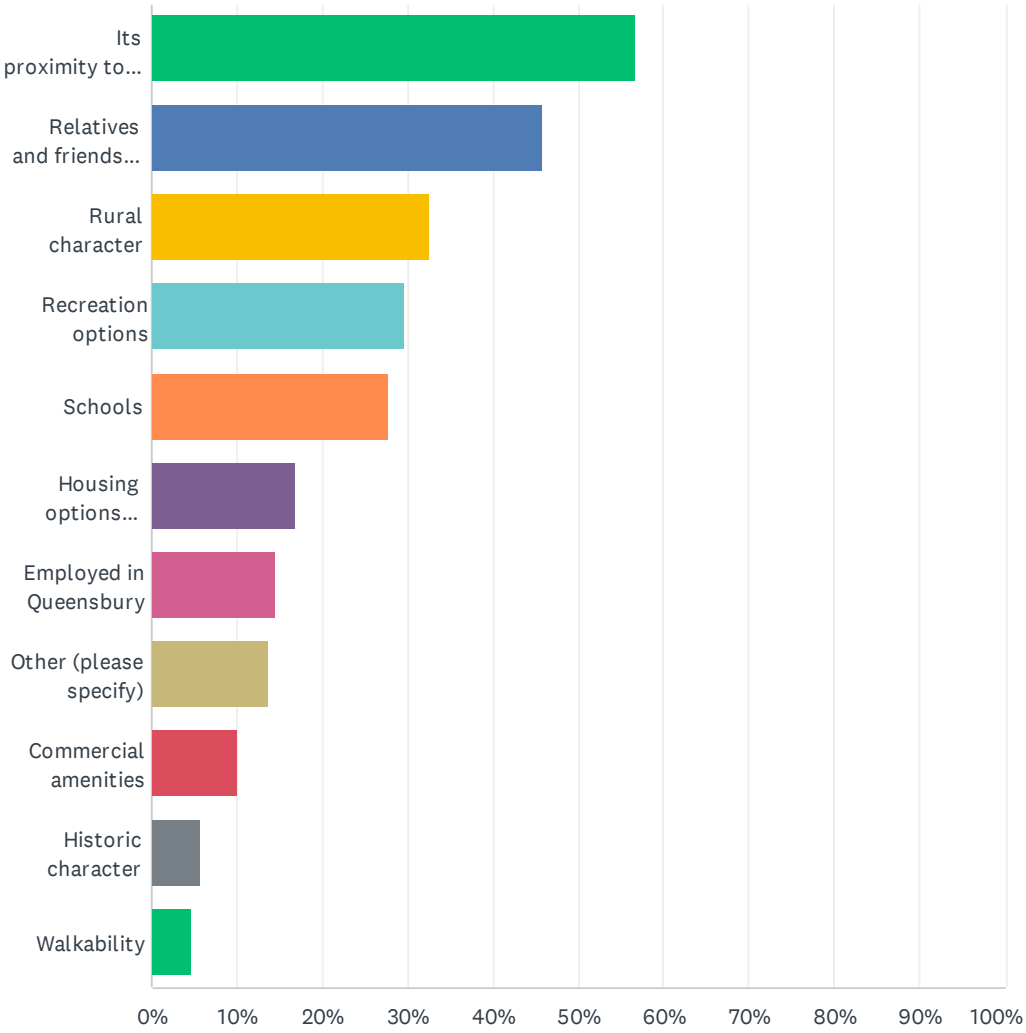
Answered: 786 Skipped: 1



ANSWER CHOICES	RESPONSES	
Under 18	0.25%	2
18-24	0.76%	6
25-34	4.71%	37
35-44	10.43%	82
45-54	15.65%	123
55-64	24.43%	192
65+	43.77%	344
TOTAL		786

Q4 why do you choose to live in or visit the Town of Queensbury? Select up to three (3)

Answered: 782 Skipped: 5



ANSWER CHOICES	RESPONSES	
Its proximity to Lake George and the Adirondacks	56.65%	443
Relatives and friends nearby	45.91%	359
Rural character	32.61%	255
Recreation options	29.54%	231
Schools	27.62%	216
Housing options available	16.75%	131
Employed in Queensbury	14.58%	114
Other (please specify)	13.68%	107
Commercial amenities	9.97%	78
Historic character	5.75%	45
Walkability	4.73%	37
Total Respondents: 782		

#	OTHER (PLEASE SPECIFY)	DATE
1	I was born here	11/29/2023 7:33 AM
2	Summer home	11/28/2023 11:09 PM
3	It’s where I landed.	11/28/2023 2:29 PM
4	At the time it was a nicer area then other towns	11/28/2023 10:55 AM
5	My mother left me this house	11/27/2023 5:31 PM
6	Too expensive to move	11/25/2023 2:21 PM
7	Close to medical	11/24/2023 9:21 PM
8	Commuting distance	11/24/2023 10:38 AM
9	It's been my home for 25 years. Beautiful area. New York as a state, though, is failing.	11/22/2023 1:29 PM
10	hospital	11/21/2023 11:51 AM
11	Lake George, Queensbury doesn't care about lake	11/20/2023 9:18 PM
12	Safe and the community character	11/20/2023 7:42 PM
13	relocation for work	11/20/2023 9:30 AM
14	quiet sububan neighborhood	11/20/2023 6:22 AM
15	This has been my home.	11/19/2023 8:06 PM
16	only property we could afford	11/19/2023 7:16 PM
17	culture	11/19/2023 4:52 PM
18	Welcoming and diverse	11/19/2023 11:45 AM
19	Affordable house prices, low level of air pollution	11/19/2023 10:56 AM
20	Proximity to the Capitol Region	11/19/2023 9:27 AM
21	Stuck here. Can't afford to move and just sustaining the home. It's me living in a two income family home. Was brought from marriage that failed.	11/19/2023 1:33 AM

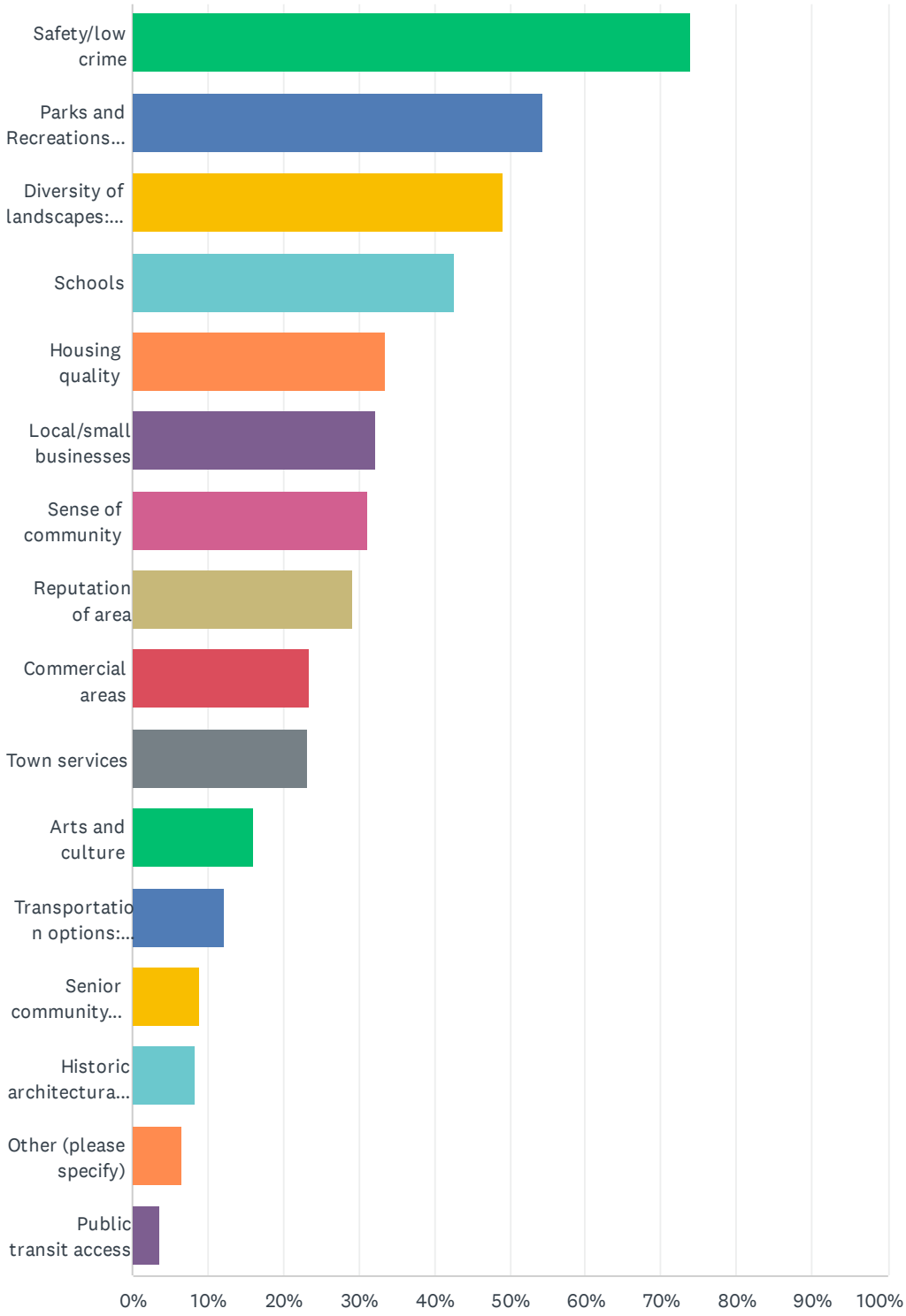
22	Taxes relatively reasonable	11/18/2023 6:18 PM
23	Hopefully I will be able to use my property	11/18/2023 2:32 PM
24	I inherited the vacant land	11/18/2023 10:58 AM
25	music, theater,-- cultural activities schools and college when kids were young Many activities to choose from	11/17/2023 8:28 PM
26	5 generations have lived here	11/17/2023 4:07 PM
27	Went to ACC	11/17/2023 2:26 PM
28	One time low taxes	11/17/2023 10:45 AM
29	Great Qsby Senior Center/wish they would provide street lights for the entire street	11/17/2023 9:44 AM
30	Born here.	11/17/2023 8:07 AM
31	it's where we've lived for 36 years and we likely can't get squat for our house.	11/16/2023 7:40 PM
32	Grew up on this property	11/16/2023 3:13 PM
33	Summer climate	11/16/2023 1:25 PM
34	Short work commute	11/16/2023 11:34 AM
35	Prox to ADKs, not LG.	11/15/2023 9:19 PM
36	Qby was a nice place to live, more development/people/vehicles, etc - quality of life here be gone.	11/15/2023 7:32 PM
37	Employed in GF	11/15/2023 5:17 PM
38	Just kinda happened	11/15/2023 4:48 PM
39	Raised and stayed here	11/15/2023 1:16 PM
40	Grew up here	11/15/2023 11:36 AM
41	It’s all I could afford	11/15/2023 10:28 AM
42	Close to West Mountain	11/15/2023 8:53 AM
43	emergency services	11/15/2023 8:25 AM
44	property owner is deceased and he lived in the town of Kingsbury. this property is only a small strip in front of his Kingsbury property	11/15/2023 7:44 AM
45	Employment in Hudson Falls school Distric	11/15/2023 12:53 AM
46	It's awesome!	11/14/2023 10:16 PM
47	family	11/14/2023 8:40 PM
48	Glen Lake	11/14/2023 8:31 PM
49	Close to northway	11/14/2023 7:34 PM
50	Family land handed down	11/14/2023 5:53 PM
51	Lived here for 44 years	11/14/2023 5:51 PM
52	Our family has been living in and around the Lake for nearly 90 years.	11/14/2023 5:03 PM
53	We moved here 30 years ago when we fell in love with the area	11/14/2023 4:56 PM
54	Was employed for Warr co	11/14/2023 4:52 PM
55	Born and lived in Queensbury all my life	11/14/2023 3:55 PM
56	Hospital (Glens Falls/Saratoga)	11/14/2023 2:16 PM
57	WISH WE COULD GO BACK TO THE QUEENSBURY OF 1957	11/14/2023 1:56 PM
58	Raised family; 8 gen family history in area	11/14/2023 11:34 AM

59	i am presently retired	11/14/2023 11:17 AM
60	convenient location	11/14/2023 10:28 AM
61	Nice place to live	11/14/2023 9:14 AM
62	family home	11/14/2023 9:06 AM
63	Born and raised in this area	11/14/2023 8:32 AM
64	Low taxes at the moment but democrats are screwing that up	11/14/2023 12:15 AM
65	Employed in Lake George	11/13/2023 9:43 PM
66	Family home	11/13/2023 8:33 PM
67	Been here a long time	11/13/2023 6:46 PM
68	Own a house here	11/13/2023 6:30 PM
69	Dont live here	11/13/2023 6:30 PM
70	Too old to move	11/13/2023 6:02 PM
71	Retired from previous employment in Queensbury and Glens Falls	11/13/2023 5:42 PM
72	Close to everything!	11/13/2023 5:38 PM
73	Too old to pack up and leave	11/13/2023 5:32 PM
74	Glen Lake	11/13/2023 4:55 PM
75	Couldn't afford Bolton and this was the closest I could get. As for the town itself, school taxes are outrageous.	11/13/2023 4:50 PM
76	Born raised here	11/13/2023 4:34 PM
77	Glens falls close by for work	11/13/2023 11:04 AM
78	employment nearby, grew up in the area	11/1/2023 8:59 AM
79	I used to work in Queensbury and bought a house here when I did; now I can work remotely.	10/30/2023 8:32 AM
80	Ready access to multiple medical providers	10/24/2023 5:26 AM
81	Neighborhood	10/23/2023 8:06 AM
82	Proximity to Saratoga, Vermont, Mass., and even Albany. Life long ties to the area	10/22/2023 6:26 AM
83	It is my home.	10/16/2023 7:02 PM
84	had a gym business	9/19/2023 9:16 AM
85	Balloon fest!	9/13/2023 3:31 PM
86	Neighborhoods, taxes	9/10/2023 10:56 PM
87	moved out of non affordable NYC area which is close to the same prices now downstate. Still get more for your money here	9/5/2023 11:20 AM
88	Combination of nearby amenities & rural character	9/4/2023 12:13 PM
89	Live with parter in his house	9/2/2023 5:00 PM
90	grew up here	8/31/2023 9:25 PM
91	It is definitely NOT a walkable community!	8/30/2023 3:11 PM
92	Food shopping	8/30/2023 10:57 AM
93	Near Glens Falls	8/26/2023 9:38 AM
94	We chose to live in Queensbury because of the schools but realized otherwise	8/25/2023 9:15 AM
95	Own a business close to Queensbury	8/24/2023 9:24 PM

96	Work remote	8/24/2023 8:04 PM
97	Grew up in Queensbury it's home	8/24/2023 4:10 PM
98	Proximity to Downtown Glens Falls - "The Downtown of Warren County"	8/24/2023 12:13 PM
99	Good Lake Water Quality for swimming, boating, & property value protection	8/24/2023 10:30 AM
100	Rec and water	8/24/2023 9:25 AM
101	Family history of ownership	8/24/2023 7:25 AM
102	Small town atmosphere and green space	8/24/2023 6:31 AM
103	Great local hospital and physicians	8/23/2023 3:47 PM
104	bought an affordable home in 1984 and never "moved up". 40 years later still affordable on SS as sole income.Solid medical facilities, decent shopping options and mountains, trees, rivers, lake, and handicap-access to some beaches, trails and play-grounds!!	8/23/2023 3:02 PM
105	retired but have lived in same house for 48 years	8/23/2023 9:11 AM
106	Medical	8/22/2023 10:20 PM
107	My family has lived in warren county since the early 1800s	8/22/2023 2:52 PM

Q5 Of the following, which are the most important characteristics found in the Town? (select all that apply)

Answered: 778 Skipped: 9



ANSWER CHOICES	RESPONSES	
Safety/low crime	74.04%	576
Parks and Recreations services and programs	54.37%	423
Diversity of landscapes: rural, businesses, homes, parks/preserves	48.97%	381
Schools	42.54%	331
Housing quality	33.55%	261
Local/small businesses	32.13%	250
Sense of community	31.11%	242
Reputation of area	29.18%	227
Commercial areas	23.52%	183
Town services	23.26%	181
Arts and culture	15.94%	124
Transportation options: walk, bike, bus, drive	12.21%	95
Senior community (people age 65+)	9.00%	70
Historic architectural character	8.35%	65
Other (please specify)	6.56%	51
Public transit access	3.60%	28
Total Respondents: 778		

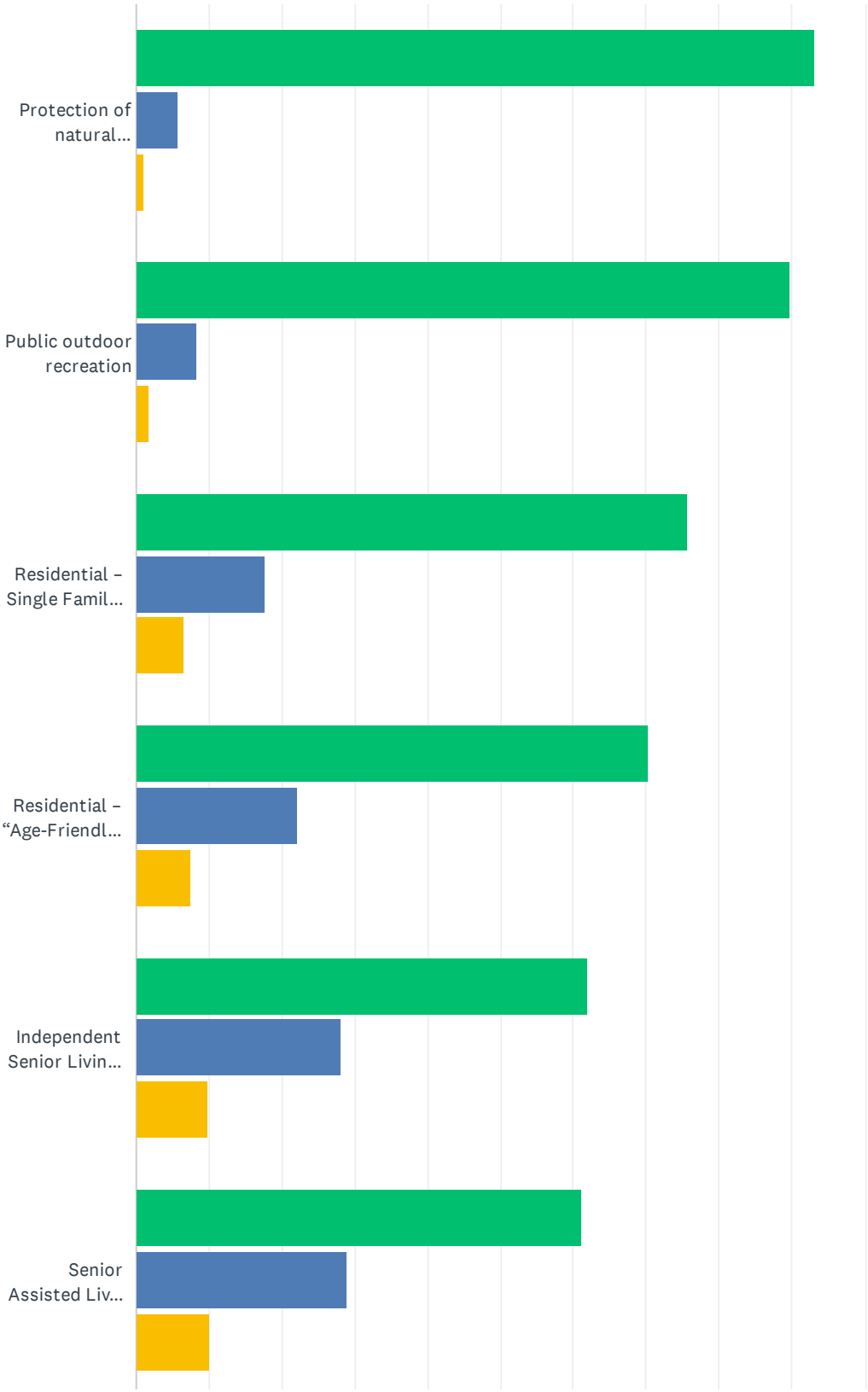
#	OTHER (PLEASE SPECIFY)	DATE
1	Being able to access other parts of town without having to walk or bike across massive four lane roads	11/29/2023 7:33 AM
2	Proximity to Lake George	11/28/2023 11:09 PM
3	We appreciate that the commercial area is not expanding at a fast rate	11/27/2023 8:40 AM
4	Low Taxes	11/25/2023 10:43 AM
5	It's not a big city. Church is nearby.	11/22/2023 1:29 PM
6	Lake george	11/20/2023 9:18 PM
7	Taxes	11/20/2023 4:35 PM
8	Proessional hockey, local high school sports, sectional and state competition (Cool arena, sports dome etc.	11/20/2023 3:13 PM
9	easy access to shopping and recreation.	11/20/2023 2:22 PM
10	The town is becoming more diverse in terms of demographics, which is critically important to our family.	11/20/2023 11:29 AM
11	unfortunately safety has not been kept	11/20/2023 6:22 AM
12	affordability	11/19/2023 7:16 PM
13	I really do not like living in Queensbury because people living in Queensbury are of wealth and have attitudes. I am a down to earth person.	11/19/2023 1:33 AM
14	N/A	11/18/2023 10:58 AM

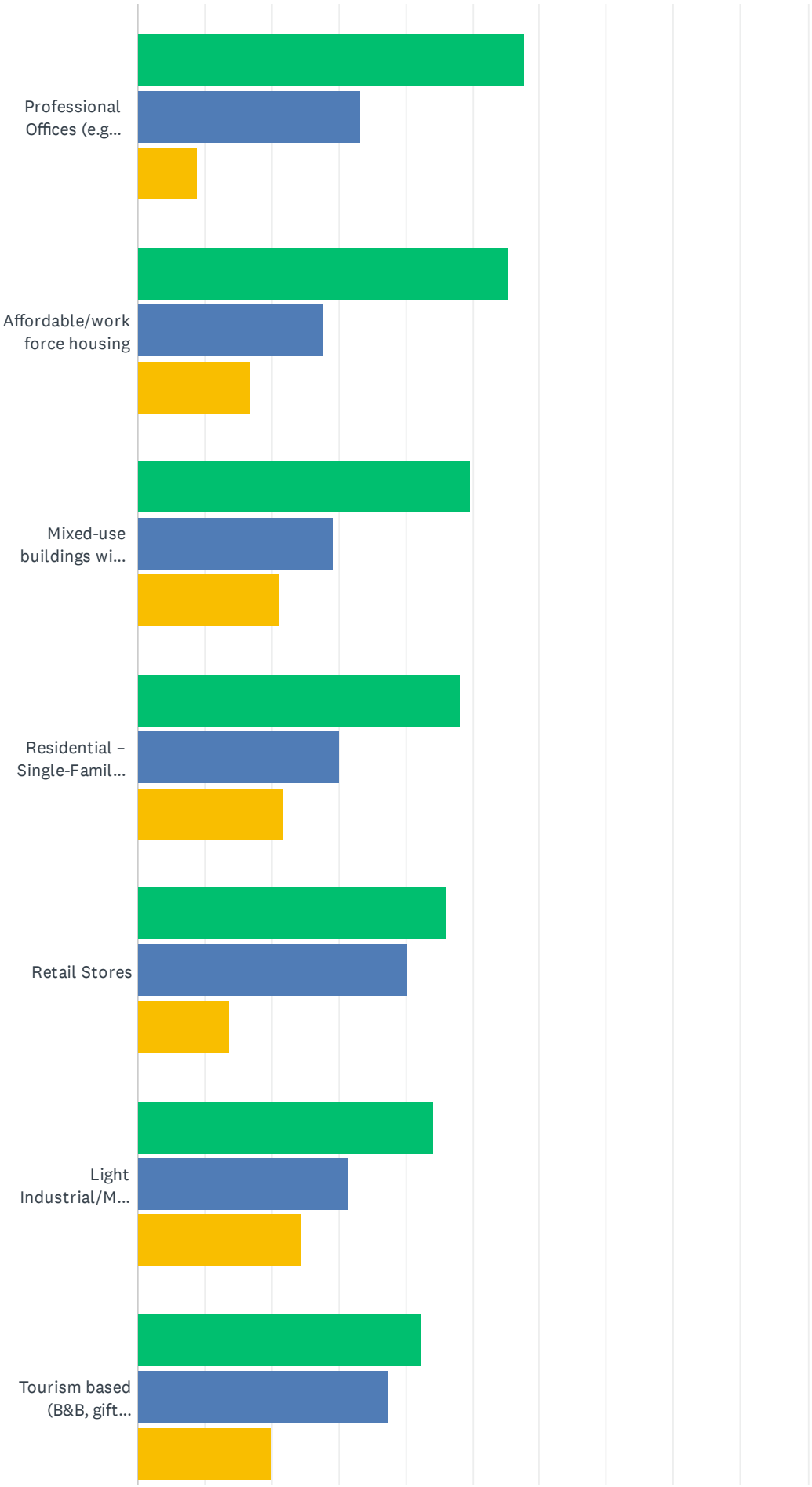
15	Walking/hiking trails	11/18/2023 8:32 AM
16	lake George	11/17/2023 9:59 AM
17	infrequent natural disasters	11/16/2023 7:40 PM
18	quality of life and space	11/16/2023 3:15 PM
19	Grew up here	11/16/2023 3:13 PM
20	Hunting.fishing,gardening access	11/14/2023 3:20 PM
21	FOR THE SERVICES I USE TAXES ARE TOO HIGH. BIKE TRAILS SEEM MORE IMPORTANT THAN SAFE DRINKING WATER!!	11/14/2023 1:56 PM
22	Grew up here	11/14/2023 1:52 PM
23	Glens Falls character	11/14/2023 11:34 AM
24	adk	11/14/2023 9:06 AM
25	Location, Location, Location + medical services by HHHN	11/13/2023 8:09 PM
26	Religious community	11/13/2023 8:07 PM
27	none of the above	11/13/2023 5:32 PM
28	proximity to lake	11/13/2023 4:55 PM
29	I don’t know why I even live in New York State? Idiot I guess?	11/13/2023 4:34 PM
30	Proximity to Saratoga Springs	11/13/2023 3:14 PM
31	Natural resources	11/6/2023 12:18 PM
32	Lake George	11/1/2023 8:59 AM
33	Access to medical services	11/1/2023 6:41 AM
34	Rural country character	10/26/2023 4:20 PM
35	Keep it wild and stop building!	10/25/2023 6:43 PM
36	Preserving the quality of Lake George and the land that has an impact on the water quality. Keeping a balance between the growth of business, multi family dwellings and affordable single family homes.	10/25/2023 1:38 PM
37	rural/ mountains/ beauty of area	10/24/2023 6:20 AM
38	The historicaly low tax rates	10/23/2023 10:15 AM
39	Proximity to Lake George	10/22/2023 10:58 AM
40	Lake George	10/22/2023 6:26 AM
41	proximity to Glens Falls	10/16/2023 7:02 PM
42	easy access to the mountains and waterfront activities	10/6/2023 12:43 PM
43	Please consider adding a West Queensbury Senior Center since the one currently is 20 minutes away and it is not optimal.	9/3/2023 6:01 PM
44	Mountain bike trails	9/2/2023 5:36 PM
45	Lake George	8/31/2023 6:30 PM
46	On lake George	8/31/2023 3:25 PM
47	Public transportation is very inadequate	8/30/2023 3:11 PM
48	Shopping friends	8/30/2023 10:57 AM
49	Trees! Which I would appreciate the town(?) stop cutting down. Why is another development needed off Upper Sherman???	8/27/2023 10:09 PM

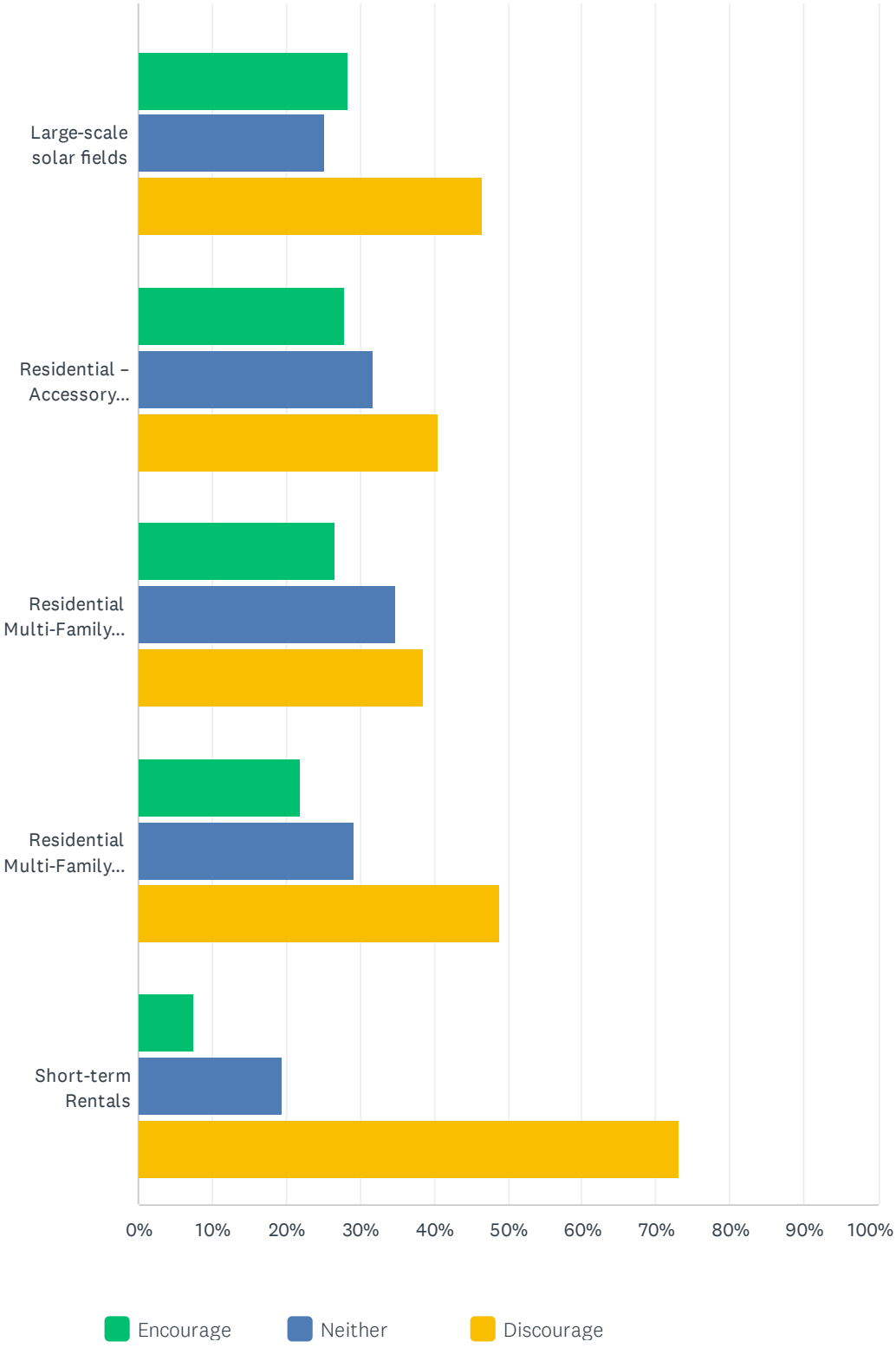
50	Near Glens Falls for library and restaurants	8/26/2023 9:38 AM
51	Lower cost of living	8/25/2023 12:25 PM

Q6 What types of development would you encourage or discourage in the Town? (you may expand on your answer in Question 7)

Answered: 778 Skipped: 9




Professional Offices (e.g...
Affordable/work force housing
Mixed-use buildings wi...
Residential – Single-Famil...
Retail Stores
Light Industrial/M...
Tourism based (B&B, gift...


Large-scale solar fields
Residential – Accessory...
Residential Multi-Family...
Residential Multi-Family...
Short-term Rentals
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Encourage
Neither
Discourage

	ENCOURAGE	NEITHER	DISCOURAGE	TOTAL
Protection of natural areas/open space	93.19% 712	5.76% 44	1.05% 8	764
Public outdoor recreation	89.87% 674	8.40% 63	1.73% 13	750
Residential – Single Family Homes	75.67% 566	17.78% 133	6.55% 49	748
Residential – “Age-Friendly” Single Family homes for seniors (e.g. single floor living, ranch style)	70.46% 532	22.12% 167	7.42% 56	755
Independent Senior Living Community (Aviation Road, Quaker Road, Bay Road, Main Street, Route 9, Route 149)	62.10% 467	28.19% 212	9.71% 73	752
Senior Assisted Living Community (Aviation Road, Quaker Road, Bay Road, Main Street, Route 9, Route 149)	61.09% 460	28.95% 218	9.96% 75	753
Professional Offices (e.g. medical, legal, accounting, consulting, etc.)	57.84% 428	33.24% 246	8.92% 66	740
Affordable/workforce housing	55.50% 414	27.75% 207	16.76% 125	746
Mixed-use buildings with residential and commercial (Aviation Road, Quaker Road, Bay Road, Main Street, Route 9, Route 149)	49.73% 371	29.22% 218	21.05% 157	746
Residential – Single-Family Townhomes/Duplexes (Aviation Road, Quaker Road, Bay Road, Main Street, Route 9, Route 149)	48.25% 359	29.97% 223	21.77% 162	744
Retail Stores	45.95% 329	40.36% 289	13.69% 98	716
Light Industrial/Manufacturing	44.05% 322	31.33% 229	24.62% 180	731
Tourism based (B&B, gift shops)	42.47% 310	37.53% 274	20.00% 146	730
Large-scale solar fields	28.30% 210	25.20% 187	46.50% 345	742
Residential – Accessory Apartments (e.g. rental unit is included within single-family home/lot)	27.84% 206	31.76% 235	40.41% 299	740
Residential Multi-Family – Condominiums	26.72% 194	34.71% 252	38.57% 280	726
Residential Multi-Family – Apartments	21.89% 162	29.19% 216	48.92% 362	740
Short-term Rentals	7.55% 56	19.41% 144	73.05% 542	742

Q7 Optional: If you'd like to expand on any of your answers to Question 6 or specify geographic locations of the land uses, please do so here:

Answered: 222 Skipped: 565

#	RESPONSES	DATE
1	Please stop cutting down trees. Make more trails.	11/29/2023 7:41 AM
2	Green energy is very important to a healthier planet yes, but perhaps instead of fields worth of solar panels, perhaps a subsidization or encouragement of panels atop the mostly barren roofs across the town. Queensbury needs a “town core” where people can go and walk similar to other places such as Glens Falls, Saratoga, and Cambridge. This area could be near the town hall, or by Aviation Mall, or even somewhere new. Having businesses and apartments so spread out contributes to cat usage, as without a car you cannot live in Queensbury, and in turn leads to more congested roads. In the case of Aviation mall, it struggles to intake customers, so perhaps turning its massive parking lots into large-scale apartments would be nice.	11/29/2023 7:33 AM
3	We need to work towards a more sustainable walking/biking community. We need to become healthier, less dependent on cars as our roads are overly congested now compared to just a few short years ago.	11/28/2023 2:29 PM
4	More housing for need groups and services for those same groups	11/27/2023 1:59 PM
5	Large solar farms for nyc is a waste of our resources-land and beauty of our area for greed	11/27/2023 8:40 AM
6	Solar fields need to be on areas that are not used for agriculture. No mixed use on Quaker Road where it is too busy now.	11/26/2023 4:37 PM
7	Bay Road is over developed or basically rural enough. Rt 149 is rural and should not end up looking like Bay road from the county building to Quaker. Main Street is already a quagmire and can barely take more traffic. Quaker and Aviation can likely handle more development howver I just read that the Nemer property will likely have development turned down again in an area that can and should be developed.	11/25/2023 10:43 AM
8	Solar is a joke and it should not be invested in.	11/24/2023 4:45 PM
9	I don't like to see municipalities jumping into solar or hemp or other emerging ideas like electric buses for the schools before they have been tried elsewhere. They may have value, but I get the sense many are just not ready for prime time. Mostly, from my town I'd like to see less taxation and constant evaluation of the value of how each dollar is spent with leadership that can make hard decisions about cutting things that haven't passed muster. Given the unstable times in which we live, maybe even think about bolstering our coffers with gold/silver reserves as other municipalities in the nation have done, so if a real crisis happens, we aren't without enduring resources. I'm ALL FOR anything that helps support small business as so many were devastated during COVID. A thriving community is always about jobs.	11/22/2023 1:29 PM
10	Originally the lower property taxes were attractive. Now that we’ve lived in this house for 6 years our property taxes have increased 3 times. We are considering moving solely because of that.	11/21/2023 4:38 PM
11	Use science not politics in planning and approvals	11/20/2023 9:18 PM
12	I strongly feel that Queensbury has no idea how to encourage light pollution protection within your business, commercial and public facilities. Downfacing lighting, unlit signs with lighting directed to signs instead of lighted signs and LED spotlights facing homes and in the eyesight of drivers. Businesses need to be respectful of residential neighborhoods and neighbors. New Paltz, Bolton Landing, and many towns across the state and country are protecting communities from light pollution, noise pollution, air pollution and even rubbish. Route 9 and Quaker Rd looks like a Automobile Las Vegas, how many noisy bright tire shops do we need?	11/20/2023 8:56 PM
13	Development of more senior housing is of concern. Seniors can outlive their savings and can become dependent upon social services, which can become a community burden vs the	11/20/2023 7:42 PM

	developer's burden. Further, seniors require greater health care and emergency services (ambulance calls & fire calls), which we are not staffed for at this time, therefore we do not have the capacity in current systems to meet these needs. Our communities are dependent on volunteer fire and emergency services and are already having a hard time recruiting volunteers. Air BnB's are not helping either, as they consume services, but do not add value to the volunteer agencies. Lastly, we have insufficient public transportation to accommodate seniors who can no longer drive, and must rely on cabs, busses, Ubers (which are not readily available in some of our area) or volunteer transportation services.	
14	I think land/ building that are vacant that should be used again- don't demo natural land for new businesses. Like the new development across from the college.	11/20/2023 4:03 PM
15	I would encourage allowance for inlaw/family suites to single family homes to allow multigenerational housing.	11/20/2023 3:43 PM
16	Preservation of Big bend perserve	11/20/2023 1:57 PM
17	Affordable/workforce housing only if they have garages. What does Large-scale solar fields mean, acreage upon acreage, 100, 200 acres?	11/20/2023 12:53 PM
18	Update and expand town sewage system. Less reliance on aging septic systems. Update roads.	11/20/2023 11:29 AM
19	Too much growth, too fast. Losing rural character. Too many condo development.	11/20/2023 9:53 AM
20	Senior Assisted Living Community (Aviation Road, Quaker Road, Bay Road, Main Street, Route 9, Route 149) : These facilities should NOT be located on high traffic main roads.	11/20/2023 9:46 AM
21	By West Mountain	11/19/2023 9:53 PM
22	You need to stop taking down trees. Wildlife has no place to go and we lose our beautiful landscapes.	11/19/2023 9:28 PM
23	We have too many vacant/empty buildings. Make use of them prior to new construction.	11/19/2023 8:15 PM
24	Hands-off property rights. Family vacation rentals should be encouraged more, not restricted. The income helps seniors retire with dignity. Many seniors, or soon-to-be retirees, no longer have traditional pensions, nor paid health benefits. We are a vacation destination. Also, any complains from neighbors need to be validated, otherwise it's hearsay; possibly from someone who likes an empty property next door.	11/19/2023 7:13 PM
25	No thanks :)	11/19/2023 6:17 PM
26	Queensbury should focus on incorporating environmental and green initiatives into future infrastructure projects, so that they are able to move and adapt to future environmental concerns more fluidly, rather than trying to retrofit everything.	11/19/2023 11:45 AM
27	Promote the conservation of our forests.	11/19/2023 10:56 AM
28	Solve the Exit 20 thru traffic problem with the Outlet Stores	11/19/2023 8:03 AM
29	What I really really like to see is more cycling accessible road. For example West Mountain is a very high traffic road for cyclist, and cars these do not stop for stop signs. For the past two years I have not been on bicycle very much. I wish to see speed limits lower if people are going to do roll stops. Ticket them and make county revenue that way instead of raising property taxes and school taxes!!!! I do not cycle the Lake George bicycle trail because I am doing speeds of 19-21 mph and that to dangerous on the trail for families just leisurely using the trail. It's a bicycle trail not a cyclist trail. I am a cyclist and do it for sport, I am not bicyclist hence the difference between a runner and jogger or a cook and chef. And the logger trucks need to slow down, very dangerous when I am cycling. Just hearing too too many accidents about cyclists. I wish someone would tell drivers that we as cyclists have just as much right to the road as they do according to the New York State driving manual.	11/19/2023 1:33 AM
30	Since many of our streets are crumbling and dangerous, I don't believe large scale development is feasible. Queensbury should remain primarily a residential community.	11/18/2023 10:00 PM
31	No more high-density housing complex's! This discourages young families to build or buy single family homes and increases the Queensbury school districts population far beyond the land mass that it represents. I would rather see developers creating neighborhoods of single family dwellings.	11/18/2023 8:58 PM

32	Encourage business in areas where there are already businesses and empty buildings, not spread out more...same with light manufacturing.	11/18/2023 6:18 PM
33	I do have a concern about short term rentals in the community.	11/18/2023 4:30 PM
34	I enjoy using the Half-way Brook trail, Rush Pond, and Gurney Lane trail. I would like to see more public outdoor areas for families, etc.	11/18/2023 3:31 PM
35	N/A	11/18/2023 10:58 AM
36	Focus on quality of life: control of expansions that increase traffic. Avoid housing that leads to sub rentals/VRBOs. Minimize transients/absentee owners. Basically do not follow Saratoga Springs development model	11/18/2023 9:05 AM
37	multi-family rentals/condos--if we really need more okay, but they seem to be everywhere Limit B&B's & gift shops More areas like Surrey Field with small, quality homes Builders who have some imagination--rentals like Fowler Square but soundproofed well--same with one story townhomes Walking distance to stores helps	11/17/2023 8:28 PM
38	Emergency service funding needs to grow particularly with senior living expansion.	11/17/2023 4:24 PM
39	No more apartments	11/17/2023 12:54 PM
40	We do not need more apartments in Queensbury. We need more single family homes. See further discussion in #15	11/17/2023 11:18 AM
41	Encourage Air B&B short term rentals	11/17/2023 11:07 AM
42	Any/all development contingent upon proper traffic planning and management. Numerous bottleneck areas now in areas of development and Northway on/off ramps (19 & 20)	11/17/2023 10:39 AM
43	Improve road near mailbox at 22 Bonner Drive. It is UNSAFE & was brought to attention of road supervisor working on road. Big dip can turn over my walker or rollator when getting mail. come & ring my doorbell & I'll Glady show you.	11/17/2023 9:44 AM
44	Public outdoor recreation, like pickleball courts, are needed on the west side of the north way.	11/17/2023 9:27 AM
45	Stop rampant development by Schermerhorn. He’s never met a green space he didn’t want to build on!!!!	11/17/2023 8:07 AM
46	Do you even consider what these multi-family apartment complexes will turn into down the road as they age and deteriorate? Enough is enough!	11/17/2023 7:55 AM
47	N/a	11/16/2023 9:05 PM
48	We need affordable housing. Fowler Square is in no way, shape or form affordable.	11/16/2023 7:33 PM
49	I would encourage the development of housing including apartments and condos that people could own rather than having to rent. I would support the presence of solar fields if residents of the town received a discount on electricity because of it.	11/16/2023 6:01 PM
50	More backyard chickens to provide eggs and eat dangerous ticks	11/16/2023 3:15 PM
51	Allow Single family homeowners with 1+ acres that have an attached garage to add a detached garage to secure boats, RV's or additional vehicles. Open air parking in driveways is unappealing.	11/16/2023 10:49 AM
52	Plant more trees.... do not allow developers to clear-cut any land; encourage them to work with a town-appointed arborist to neaten and maintain existing groves and woodlands. Strongly consider population density--the carrying power of the land to absorb more buildings, asphalt, drain on resources. Queensbury is a desirable community--please use planning and zoning power to maintain it. Fewer fast-food locations and very limited strip malls. But above all: MORE TREES. Plan and actively pursue urban reforestation; trees are natural clean-air factories. Preserve and replant them, and our town will be more beautiful and more livable.	11/16/2023 9:14 AM
53	Redevelop brown fields and abandoned / vacant commercial parcels. Reduce the clearing of greenspace for commercial development. ie. Corinth Rd exit 18 area	11/15/2023 7:35 PM
54	Keep Queensbury a residential community with limited commercial impact. Please do not turn it into Long Island ! Absolutely positively no low-cost housing and no wind farms please!	11/15/2023 7:22 PM

55	The town should take active measures to prevent the further destruction of our wild and open spaces. Apartment complexes, in the vein of everything Schermehorn does, are a blight on our community and detract from the natural beauty that draws people here.	11/15/2023 6:14 PM
56	Affordable housing is a needed resource however in planning locations for large scale living should complement the area, so the buildings don't look out of place. Same goes for large scale solar fields.	11/15/2023 6:14 PM
57	I think we need to preserve our open spaces.	11/15/2023 6:10 PM
58	Expanded solar energy farms	11/15/2023 5:19 PM
59	Stop building period. Plenty of housing in our community as it is.	11/15/2023 4:48 PM
60	I think there should be more affordable single 55+ housing community for seniors. (ex.Surrey fields) School Tax increases are pushing seniors out of their homes.	11/15/2023 4:14 PM
61	There are already too many of these “schemerhorn-type” apartment complexes. The green spaces in the town need to be protected…Potter Woods watershed and protect parks.	11/15/2023 4:11 PM
62	Mixed use development has not worked in this area. From Malta to0 Queensbury there remains excess space on the first floor of developments that are years old. Main Street was the place for that sort of development, as the existing (and mostly ignored) Comprehensive Plan for the Town shows	11/15/2023 3:17 PM
63	Smaller lot sizes for higher density living units that are affordable, create a community feel, with community shops and resources within a walkable distance so that we can retain our open spaces and concentrate housing space vs open space	11/15/2023 2:39 PM
64	Definitely no building on aviation rd unless reuse of Mall area.	11/15/2023 1:16 PM
65	Maintaining and increasing and connecting the bike trails, hiking trails and preserves like Gurney Lane, Rush Pond, Potters Woods, Hudson point, and others should be a priority.	11/15/2023 11:16 AM
66	Support the Development of West Mountian, develop a year-round destination, and expand the ski area.	11/15/2023 8:53 AM
67	Need details on solar to form a proper opinion	11/15/2023 2:07 AM
68	Solar: where it makes sense (I wouldn't deforest to install solar)	11/14/2023 9:27 PM
69	short term rentals in residential areas are not good for crime, security and safety. Many people are now doing vrbo/air b b and in neighborhoods that are not commercial it is unsettling and frustrating to see transient people-risking safety for residential areas	11/14/2023 8:40 PM
70	I would like to see the right to farm in our area.	11/14/2023 8:38 PM
71	Continue building great mountain bike and hiking trails. It’s fantastic that our area is recognized as a premier biking area!	11/14/2023 8:14 PM
72	Queensbury needs better grocery stores eg Wegman's and better chain restaurants, not fast food. Better single family home developments with the amenities of associations such as gyms and community pool.	11/14/2023 7:42 PM
73	Affordable homes for first time home buyers.	11/14/2023 4:58 PM
74	Please do not let schermehorn build any more cheap rental units. No more rentals. No more military family rentals. No more schermerjorn. We need single family homes.	11/14/2023 4:56 PM
75	Aviation Rd. and the area around Exit 19 is already very bad. Adding even more cars/development will make a bad situation even worse. Aviation beyond the school property is residential in character and should remain that way. If development has to happen, Quaker Rd. and by Exit 18 is the least worst option.	11/14/2023 4:34 PM
76	Affordable housing is an immense need in this community, rental units as well as programs to help new home owners	11/14/2023 4:30 PM
77	Traffic and infrastructure in this area can not support much more development. This area is fast becoming another area of urban sprawl……like Clifton Park.	11/14/2023 4:13 PM
78	No solar panels anywhere…..	11/14/2023 3:17 PM

79	Apartments/short term rentals do nothing for our tax base. We need more single family homes who will stay and support the community. Apartments overload our schools, they pay no taxes.	11/14/2023 2:26 PM
80	Discourage short term rentals in residential neighborhoods especially when there is a small distance between homes	11/14/2023 2:19 PM
81	THE TOWN DOESN'T TAKE CARE OF THE LAND THEY ALREADY HAVE. THE ROADS ARE IN ROUGH SHAPE, TREES IN MANY AREAS NEEDING TRIMMING, MOWING NEAR ROADS NOT KEPT UP.	11/14/2023 1:56 PM
82	Too much new housing already.	11/14/2023 1:52 PM
83	- My FAVORITE thing about Queensbury has been the recreation opportunities. Both the land/trails and the town rec department programs. Please continue to conserve these spaces and programs! - A great appeal to Queensbury is the mix of urban and rural. As far as new housing, I would prefer to minimize development in the currently rural areas and increase housing density in the more populated areas. Having both communities is much more enjoyable and environmentally friendly than a wide suburban sprawl. - I would advocate most for increased mix-use development in existing moderate-to-highly trafficked corridors, such as the "Aviation Ave, Quaker Rd, Bay Rd, etc." listed in the questions. - Specific to me... The neighborhoods surrounding Aviation Ave already have great walkability to recreation options, but lack walkability to businesses. Introducing mixed-use buildings along Aviation Ave would serve the existing neighborhoods, and provide higher density housing along a major corridor.	11/14/2023 1:41 PM
84	In area 7 there is no public water and any further developments will affect the wells being used presently. Has anyone done any research as to the viability of the groundwater in that area?	11/14/2023 1:36 PM
85	We need more houses like Baybridge community for seniors who want maintenance-free but independent living. We do not need more apartments complexes!!!	11/14/2023 12:29 PM
86	this area is attractive to tourists and residents because of its rural character.Let us guide future development with preservation of that quality in mind. Retail development should be confined to areas already developed.future retail should be directed to pre-existing ,and vacant or underutilized properties. Revitalizing Aviation Mall would be a good start.The Northgate Center Mall also cries out for development.	11/14/2023 12:09 PM
87	Paved/Lighted/Protected Walking/Biking paths along Peggy Anne/Upper Sherman	11/14/2023 12:06 PM
88	All have purpose in a thriving, diverse community. Community strategy should ensure that it is planned in a comprehesive way.	11/14/2023 11:34 AM
89	We would like the spread of development, especially large apartment complexes to stop so that the rural character of the town can be preserved.	11/14/2023 11:22 AM
90	I would like Queensbury to remain a residential, neighborhood community. I see my own neighborhood being overtaken by short term rentals that more properly belong in an area designated for hotel or motel development. We are losing our neighborhoods to the tourist trade. I don’t want to be priced out of my own neighborhood as have friends on the shores of Lake George. My grandchildren are the fifth generation of my family in this neighborhood, but houses that go on the market here are now being purchased by people from out of the area as weekend rentals. The neighborhood is losing it’s character!	11/14/2023 10:32 AM
91	I did not move here from NYC to be near the ADK. I grew up here, moved away and moved back. Please focus on affordable, good housing...taxpayers who can live here year round and are vested in there community.	11/14/2023 10:02 AM
92	Preserve single family neighborhoods from short term renters. Change 5 night min to 30 night for BNB, etc.	11/14/2023 9:59 AM
93	More parks Allow ground floor apartments and str	11/14/2023 9:20 AM
94	Do not over build and over fill the schools. Do not over build housing that puts stress on our sewers and roads and schools and social services and police and VOLUNTEER fire department. We need balanced growth!	11/14/2023 9:06 AM
95	No more Schermerhorn development; need for new single family homes.	11/14/2023 8:55 AM
96	I’m supportive of solar fields HOWEVER the location should not detract from the view of our mountains, lakes, and rivers.	11/14/2023 8:32 AM

97	It’s been sad to see so much vacant land developed over the past 30 years. Stop!! Otherwise, what made this area desirable will disappear. It already has to some degree. So sad to see the woods off of Sherman get cleared for another development. Sickening actually. The only bright side has been the creation of some of the trails that have somehow been spared…Rush Pond, Van Dusen, Hudson Pointe, Leon Steves. Please rehab and use space that has already been cleared and abandoned. Ie…lots of vacant spaces in malls and commercial areas (abandoned Kmart). Try to redevelop those areas before allowing developers to add more pavement to Qsby. That’s why I answered neither to most of the development questions…not in favor of destroying more habitat, but feel free to redevelop existing empty space.	11/13/2023 9:26 PM
98	6. Put solar farms in areas shielded from sight, e.g. south of airport.	11/13/2023 9:22 PM
99	Solar! Nuclear! Stop Schermerhorn!	11/13/2023 8:23 PM
100	I think we are already flooded with apartments. Moderate priced new homes would be helpful. Many old rental properties are the pits.	11/13/2023 8:09 PM
101	No large scale solar development, It is not attractive and is not good land use	11/13/2023 7:41 PM
102	We have solar on our home, put them on buildings, over parking lots, or on brownfields - NOT green fields. We need more diversity of land uses to support our existing and future population; cluster housing, small homes, and smaller scale multi-family. There is plenty of single-family homes in the town. Short-term rentals should be discouraged; they change neighborhoods and are a totally different economic model - they are not homes and should not be treated as homes. They are commercial ventures.	11/13/2023 7:28 PM
103	I do not want to see an overabundance of condos and apartment buildings, like what Schemerhorn is doing. The fields near SUNY Adirondack would be a great place for a solar field. Disreputable places such as the Sleep Inn (drop off spot for convicts, directly across from a school bus stop!) need to have better regulations. Ultimately, I don't want Queensbury to become the new Hudson Falls.	11/13/2023 7:27 PM
104	Continue to expand upon outdoor recreation areas. Preserve open space in Quuensbury.	11/13/2023 7:22 PM
105	Before existing vacant land is considered for large-scale solar fields, existing flat roof buildings, unused parking lots and other industrial options should be considered first.	11/13/2023 7:10 PM
106	Whatever we choose to do use common sense and make sure that we have the ability to police the areas or safety. We do not need big city issues. We already have enough. Thank you.	11/13/2023 6:46 PM
107	We need more affordable housing and fewer short-term rentals!	11/13/2023 6:32 PM
108	Public transportation	11/13/2023 5:43 PM
109	We need an Anchor Store or Big Box store other than Walmart! Lately it seems the only things being built are Tire Stores, Car Part Stores and Car Washes. How many of those do we need?	11/13/2023 5:38 PM
110	We need to increase our connection of recreational resources and tourism.	11/13/2023 5:36 PM
111	I like what was here in 1947, when I was a kid. I don't like bureaucracies, and what you would call progress.	11/13/2023 5:32 PM
112	I encourage solar fields only if it benefits the homeowners and businesses in the town to help offset the cost of utilities.	11/13/2023 5:21 PM
113	Short term rentals has become an issue on Assembly Point where the homeowners at large want to keep a family and local neighborhood. Several houses are now renting on AirBnB and several issues have been raised. Small family single family neighborhoods were not intended to become hotels and have put a strain on population, sewer systems, and access to the lake for homeowners. I encourage Queensbury to look at their communities from this perspective and determine areas where short term rentals should not be permitted, like the Town of LG did. In addition if long term rentals are permitted, they should be longer than 30 days.	11/13/2023 5:15 PM
114	The senior population is growing nationwide. I suggest the town take into consideration the trend for seniors wanting to "age in Place". Are there ways we can make it easier for "single family resident" homeowners to comply with regulations and make changes in their home to accomodate an "aging in place" senior?	11/13/2023 5:04 PM
115	I live off exit 18 you are building. Condos and apartments all around my home not happy with	11/13/2023 5:00 PM

	this get rid of good awful zombie houses and ghetto homes and put up nicer homes but it’s too late now	
116	We need less strip malls and more meaningful, planned development. Stop building outlets everywhere. We have a housing and employment crisis. Do mini down towns. Retail with AFFORDABLE apartments above. Workers in most cases wouldn't even need to rely on a car taking away accident potential in the winter as well as the expense.	11/13/2023 4:50 PM
117	The river is already to busy and only a matter of time before someone is killed from to many boats. What Moreau state park is about to do is going to make it even more unsafe along with all the houses going up on Big Boom Road.	11/13/2023 4:34 PM
118	Must be careful not to overbuild snd then lose what we all love about the area and our town.	11/13/2023 4:13 PM
119	We need good clean manufacturing in medical and technology.	11/13/2023 3:14 PM
120	things that enhance positive quality of life issues	11/13/2023 3:02 PM
121	Near the airport	11/13/2023 1:56 PM
122	Not for Municipal water projects in already established neighborhood of Stonehurst to feed water to Jenkinsville	11/13/2023 11:04 AM
123	Do not ever consider wind farms and solar farms	11/2/2023 10:42 AM
124	It depends on the area of the Town where the type of development will be. Are you going to change zoning to allow new types of development in areas with the more rural characteristics? Or are you focusing on infill in areas that are already developed? It's hard to give a blanket opinion on types of development without more information.	11/1/2023 8:59 AM
125	Even as I would encourage growth, I think volume of traffic is important to consider. Queensbury as a tourism hub would seem odd. I feel like we are more of a residential community with great central business locations. With the Balloon fest as a nice addition. I think our recreation opportunities and open space feeling are a draw. Short term rentals are problematic in residential areas. I have a friend in Albany who has a large house in her neighborhood that is used for large parties. It seems incongruous and inconsiderate to zone that way. But, I can see the appeal for the person who rents.	10/31/2023 2:10 PM
126	It would be great to increasingly use solar, water and wind power so that there is a long term emphasis on energy sustainability. For protection of natural areas/open space, encouraging residents and businesses to grow native plants and flowers instead of just grass, and use less water and fewer chemicals when maintaining lawns	10/30/2023 8:56 PM
127	No solar- the grid will not support everyone on solar and it- go back to pre Biden fuel. It destroys the looks of the environment, costs a fortune to implement, & 1000's of people do not want to live near any solar fields - I have seen them in other areas and would never move there!!!!	10/30/2023 7:06 PM
128	I think that most of my answers to question 6 are situational. Any development that is thoughtful, and considers the needs of both the community and the development's nearest neighbors, is likely fine. One of the things that I liked about Queensbury when I moved here was how quickly the development "drops off" in places, allowing the natural beauty to still shine through. I hope we don't lose that, but understand that sometimes development is necessary to support the community.	10/30/2023 8:32 AM
129	We don’t need anymore condos or apartments in Queensbury. It weakens the public school system and increases property owners taxes. It’s ruining everything good that is Queensbury	10/26/2023 4:20 PM
130	I think there are too many apartment complexes being built in our town. It is completely changing the structure and demographics of the area. My family lives in queensbury because it is a quiet area with a mix of rural and single family neighborhoods with a good school district. All of the apartment complexes are quickly changing this dynamic	10/26/2023 2:57 PM
131	I expect we will need more accessible housing - especially for younger people/families and seniors yet we need to protect important open space and migration corridors while providing areas for needed alternative energy production to respond to climate change. This is all the more reason to have thoughtful/flexible planning.	10/26/2023 11:49 AM
132	Main st. Would benefit from mixed use, commercial first floor, residential floors 2 thru 4. Need parking on our near main st. To encourage the use of this area. Also need to improve green	10/25/2023 8:04 PM

	space with a centralized park for when main st. Develops.	
133	Please stop tearing down our natural spaces to make room for more buildings that block the beautiful views. Infrastructure and roads are not built to handle the amount of traffic. PLEASE STOP SCHERMERHORN FROM RUINING THE ADK LANDSCAPE!	10/25/2023 6:43 PM
134	Quaker road and Rte 9 are overly developed and traffic is difficult. There is overdevelopment of apartment buildings, particularly on Bay Rd. Bay Rd has the potential to have traffic problems due to these multi family dwellings.	10/25/2023 1:38 PM
135	Queensbury has become a Town of greed. Destroying woodland areas, displacing animals and disrupting peoples lives with all the construction noise and dirt. No regard for the people already living in these areas, all in the name of getting that almighty dollar. If it weren't for grandkids here, I would be out of here.	10/25/2023 12:06 AM
136	More busing!!! Have bus availability in all areas of queensbury please!	10/24/2023 8:29 PM
137	Quaker Road and the Exit 20 area roads/ traffic are a joke. At some point our town is going to wake up and install "intelligent" traffic signals and/or traffic circles. Exit 20 NEEDS a complete overhaul. Get Rt. 149 on/off ramps for I-87 north of the outlets to ease congestion. CONNECT Rush Pond/ Gurney Lane to bike trail. The Rt 149 bridge over I-87 is a joke.	10/24/2023 6:20 AM
138	Mixed-use buildings with residential and commercial (Aviation Road, Quaker Road, Bay Road, Main Street, Route 9, Route 149) , doing this on 149 would be horrible, its a main thoroughfare between 87 and Vermont with too much traffic to be desirable to live on.	10/23/2023 10:15 AM
139	Should not mix commercial with residential or industrial	10/22/2023 10:58 AM
140	I would support a single residential/accessory apartment. Provided that it was stipulated that the main dwelling unit was owner occupied 100% of the time. And that no Short-Term-Rental use was allowed for the accessory dwelling.	10/22/2023 10:39 AM
141	All of the above should be STRATEGICALLY encouraged. The area needs more varied housing/living opportunities. Short term rentals and additional retail (big box) stores should be limited and carefully (not overly) regulated.	10/22/2023 6:26 AM
142	Please, no more apartments.	10/19/2023 7:09 AM
143	We do not need more apartment complexes.	10/17/2023 9:08 AM
144	It is not a question of whether to encourage or not. It is a question if proper planning for new developments. Simply rezoning single family residential to multifamily while doing nothing to change the automobile focus of the town will only create more chaos, traffic, congestion, pollution, concrete, declining recreational opportunities, climate change.....	10/16/2023 7:02 PM
145	Architectural review on Bay Road specifically, less Clifton Park look.	10/15/2023 8:31 PM
146	No more apartments buildings, we have too many and it is negatively impacting our town. We need more affordable single family homes	10/15/2023 8:07 PM
147	In favor of removing dilapidated houses and encouraging new duplexes or multi family homes, particularly on main street	10/15/2023 12:43 PM
148	We live on West Mountain Rd and have an older R5 lot. Like to have the Town consider smaller R1.5 or so to mirror other properties in the area.	10/13/2023 2:52 PM
149	Redevelopment of abandoned/empty lots preferred over clearing of new land. Denser residential development in conjunction with a multimodal transportation system-to dependent on individual cars. Interconnection of public/quasi public spaces for a "green transportation system. Use of solar in already large developed areas rather than taking open green space (rooftops, parking areas)	10/6/2023 12:43 PM
150	STR appear to destroy land and home values in addition to making the area less safe	10/3/2023 9:52 AM
151	Short term rentals are killing our community. My small neighborhood alone has spent more than a year (and counting) fighting landlords who are"investing" here. Some who are in direct violation of their deeds. We need the town to step up and protect it's full-time residence, our schools, and our workforce by pushing out Air BNB and the like. Please help us! We want our kids to grow up in a community... Not a hotel style neighborhood with people they don't know.	9/28/2023 6:09 AM
152	Caution should be taken to preserve the character of Queensbury. We should support small	9/27/2023 6:53 AM

	businesses and single family homes but be wary of low income housing that will change the demographic which will effect safety/crime and strain our health care system. More light manufacturing could be good for the economic health of our area.	
153	I strongly believe that Queensbury does not need anymore apartments. The town board should stop the construction of apartments	9/26/2023 9:32 PM
154	one bedroom housing for seniors and for young workforce near services	9/25/2023 9:47 PM
155	Subdivisions and PUDs are already plentiful in Queensbury, and should be limited to the currently approved sites and areas. Any industrial development should be limited to the current Industrial Parks located within the Town. There are many empty commercial spaces, and those areas should be utilized before looking to expand any commercial zones. Growth for the sake of growth will only hurt this community.	9/25/2023 3:42 PM
156	Expand on residential duplexes and townhouse on Main Street but needs traffic upgrades to handle already congested traffic ..the other roads listed have enough residential	9/25/2023 11:25 AM
157	Assure new developments pay up front for all potential future infrastructure, especially sewer	9/16/2023 10:31 AM
158	We need housing, there are so many commercial zoned properties that sit vacant. Land undeveloped because is C1 or office use. We no longer need offices times have changed since covid most work from home now. Zoning should change with the times and need	9/14/2023 8:05 AM
159	Warren county is aging and yet there are no real "over 55" communities that might have real appeal if it included amenities. Instead, they are taking up large, single family homes that would be better utilized by young and growing families. We are missing an opportunity to shift the use of housing vs. potentially needing to overbuild housing. Housing is unaffordable for single, young people and young families. Additionally, Light manufacturing/solar can be out in the industrial parks if the infrastructure supports it.	9/13/2023 5:24 PM
160	I think we need more condos and townhouses or duplexes. These providing affordable homes for seniors and small families. I see them forced into renting if one one income or ss.	9/13/2023 4:38 PM
161	Short term rentals are great for rural residential zones and commercial but nothing else.	9/13/2023 3:31 PM
162	Housing is becoming unaffordable in this area. It’s one of the reasons we moved here. I can no longer afford to live here as a single parent. Restrictions on short term rentals is optimal.	9/12/2023 3:19 PM
163	I think a good opportunity for the aviation road, Corinth road corridor is a brewery like common roots, or a mixed use building like frog alley in Schenectady with a brewery/bicycle shop on the bottom and apartments up top.	9/11/2023 1:43 PM
164	Would like to see more light commercial businesses added to the West Mountain Road area. Would also like to see Queensbury as a whole get away from any short term rentals in any neighborhoods. People do not want to have short term renters in and out of there neighborhoods.	9/10/2023 11:13 PM
165	Short term rental should never be permitted in residential neighborhood! Especially if it is a business and not a homeowners residence. 3 month minimum, only. Neighbors need to feel safe and don’t need revolving guests in adjoining house. Rented homes need to return to inventory for young home buyers. Our children can’t find housing to be able to stay in town.	9/10/2023 10:56 PM
166	I think if the survey started off with some facts, i could better answer #6. Like: unemployment is __%, experiencing homelessness __%, existing companies needing employees and can't fill positions based on lack of population or affordable housing?	9/8/2023 12:26 PM
167	Please maintain the character of existing neighborhoods. Multi family should not be mixed within single family neighborhoods. Change short term rental to 30 day minimum. Do not allow transient renters to destroy the very reason we want to live here.	9/5/2023 6:13 PM
168	We have only been here for 6 years. We moved away from NYC area because of its cost of living and over development of the area in westchester & bergen county NJ for 20 years how single family homes all get bought out and large condos and apartments get built. Brings in people who do not care about the town, lots of stealing, garbage, traffic. Then these apartments constantly go up in price and those who live in them get stuck unable to afford a single family home. Keep it rural single family homes	9/5/2023 11:20 AM
169	There is a big difference between rt 9 and Main Street vs Bay road and 149.	9/4/2023 6:58 PM

170	I feel Queensbury does not push business to other parts of the town. I feel town officials do not utilize the other available open property in Exit 18 area and South Queensbury area	9/4/2023 1:54 PM
171	Mixed-use type structures are the most important to encourage, as well as multi-family home options within the city proper. That is along with a strong support of public parks and recreation, and protection of natural areas. Lastly, senior housing of various types is a beneficial area of growth for Queensbury.	9/4/2023 12:13 PM
172	Affordability is key. Homeownership strengthens a family's finances.	9/3/2023 6:01 PM
173	We do not need any more schermerhorn apartments. They look terrible and don't age well. The apartments at Fowler square look much better and are appealing to the neighborhood. Apartments should be allowed so that families can provide aging parents a sense of independence while they age. scale. No more strip malls please. There's a lot of vacant office space.	9/2/2023 2:49 PM
174	Stop short term rentals in single family neiborhoods	9/1/2023 9:46 PM
175	I think that more of the open lands posted by the glens falls watershed should be open to limited, non-motorized outdoor use, such as hiking and mountain biking. This could ease some of the use of gurney lane and rush pond, and allow more access to the beautiful lands within Qbury. If Queensbury had a way to work out this access with GF, I would love to see it.	9/1/2023 8:11 PM
176	A short term rental of five days is not workable and impossible to enforce. I would support a 30 day minimum and want better enforement of town rules on short term rentals	8/31/2023 4:27 PM
177	Infill development along main corridors (by Aviation, Quaker, Upper Glen and by outlets) that are served by sewer or that could be served by sewer.	8/31/2023 9:30 AM
178	Kensington and glens falls middle/high need better traffic flow for pickup for students. The cars are literally side bt side and tail to nose. Kids go in and around vehicles to get to parents car for pick up. It is not student friendly at all.	8/31/2023 7:28 AM
179	Short term rentals should be a minimum of 30 days and enforced by the town.	8/30/2023 4:58 PM
180	Need more parks and nature areas including trails, wooded lots, TREES, wetlands. Concentrate buildings and housing in some areas with small lots so that there is plenty of space for nature. Put solar fields on the landfill!	8/30/2023 3:11 PM
181	I am a local business owner/ investor. I would like to see smart redevelopment of eye sores/ poorly run businesses in the community (exmples: Aviation Mall, West side Auto, Better management at West Mountain, etc) We are trying to build a multi use athletics facility in Queensbury that includes Hockey, basketball, etc. The dome needs some help. We also have a national championship winning girls hockey program that is very impressive but their Facility in glens falls is embrassing to sat the least. Please reach out to me for any help or questions rpeck518@gmail.com	8/30/2023 11:01 AM
182	All new buildings should be fosdil fuel free mandated, renewable energy, maximum tree canopies, rootop gardens, permeable surfaces, least land disturbance, permaculture, white roof toops	8/30/2023 10:57 AM
183	One of the best things about Queensbury is the parks/trails the town has created.	8/29/2023 5:27 AM
184	I am quite concerned with the proposal to lay a parking lot/distribution center(?) over wet lands off of Quaker Road that is affecting Windy Hill residents. Queensbury should be a good neighbor to Glens Falls neighborhoods. Not to mention, destroying large swaths of forest and/or wetlands is incongruent with what I feel this area stands and strives for. I am also concerned about the number of areas I am watching be clear cut (some right in my neighborhood), to build houses when I still see plenty of existing houses around the area with For Sale signs. I was unable to attend the informational Open House West Mountain held regarding their dreams for expanding, but living in Area 1, I am not thrilled with the idea of the loss of more trees to make that project possible, not to mention a potential increase in traffic if it is successful, which would bring more air and noise pollution to the area. We love West Mountain, and want them to do well, but feel it would lose it's identity and charm with the proposed expansion.	8/27/2023 10:09 PM
185	Must not allow short term rentals to destroy the character of single family residential communities. I encourage adoption of Lake George zoning rules banning short term rentals from residential neighborhoods.	8/26/2023 10:29 PM

186	Speed limit on Chestnut ridge and lack of shoulder or sidewalk or bike lanes would require a look at any future dev and consideration/inclusion in future comp plan	8/26/2023 7:51 PM
187	Strongly oppose short term rental as detrimental to community, safety hazard, harmful to property values, damaging to local businesses	8/26/2023 6:35 PM
188	Very opposed to short term rentals (defined as 5 days) as it is disruptive to the community and has safety implications for neighbors and the neighborhood	8/26/2023 5:05 PM
189	Master plan needs to include replacing current traffic lights with sensored and smart functionality.	8/26/2023 9:57 AM
190	Area could use both more high end and low income housing/condos.	8/26/2023 9:38 AM
191	No	8/25/2023 11:11 PM
192	There is a lack of transportation to many of the residential choices above.	8/25/2023 5:45 PM
193	Limit development to already developed areas and preserve green areas. Make clustering mandatory.	8/25/2023 1:14 PM
194	N/A	8/25/2023 12:25 PM
195	More affordable housing to welcome people, of all demographics, to the community.	8/25/2023 9:15 AM
196	The main reason I answered discourage on housing questions involving Quaker,Bay,Aviation,Rt 9 and 149 is because I think Aviation,Bay Rt 9 and 149 are too far out from community services, schools, shopping,etc and will cause even more traffic congestion than currently exists. It will also be very expensive a d problematic for people to commute. I do think Main street and Quaker road to be options.	8/25/2023 8:42 AM
197	The increase of developments destroying the environment for monetary greed. This is another reason why our climate is being affected. Chopping down trees and the animals which are an important part of our ecosystem are homeless and may become gradually extinct. Animals help our environment they help with pollination, pest control and CLIMATE CONTROL. Let's avoid destroying greenery for selfish reasons and greed. We see how the climate is currently affecting our society.	8/24/2023 8:04 PM
198	If buildings are nice looking and add to the area instead of making the area look tacky then I would agree to new businesses.	8/24/2023 6:01 PM
199	Build more single family homes!!!	8/24/2023 5:21 PM
200	We need to regulate the Schemerhorn-style apartment buildings that are popping up everywhere. It's created a monopoly and driven up rent to unsustainable levels. That along with short -term rentals that should be regulated further.	8/24/2023 4:10 PM
201	PLEASE: No more development.	8/24/2023 10:57 AM
202	Limit short term rentals in residential area. I live here and don’t want parties going on next door! Stop expansions of boat club/ rentals [Queen boat in Dunhams] the traffic on road and water is out of control and users show their lack of respect for the neighborhood and lake.	8/24/2023 9:41 AM
203	Parks and natural area protection is good, but is there any plan? What is being done about all of the dead and dying oak and ash trees?	8/24/2023 7:25 AM
204	Stop/Reduce the continuing development of multilevel apartment complexes, especially Schemerhorn. These have increased congestion throughout the town and schools.	8/24/2023 6:35 AM
205	Our town is being eaten up by new housing developments (I.e. Sherman Ave.). This will cause congestion, eat up green space that kept me here my whole life, and change the small town feel of Queensbury. Please put a stop to additional housing measures.	8/24/2023 6:31 AM
206	Downsize communities for 55 and older us needed!(Like waverly place .)	8/23/2023 11:57 PM
207	Stop the suburban sprawl and Schermerhorn garbage.	8/23/2023 10:43 PM
208	Need to implement residential lighting code.	8/23/2023 10:19 PM
209	Please consider widening West Mtn Road. There is absolutely no room to ride a bicycle or walk along the road.	8/23/2023 9:42 PM

210	PLEASE keep the green space of Potter Woods the way that it is. Developing one of the last remaining forests in Queensbury would be detrimental to the character and culture of the area.	8/23/2023 9:31 PM
211	My fear with multi family apartment buildings is they will just be a breeding ground for Troy and Albany like problems years from now when they are sold and not kept up to the current standards/conditions. Further they stress the school system, while the developer receives tax incentives for the builds, harming the current taxpayer.	8/23/2023 9:11 PM
212	Better mass transit that runs weekends and longer weekday hours, ie 7am to 9 pm. Costco or BJ's Warehouse replaces the "mall".	8/23/2023 3:02 PM
213	I am against all new residential single family development. It's ruining the character and rural/woods factor of Queensbury. I think the development should be redirected to Glens Falls and Hudson Falls as revitalization of its existing homes and buildings. As for commercial development, anything higher than two stories needs to stop. Fowler Square does not fit in with the rest of the area. Stop trying to be Wilton 2.0. Be yourself. Be Queensbury. You can do it.	8/23/2023 2:06 PM
214	Having West Mountain so close, I think we should build on the mountain and outdoors.	8/23/2023 10:31 AM
215	Affordable housing for families.	8/23/2023 10:00 AM
216	Housing is critical	8/22/2023 10:20 PM
217	Queensbury needs more housing options and more retail stores that are NOT Dollar General.	8/22/2023 8:06 PM
218	I hate cookie cutter housing developments, they are ugly and soulless	8/22/2023 5:46 PM
219	The need for houses is immense. I know myself and many people have been trying to purchase a house and get out of apartments yet their are either none available or none in a reasonable price point.	8/22/2023 2:37 PM
220	I’d like to see the town finally combine all ems services to 1 and to find them a spot for a brand new headquarters building that is meant for the future as our town continues to grow so doesn’t the need for emergency services Fire , Police,EMS.	8/22/2023 1:07 PM
221	Ideally, providing the means to develop the areas closer to the highway off exit 18 as more business park/commercial development and develop affordable housing in the Sherman/Lazurne area closer to the Glens falls border.	8/22/2023 8:21 AM
222	The Town needs more single family ranch style homes to support first time buyers and residents wishing to down side	8/21/2023 7:21 PM

Q8 What types of businesses and services do you routinely use that you wish were closer to your home or neighborhood?

Answered: 346 Skipped: 441

#	RESPONSES	DATE
1	None	11/29/2023 7:41 AM
2	Bakeries, restaurants, mom and pop groceries.	11/29/2023 7:33 AM
3	restaurants	11/28/2023 8:28 PM
4	Safe biking paths.	11/28/2023 2:29 PM
5	None they are already too close.	11/28/2023 1:24 PM
6	Trader Joe's! Home goods	11/28/2023 10:55 AM
7	Restaurants	11/27/2023 9:14 PM
8	Ymca	11/27/2023 8:40 AM
9	grocery store	11/26/2023 3:12 PM
10	None	11/25/2023 6:02 PM
11	None	11/25/2023 12:29 PM
12	One of the advantages of Queensbury basically anything you need is close compared to communities in Washington county.	11/25/2023 10:43 AM
13	Larger retail clothing stores	11/24/2023 12:33 PM
14	Hardware	11/24/2023 12:32 PM
15	I'm happy as it is, living close to all I need. I do know, as food for thought, that our wheelchair bound do NOT have transportation on Sundays through any of the exisiting agencies around. Lots to access M-F, but they can't get to church. Good business opportunity for someone!	11/22/2023 1:29 PM
16	Fedex and UPS locations, more physician choices	11/21/2023 4:38 PM
17	Resturants	11/21/2023 11:51 AM
18	Quality clothing, high end restaurants, children's toys and clothing, eat in coffee pastry shop. Historic attractions.	11/20/2023 8:56 PM
19	n/a	11/20/2023 8:21 PM
20	We are close to everything we need here. Grocery banks, post offices, and restaurants.	11/20/2023 7:42 PM
21	Food	11/20/2023 7:09 PM
22	Branch Banks	11/20/2023 5:12 PM
23	None, I like being 15 minutes from everything	11/20/2023 4:35 PM
24	I am near all the store I like.	11/20/2023 4:03 PM
25	Hardware store, grocery store.	11/20/2023 3:43 PM
26	clothing stores, Costco/BJs type stores	11/20/2023 2:40 PM
27	Near shopping and services	11/20/2023 1:55 PM
28	none	11/20/2023 1:54 PM
29	None	11/20/2023 1:48 PM

30	Arts center & performance venues.	11/20/2023 1:04 PM
31	None...	11/20/2023 12:53 PM
32	grocery store, medical offices	11/20/2023 11:33 AM
33	None	11/20/2023 9:46 AM
34	Costco	11/20/2023 9:30 AM
35	Restaurants, Starbucks, Pizza, Chinese, Italian, TGI Fridays, recreational dispensaries	11/19/2023 9:53 PM
36	i like the location of services	11/19/2023 8:29 PM
37	We are good.	11/19/2023 8:15 PM
38	banking	11/19/2023 7:16 PM
39	Bookstore! Whole Foods/Trader Joe’s	11/19/2023 6:17 PM
40	all are close enough	11/19/2023 5:24 PM
41	Everything is close	11/19/2023 4:52 PM
42	restaurants and convenience s	11/19/2023 2:32 PM
43	N/A	11/19/2023 1:28 PM
44	Shopping malls, wider selection of grocery stores	11/19/2023 1:16 PM
45	Restaurants , Clothing stores	11/19/2023 12:50 PM
46	Restaurants	11/19/2023 12:11 PM
47	Warehouse stores (BJ's/Costco/Sam's Club);	11/19/2023 11:45 AM
48	Restaurants	11/19/2023 10:56 AM
49	Most services and businesses are within an acceptable distance from my home.	11/19/2023 9:27 AM
50	larger retail stores- like a BonTon or Macy's, shoe stores	11/19/2023 9:05 AM
51	None --everything is close now	11/19/2023 8:03 AM
52	Restaurant and coffee shop. I do not drink and stay away from downtown Glens Falls because it all. the drinking and crime. I wish I had money because if I did I would buy the corner lot in front Cutis Lumber across from Stewart next to Taco Bell at exit 18. I know the perfect guarantee business I would put in but then again I am not rich like the rest of Queensbury where the wealthy people live.	11/19/2023 1:33 AM
53	None	11/18/2023 10:00 PM
54	Larger retail (BJ's, Kohl's, Boscov's).	11/18/2023 6:18 PM
55	Bookstore and fishmarket	11/18/2023 4:30 PM
56	Appliance businesses besides Lowes or Home Depot. Bookstore such as Northshire that is located in Saratoga Springs. Another one would be Healthy Living.	11/18/2023 3:31 PM
57	We have everything we need very close to our home.	11/18/2023 3:19 PM
58	Chick-fil-a	11/18/2023 3:14 PM
59	V	11/18/2023 2:32 PM
60	None	11/18/2023 11:33 AM
61	N/A	11/18/2023 10:58 AM
62	Restaurants	11/18/2023 10:39 AM
63	small family owned shops/stores. Restaurants/eateries	11/18/2023 9:05 AM
64	Clothing	11/18/2023 8:32 AM

65	restaurants, gourmet food	11/17/2023 10:04 PM
66	Ask any woman where she finds dressy shoes in Queensbury--Penney's? Everything is sneakers and boots. Quality clothing--not since BonTon. We have enough dollar stores to last a lifetime Many surgeries are off exit 13 or 16	11/17/2023 8:28 PM
67	Grocery - higher quality!!	11/17/2023 4:24 PM
68	All are close enough.	11/17/2023 1:26 PM
69	Doctors, accountants, groceries, restaurants, recreation	11/17/2023 12:54 PM
70	Bus routes need to be available throughout Queensbury.	11/17/2023 11:18 AM
71	They are all in close proximity	11/17/2023 10:02 AM
72	none	11/17/2023 9:59 AM
73	Florist, small grocery store, restaurants all with more handi-cap parking.	11/17/2023 9:44 AM
74	Chick fil a and better clothing stores	11/17/2023 9:27 AM
75	Banks	11/17/2023 8:52 AM
76	None.	11/17/2023 8:07 AM
77	Most everything is already here.	11/17/2023 7:55 AM
78	Retail and restaurant. Most are already centrally located.	11/17/2023 12:05 AM
79	Dancing	11/16/2023 10:04 PM
80	Auto parts store.	11/16/2023 9:05 PM
81	Reasonably priced gas station	11/16/2023 6:01 PM
82	none	11/16/2023 3:50 PM
83	More choices of retailers in the mall.	11/16/2023 1:43 PM
84	Swim club Indoor pickleball courts Good, affordable car wash Trader Joe’s Beer, wine , liquor warehouse “Dinner and a movie” theater Mobile veterinary practices Mobile pet groomers Mobile hairdressers	11/16/2023 1:25 PM
85	Small businesses - gyms, local restaurants, retail, services, delis, groceries,	11/16/2023 1:15 PM
86	Post office	11/16/2023 12:02 PM
87	All are readily available.	11/16/2023 11:59 AM
88	Deli's, bakeries, non-chain type restaurants.	11/16/2023 11:34 AM
89	Restaurants Coffee shop	11/16/2023 11:13 AM
90	n/a	11/16/2023 10:59 AM
91	Grocery Store	11/16/2023 10:49 AM
92	None. Existing businesses and services are adequate.	11/16/2023 9:14 AM
93	More Restaurants, not fast food	11/16/2023 8:59 AM
94	Doctor offices	11/16/2023 7:48 AM
95	Starbucks or other coffee shops within this zone.	11/15/2023 9:19 PM
96	Coffee shop	11/15/2023 8:18 PM
97	None. We have everything we need.	11/15/2023 7:35 PM
98	Close enough as is.	11/15/2023 7:32 PM
99	None, I believe Glens Falls, and Queensbury has everything close enough by	11/15/2023 7:22 PM
100	Small Business Retail, Restaurant/Pubs	11/15/2023 6:52 PM

101	Restaurants	11/15/2023 6:27 PM
102	Hardware stores	11/15/2023 6:23 PM
103	None. I like the feel of my home just outside the mainstream commercial areas. Gives a sense of being in the country but only a 5-minute drive to any store.	11/15/2023 6:14 PM
104	All are close and easily accessible from where I live.	11/15/2023 6:10 PM
105	More options for fast food and clothing stores that are not in the outlets. That area is a complete nightmare.	11/15/2023 6:05 PM
106	Grocery stores. Costco would be nice.	11/15/2023 5:34 PM
107	Supermarket	11/15/2023 5:19 PM
108	Mom and Pop stores	11/15/2023 4:48 PM
109	None	11/15/2023 4:14 PM
110	We feel everything is conveniently located.	11/15/2023 4:11 PM
111	Delis, bakeries, cafes and mom & pop type general stores	11/15/2023 2:39 PM
112	None ok as is	11/15/2023 2:36 PM
113	Restaurants. Chick Fil A Sam’s Club Trader Joe’s	11/15/2023 1:16 PM
114	Restaurants	11/15/2023 1:11 PM
115	Dining	11/15/2023 12:03 PM
116	Everything is close enough as long as you have a car. As more mixed income/higher density housing is built, public transportation will need to be expanded .	11/15/2023 11:16 AM
117	N/A	11/15/2023 10:35 AM
118	None. Everything I need is a short drive.	11/15/2023 9:20 AM
119	return Banking to west side of town	11/15/2023 8:53 AM
120	Bagel store, bank, post office, deli	11/15/2023 7:47 AM
121	aviation mall needs more usefull business	11/15/2023 2:07 AM
122	N/A	11/14/2023 10:16 PM
123	Smaller specialty grocery stores, non-chain sandwich shops, non-chain restaurants	11/14/2023 9:46 PM
124	Doctors Offices, Arts & Culture	11/14/2023 9:33 PM
125	Most services are pretty close & accessible.	11/14/2023 9:27 PM
126	restaurants downtown	11/14/2023 8:40 PM
127	Farms with fresh food	11/14/2023 8:38 PM
128	Health food stores (like healthy living), Chik-Fil-A	11/14/2023 8:14 PM
129	Continue to expand the outlets. Charlotte Premium Outlets should be a good template for nice outlets.	11/14/2023 7:42 PM
130	None, most everything is within a reasonable distance	11/14/2023 6:40 PM
131	None	11/14/2023 6:27 PM
132	Banking, pharmacy	11/14/2023 6:16 PM
133	Coffee shops, market, farmers market	11/14/2023 6:10 PM
134	None	11/14/2023 5:58 PM
135	Can't think of any.	11/14/2023 5:44 PM
136	Car wash	11/14/2023 5:42 PM

137	Bicycling paths	11/14/2023 5:22 PM
138	Every thing is already close enough.	11/14/2023 5:10 PM
139	None	11/14/2023 4:58 PM
140	None	11/14/2023 4:56 PM
141	None	11/14/2023 4:34 PM
142	Construction maintaince	11/14/2023 4:32 PM
143	restaurant	11/14/2023 4:30 PM
144	Auto Store, Hardware store	11/14/2023 4:16 PM
145	A small market	11/14/2023 4:13 PM
146	Specialist usually have to drive to Albany area	11/14/2023 3:55 PM
147	grocery store, drug store	11/14/2023 3:29 PM
148	Costco	11/14/2023 3:20 PM
149	Grocery stores	11/14/2023 3:19 PM
150	Everything is close enough	11/14/2023 3:17 PM
151	satisfied with existing options	11/14/2023 2:55 PM
152	Quality shopping.	11/14/2023 2:26 PM
153	local public transportation	11/14/2023 2:22 PM
154	None	11/14/2023 2:19 PM
155	None, all are realatively close	11/14/2023 2:16 PM
156	It’s comfortable enough	11/14/2023 1:52 PM
157	We're pretty spoiled at Gilmore Ave. Two things: - I wish there were more market or restaurant options within walking distance. - I wish there were more bike-friendly ways to access the businesses and services on the other side of I-87.	11/14/2023 1:41 PM
158	Parks	11/14/2023 1:36 PM
159	Vehicle parts store	11/14/2023 1:32 PM
160	large dept store such as Kohls	11/14/2023 12:52 PM
161	Fast-food like Burger King up Bay Road; Glen Street is getting crowded.	11/14/2023 12:29 PM
162	grocery, pharmacy, restaurants,	11/14/2023 12:17 PM
163	find most goods and services are readily available	11/14/2023 12:09 PM
164	grocery, restaurants, home centers, garden centers	11/14/2023 11:50 AM
165	I am comfortable with the proximity of businesses and services (and recreation) to my existing residential community.	11/14/2023 11:34 AM
166	None.	11/14/2023 11:22 AM
167	I find everything I am looking for is very convenient.	11/14/2023 10:57 AM
168	Restaurants	11/14/2023 10:50 AM
169	None.	11/14/2023 10:32 AM
170	Everything I use is within a short drive. However, PLEASE do something about traffic along the outlet corridor, State Route 9 and 149. Without question, the most over used section of roads in all of Queensbury. If something is not fixed, sales tax revenue will ultimately decline...people are sick of the congestion.	11/14/2023 10:02 AM
171	Revitalize Aviation Mall to include major dept store and big box food store. Encourage higher	11/14/2023 9:59 AM

	end stores and dining in LG Village like Bolton.	
172	High quality grocery store like Trader Joe’s, Whole Foods, Wegmans	11/14/2023 9:39 AM
173	Whole foods	11/14/2023 9:24 AM
174	Super Market	11/14/2023 9:24 AM
175	Na	11/14/2023 9:20 AM
176	Grocery store- small like a Trader Joe's I live in the Pines section.	11/14/2023 9:06 AM
177	restaurants stores	11/14/2023 9:06 AM
178	Clothing and restaurants	11/14/2023 8:55 AM
179	none	11/14/2023 8:42 AM
180	department stores	11/14/2023 8:42 AM
181	none	11/14/2023 8:21 AM
182	Bookstore	11/13/2023 10:08 PM
183	None	11/13/2023 9:19 PM
184	Food stores and restaurants.	11/13/2023 9:12 PM
185	Costco	11/13/2023 8:42 PM
186	Restaurants and performance venues in Saratoga. UPH, SPAC, cafe Lena. Wood theater is great, Crandall library is great	11/13/2023 8:41 PM
187	They are all too close. Hence the gridlock on every major thoroghfare since 56% of downstate moved here.	11/13/2023 8:23 PM
188	We feel fortunate that so many places are nearby. No real problems here.	11/13/2023 8:09 PM
189	Restaurants	11/13/2023 8:07 PM
190	More restaurants	11/13/2023 8:00 PM
191	More natural and organic grocery stores. Crossgates mall	11/13/2023 7:34 PM
192	There is a strong need for neighborhood type businesses and services that are within WALKING distance.	11/13/2023 7:28 PM
193	My current location is within close proximity to all things I utilize.	11/13/2023 7:27 PM
194	Grocery store closer to high school	11/13/2023 7:10 PM
195	Veterinarian office.	11/13/2023 7:10 PM
196	none	11/13/2023 6:57 PM
197	The mammals are dead. We need more businesses in them. It used to be a very friendly fun, place to shop and bring your family sad what is happened encourage more retailers to come in the spaces that we already created.	11/13/2023 6:46 PM
198	Membership club store like CostCo	11/13/2023 6:32 PM
199	Supermarkets Library	11/13/2023 6:27 PM
200	All businesses we use are close to our home.	11/13/2023 6:12 PM
201	Bank	11/13/2023 6:09 PM
202	grocery	11/13/2023 6:07 PM
203	I'd like to see food delivery restaurants deliver themselves instead of using apps such as Door Dash. Door dash has a lot of seedy delivery people who you don't want handling your food. You can trust a business' employees because they have a stake in the game. The area has pretty decent services considering its size. It would be nice to see more really specialized medical	11/13/2023 5:43 PM

	specialists instead of having to drive to Albany for them. More retail shops (not big corporations) would be nice.	
204	Public trans	11/13/2023 5:43 PM
205	Local	11/13/2023 5:39 PM
206	Boscov’s, Kohl’s, Macy’s or Crate and Barrel.	11/13/2023 5:38 PM
207	Recreation	11/13/2023 5:36 PM
208	None	11/13/2023 5:32 PM
209	Would like to see more restaurant options in zone 1	11/13/2023 5:21 PM
210	grocery stores	11/13/2023 5:15 PM
211	They are well located	11/13/2023 5:02 PM
212	Grocery stores	11/13/2023 5:00 PM
213	our location is close to all our needs	11/13/2023 4:55 PM
214	Home goods stores. Ours suck. Get a home goods! A year round farmers market for fresh vegetables with vendors for LOCAL goods. If I want honey, I want it from here. (Just an example) I'd rather pay more to help a family business then go to these large chains. LIMIT THE CHAINS.	11/13/2023 4:50 PM
215	Retail stores	11/13/2023 4:46 PM
216	A good hardware store and an excellent place for a ‘Queensbury’ farmer’s market and park would be the corner of Big Bay and Corinth rd. Next to Curtis lumber. That parcel would be an excellent purchase for our community.	11/13/2023 4:34 PM
217	The current mix is good.	11/13/2023 4:13 PM
218	Everything we need is here and close-by. The only store we travel to is BJ's in Saratoga. But I'd rather drive there than have another big box store here.	11/13/2023 3:15 PM
219	Groceries	11/13/2023 3:14 PM
220	everything is close	11/13/2023 3:05 PM
221	Doctors dentists	11/13/2023 1:32 PM
222	Fast electric car chargers, Non-Tesla	11/2/2023 8:42 AM
223	full grocery store (not a gas station), liquor store, pharmacy, urgent care	11/1/2023 8:59 AM
224	I wonder if our area could support a Trader Joe's - mall location? We are too small for Whole Foods.	10/31/2023 2:10 PM
225	Antique stores, and stores to buy secondhand items in good condition	10/30/2023 8:56 PM
226	Local mom and pop family healthy choice family restaurants	10/30/2023 7:06 PM
227	Not too many, to be honest. Route 9 provides a lot of options. Selfishly I would be happy if there were a Trader Joe's and/or an ethnic supermarket, like the Asian market down around exit 5, with a decent parking lot, but I don't mind driving to those and using them less often.	10/30/2023 8:32 AM
228	None. Everything is already in our backyard	10/26/2023 4:20 PM
229	None	10/26/2023 2:57 PM
230	Takeout, small grocery/deli, bank, access to bike trail	10/26/2023 11:49 AM
231	None, all are a very short drive.	10/25/2023 8:04 PM
232	Nail Salon, hair salon, dentist, casual sit down or take out restaurants.	10/25/2023 6:16 PM
233	None	10/25/2023 12:06 AM
234	Restaurant, doctors, shopping	10/24/2023 8:29 PM

235	Grocery store	10/24/2023 6:37 PM
236	Broadband cable/internet FULLY across ALL of the TOWN	10/24/2023 6:20 AM
237	None	10/23/2023 10:15 AM
238	Grocery shopping	10/23/2023 8:06 AM
239	Small businesses always welcome.	10/19/2023 7:09 AM
240	Trader Joe’s and BJs/costco/sams	10/19/2023 2:15 AM
241	All are easily accessible.	10/18/2023 7:49 PM
242	Appliance repair	10/18/2023 7:48 PM
243	We have plenty.	10/17/2023 9:08 AM
244	Shopping, bank, cafe, parks, pedestrian and bicycle accessible transportation.	10/16/2023 7:02 PM
245	None, keep stores and businesses in the center of town	10/15/2023 8:07 PM
246	None	10/15/2023 12:43 PM
247	A better mall	10/13/2023 7:15 PM
248	nothing, I like our rural character	10/6/2023 12:43 PM
249	None….worth the trip	10/3/2023 9:52 AM
250	Hardware store.	9/28/2023 6:09 AM
251	Everything is close, no complaints.	9/27/2023 6:53 AM
252	I live in a great location to the services/businesses I use	9/27/2023 6:51 AM
253	None	9/26/2023 9:32 PM
254	Cannabis retail	9/26/2023 11:26 AM
255	grocery - drugstores-food and beverage-general retail	9/25/2023 9:47 PM
256	Medical facilities, professional services, diverse/variety of commercial options	9/25/2023 5:34 PM
257	Grocery, Pet stores	9/25/2023 4:03 PM
258	I feel the distribution of services and businesses throughout the town is appropriate.	9/25/2023 3:42 PM
259	The types of restaurants that serve healthier food, more diverse menu instead of regular bar food and along with plesant atmosphere	9/25/2023 11:25 AM
260	None	9/16/2023 10:31 AM
261	Brew pubs, bike paths, restaurants	9/14/2023 5:00 PM
262	convenience stores like Stewarts	9/14/2023 9:59 AM
263	All I need is close to my home or in GF	9/13/2023 4:38 PM
264	Nothing! We have it all	9/13/2023 3:31 PM
265	Restaurants and stores.	9/12/2023 3:19 PM
266	I think queensbury is pretty darn great in being accessible to what you need.	9/11/2023 1:43 PM
267	Small food stores such as Sokols was and professional businesses.	9/10/2023 11:13 PM
268	West Mt Rd & Aviation- change allow- zoning permitted for limited professional use within homes, example- vet., doctor, a general store like Beans, farm stands., art studios, etc. But conform to the neighborhood appearance & minimum lot size.	9/10/2023 10:56 PM
269	the only thing i travel too far for is trader joe's	9/8/2023 12:26 PM
270	more restaurants !!	9/7/2023 5:58 PM
271	everything I need is close enough	9/5/2023 1:51 PM

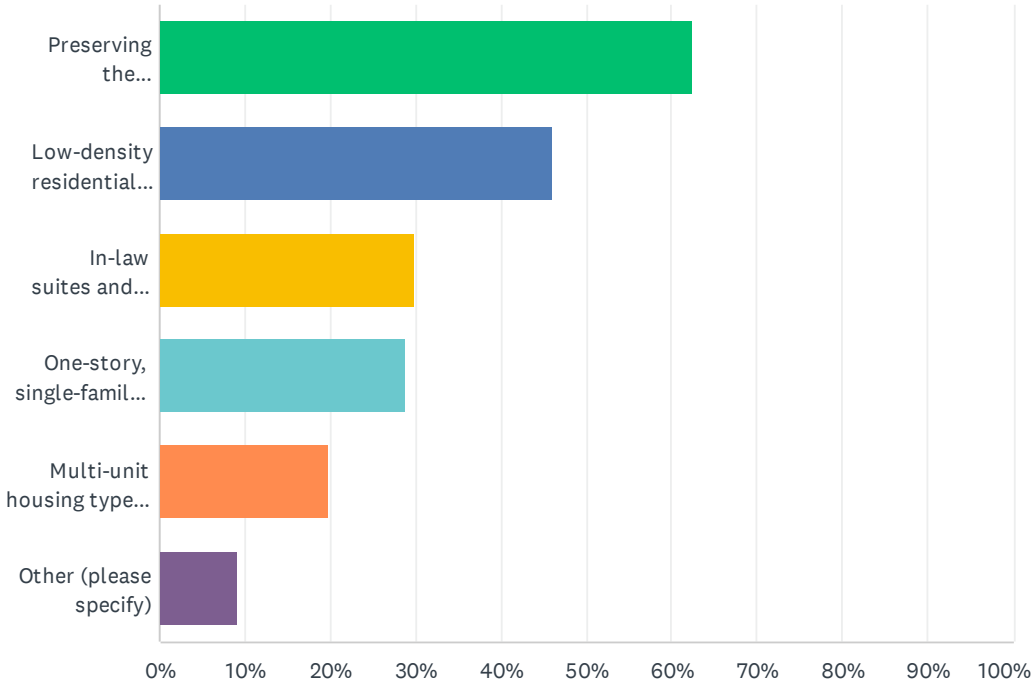
272	Everything is superclose to this area.	9/5/2023 11:20 AM
273	Nothing jumps out but Bay road from the village offices to Quaker is a quagmire with the lights that turn red after someone he's left Acc or the developments making a right turn forcing many to stop and burn gas in place. Adding more of that on Bay and 149 will destroy the character of those areas. Main and Rt 9 were already built with that kind of density. Turning old new would benefit both of those gateways into Queensbury.	9/4/2023 6:58 PM
274	We have found most everything we want close by IS close. More specialized stores aren't feasible in a smaller community. It's a trade off we are content with.	9/4/2023 12:13 PM
275	A Senior Center near me!!! Yes please!!! Currently have to drive 20 minutes to get to it. Not encouraging as a senior. Somewhere around Corinth Road would be great! Citizens Bank Costco...One can dream More Walking opportunities...we are on the peninsula on the west side with no sidewalks or street lighting. Public park/water access on this side of the Northway (west side). Drive through the service access going one way to access Southbound Northway easier. Saves 5 minutes plus gas every time. Road lighting and sidewalks for Big Bay Road. Dark at night and no sidewalks currently.	9/3/2023 6:01 PM
276	None	9/2/2023 2:49 PM
277	Crossing 254 is scary no matter at what part I do it at, but a majority of restaurants, CVS, grocery stores, and the library are on the other side	9/2/2023 10:22 AM
278	Everything I use is close enough and easy to access.	9/1/2023 8:11 PM
279	grocery stores	9/1/2023 8:50 AM
280	Grocery Stores	8/31/2023 6:30 PM
281	Bj Kohls	8/31/2023 11:07 AM
282	None	8/31/2023 7:28 AM
283	Do not consider implementing the Blackrock sceme of rezoning single family residences for use as multi family co-op housing. That would be a disatster for our community and future generations. Dont be dumb with this please. Do your research and see who benefits the most. It wont be the community or residents.	8/30/2023 11:01 AM
284	Natural food stores, farm stands, re use centers	8/30/2023 10:57 AM
285	Warehouse stores such as BJ's/Sam's Club	8/29/2023 5:27 AM
286	electronic supply, more usage of Aviation Mall and adjacent property	8/28/2023 2:10 PM
287	Part of what we love about living here is the accessibility to so many options that are just a 5 - 15 minute drive away. I am concerned Queensbury is becoming a bit overly ambitious where development (of land) is concerned, and in doing so, risks ruining the charm of our area. Growth is great, but at what cost? If there is so much expansion and growth to "keep up" with somewhere else, the quaint and quiet will be undone. My husband grew up in a small community downstate, and here reminds him a bit of it when he was young — but he doesn't like going back now, because it has become so developed that traffic is now a problem and it has lost it's charm. I/we always used to think that couldn't happen here (part of why we chose to move back after living out-of-state 13+ years), but the last year or so with all the commercial For Sale signs popping up on Corinth Road (as an example), I'm now thinking it could easily happen here too, if Queensbury isn't careful. I am concerned that Women's Care is closing, and that Hudson Headwaters is taking over/there are limited health care options that aren't Hudson Headwaters.	8/27/2023 10:09 PM
288	None	8/27/2023 8:16 AM
289	None. I chose to live a distance from commercial areas for a reason. I don't mind the 10 minute drive in exchange for the peace and serenity of our quiet neighborhood. Let's keep it that way and ban short term rentals in single family neighborhoods.	8/26/2023 10:29 PM
290	supermarket	8/26/2023 6:02 PM
291	Would love a Home Sense and Wegmans in this area, as well as an Audi dealer. The closest is in Albany and a 45 Minute drive for service without traffic. Hi speed DC charging infrastructure	8/26/2023 9:57 AM

292	Bookstore	8/26/2023 9:38 AM
293	Bjs and Costco	8/25/2023 11:11 PM
294	Super Market	8/25/2023 10:49 PM
295	Various stores found in Saratoga. Examples: Book store (similar to Barnes and noble), beauty store (similar to Ulta)	8/25/2023 10:42 PM
296	Businesses are too spaced out requiring a lot of driving. It would be better to re-populate the mall. The outlets are a traffic disaster.	8/25/2023 5:45 PM
297	Dog friendly venues	8/25/2023 2:28 PM
298	Restaurants and grocery stores	8/25/2023 12:25 PM
299	higher end clothing stores	8/25/2023 11:23 AM
300	24hr convenience store, big box stores	8/25/2023 12:11 AM
301	Family owned restaurants and shops as opposed to chains.	8/24/2023 9:24 PM
302	I wish there were easier food options to get to from my place of work.	8/24/2023 8:49 PM
303	Better name retail stores ex. shoes. A Burlington Factory. Trader Joe's, fashionable clothing. More diverse restaurants Mexican, Indian, Spanish, Korean..etc.	8/24/2023 8:04 PM
304	Grocery	8/24/2023 7:48 PM
305	Nicer clothing stores so we don’t have to drive to Saratoga just to shop.	8/24/2023 6:01 PM
306	For most of the businesses we frequent I would say they are plenty and close to our home.	8/24/2023 5:31 PM
307	N/a	8/24/2023 5:21 PM
308	We don't need any more taco Bells or fast food. What we do need is a Chic Filet, a Trader Joes, a BJ's or Costco and more locally owned restaurants (not chains). We missed the boat with Bass Pro going into Clifton Park. That should have been in Queensbury, Lake George area right off the northway.	8/24/2023 4:10 PM
309	None. I am pleased where I am located, especially within walking distance to downtown Glens Falls, The Y, Crandall Park, Coles Woods, Rush Pond, etc.	8/24/2023 12:13 PM
310	Better food options. Three Taco Bell’s is ridiculous.	8/24/2023 11:36 AM
311	None	8/24/2023 10:57 AM
312	We have what we need	8/24/2023 10:23 AM
313	None	8/24/2023 9:41 AM
314	Many medical professionals are in Saratoga.	8/24/2023 7:25 AM
315	None	8/24/2023 6:31 AM
316	Home goods/ Marshall’s	8/23/2023 11:57 PM
317	Grocery, small.bussiness restaraunt.	8/23/2023 10:43 PM
318	Costco	8/23/2023 10:19 PM
319	None	8/23/2023 9:31 PM
320	Gas station closer would be nice, but it's not terribly far	8/23/2023 9:14 PM
321	I am able to easily access businesses I use the most.	8/23/2023 9:11 PM
322	Bike path	8/23/2023 8:45 PM
323	None	8/23/2023 3:31 PM
324	Maybe a deli or other type of restaurant that doesn't require being waited on.	8/23/2023 2:06 PM
325	None. Qby is fortunate to have access to everything locally. I rarely leave the area for any	8/23/2023 12:56 PM

	shopping or services.	
326	Public transit	8/23/2023 12:33 PM
327	Small independent shops	8/23/2023 10:31 AM
328	n/a	8/23/2023 10:00 AM
329	walking trails and accessibilty for same	8/23/2023 9:11 AM
330	Drug store	8/22/2023 11:05 PM
331	Restaurants Shops	8/22/2023 10:20 PM
332	Whole Foods	8/22/2023 8:27 PM
333	Grocery store/pharmacy/retail/medical	8/22/2023 8:06 PM
334	My wife and I are satisfied with the location of stores.	8/22/2023 7:26 PM
335	BJ's or Sam's club, maybe a Costco	8/22/2023 6:50 PM
336	N/a	8/22/2023 5:46 PM
337	Family owned restaurants.	8/22/2023 5:04 PM
338	Coffee shops/casual eateries, various ethnic restaurants (Indian, Thai, Middle Eastern, Mexican, Cali-Mex fusion, vegetarian etc), marijuana dispensaries, book stores	8/22/2023 2:52 PM
339	A gym would be huge around the Bay Rd/ Ridge Rd Area.	8/22/2023 2:37 PM
340	High end stores	8/22/2023 1:14 PM
341	The north and east side of town are cut off from grocery stores and food places. For locals from June to September 149 from Oxbow to 9 is practically impassable.	8/22/2023 1:07 PM
342	Restaurants	8/22/2023 12:42 PM
343	Restaurants, kids activities	8/22/2023 10:49 AM
344	Restaurants, markets	8/22/2023 8:21 AM
345	additional retail stores on the west side of town	8/21/2023 7:21 PM
346	Restaurants	8/21/2023 6:18 PM

Q9 For the Town as a whole, when planning for future housing / residential development, which of the following should the Town prioritize?

Answered: 759 Skipped: 28



ANSWER CHOICES	RESPONSES	
Preserving the environmental “setting”	62.45%	474
Low-density residential development of single-family housing	46.11%	350
In-law suites and other housing options to accommodate young professionals and senior citizens.	29.78%	226
One-story, single-family housing	28.85%	219
Multi-unit housing types (ownership and rental) such as apartments and condos which attract and accommodate individuals and families with a variety of income levels	19.89%	151
Other (please specify)	9.22%	70
Total Respondents: 759		

#	OTHER (PLEASE SPECIFY)	DATE
1	Need nice neighborhoods for downsizers	11/28/2023 10:55 AM
2	Our young people with degrees out of college can't afford to live anywhere or get a good job locally. I hear this all the time.	11/22/2023 1:29 PM
3	Quality single family housing that is appeal to the eye. Tourists passing through entering into Queensbury on 9rt go from a beautiful Crandall Park to bright lights, businesses falling apart, tire shops with doors opens, bright back light signs. It's not welcoming or pleasing to the eye. The residential housing on Fort Amhurst Garrison Windsor and Glenwood are never considered in the light pollution, and deterioration of route 9 when it should be beautified.	11/20/2023 8:56 PM

4	We also need workforce housing, so perhaps efficiency apartment units in addition to multi-bedroom units.	11/20/2023 7:42 PM
5	Affordable, single-family, entry-level starter homes	11/20/2023 5:45 PM
6	Affordable (gated?) ranch-style homes for retiree's with outdoor options, such pool, pickleball, tennis, bike trails etc. Also, indoor options, such as pool, fitness center, social center etc.	11/20/2023 3:13 PM
7	Provide access to housing to all income levels.	11/20/2023 11:29 AM
8	Modernize town codes to be very specific to remove ambiguity.	11/20/2023 9:30 AM
9	stop three story buildings. looks like Queens (NYC) NO separate secondary living units	11/20/2023 6:22 AM
10	None	11/19/2023 6:17 PM
11	Nothing that increases my taxes	11/19/2023 1:16 PM
12	I like my country. It gives me room to cycle but Queensbury and the tri-county area continues to grow. I lived in Clifton Park/ Halfmoon and watched the place just get busier and grow into a "city". Hate to see what's left of country of Queensbury grow into a "city"	11/19/2023 1:33 AM
13	Protect open space and natural terrain.	11/18/2023 10:00 PM
14	The “town” should not be setting an agenda, let freedom work..	11/18/2023 3:59 PM
15	N/A	11/18/2023 10:58 AM
16	Control expansion/size of building homes on Lake George CEA	11/18/2023 9:05 AM
17	Leave the remaining woods / wildlife habitat alone!!!	11/16/2023 5:12 PM
18	L	11/16/2023 3:27 PM
19	Townhomes	11/16/2023 1:25 PM
20	First and foremost, "preserve the environmental setting."	11/16/2023 9:14 AM
21	Go with where the "need" is add make it tasteful and it's all about the location!	11/15/2023 6:10 PM
22	I feel the Town needs to go back 1/2 Acre zoning for residential homes, the current 2 Acre zoning has wasted valuable land for future homes that are needed	11/15/2023 1:11 PM
23	Stop schemerhorn from building more apartment complexes	11/14/2023 10:37 PM
24	Convert Aviation mall into a senior living community.	11/14/2023 7:42 PM
25	50+ housing	11/14/2023 2:22 PM
26	Mixed-use buildings with residential and commercial	11/14/2023 1:41 PM
27	l DON'T THINK MULTI UNIT HOUSING SHOULD BE A PRIORITY- future planning should include limited MUH	11/14/2023 12:09 PM
28	A balanced of them all.	11/14/2023 10:02 AM
29	no low income housing	11/14/2023 9:06 AM
30	No more Schermerhorn though! Ugly.	11/13/2023 9:26 PM
31	Protect Lake George’s water quality.	11/13/2023 9:12 PM
32	New homes, not apartments, for those with low income.	11/13/2023 8:09 PM
33	Senior housing	11/13/2023 8:00 PM
34	Biking opportunities where safe riding is possivke	11/13/2023 5:43 PM
35	none of the above. Let the city people stay in the cities.	11/13/2023 5:32 PM
36	Commercial below and residential above with neighbors with SIDEWALKS. Make the entire town more walkable.	11/13/2023 4:50 PM
37	I would like to see the planning board adhere to current regulations. The new subdivision behind my house does not meet current density regs with respect to lot size and septic	11/13/2023 4:48 PM

	systems. Why have regulations if you can waive them for no good reason.	
38	I don't know what is the best way to prioritize - but, I would hate to see Queensbury turn into the high rise version of Saratoga. Queensbury doesn't have the tourist draw so wouldn't it be year round residents/rentals and then would new schools need to be built if there was an increase in kids? Without increasing corresponding businesses to offset the taxes? Or, overdeveloped like Clifton Park. This form is slightly annoying that it like a run on sentence.	10/31/2023 2:10 PM
39	Housing for the homeless and those with low income	10/30/2023 8:56 PM
40	ADU’s	10/26/2023 9:38 AM
41	None	10/23/2023 10:15 AM
42	Chick-fil-a	10/23/2023 9:47 AM
43	All of the above should be priorities. Low density housing tends to and often helps to preserve the current environmental setting. One story housing is easier for seniors - a large, growing contingent in the town- allowing them to age in place; and for young families, more affordable.	10/22/2023 6:26 AM
44	No apartment buildings	10/15/2023 8:07 PM
45	clustering rather than sprawl on a site	10/6/2023 12:43 PM
46	Please do not over develop our town. We do not need to become Clifton Park North.	9/25/2023 3:42 PM
47	I feel we should work with the housing we have because it's gross waste of land and materials to keep building expansion of residential neighborhoods when we have so much already and should put resources into upgrading what we have for better quality of living conditions AND of keeping community important instead of using up the land over populating our community and roadways	9/25/2023 11:25 AM
48	we need a mix of both preservation AND housing opportunities	9/19/2023 9:16 AM
49	Create communities!	9/13/2023 5:24 PM
50	Keep rural zones rural	9/13/2023 3:31 PM
51	trying not too cut green space for future developments, working with lots that are already disturbed.	9/8/2023 12:26 PM
52	Let the free market decide. Set zoning laws to keep separate and protect the character of each community.	9/5/2023 6:13 PM
53	Large lots not having people live on top of each other. If I wanted that I could move to Glens Falls.	9/4/2023 6:58 PM
54	Public space and facilities (parks, libraries)	9/4/2023 12:13 PM
55	Safety and affordable housing and affordable taxes	9/3/2023 6:01 PM
56	All short term rentals should be limited to minimum 6 month periods.	9/1/2023 8:50 AM
57	Low income housing , address homelessness	8/30/2023 3:11 PM
58	possible redevelopment of eye sores such as Avaiation mall to include luxury apartment housing, sporting complexes, outdoor outlet stlye shopping and dining. Family recreation.	8/30/2023 11:01 AM
59	West end of town near school complex and stores	8/29/2023 4:41 PM
60	We have far too many Schermerhorn apartment complexes. People need affordable homes to own.	8/27/2023 4:53 PM
61	But use zoning laws to protect the type of communities that exist. Do not turn single family neighborhoods into businesses that change the character of the existing community.	8/26/2023 10:29 PM
62	2000 sq ft condos with elevators, storage, outdoor space, 2 PKG spots, garages	8/26/2023 7:51 PM
63	Sidewalks. Dangerous for kids walking down upper SHERMAN ave esoe	8/25/2023 2:28 PM
64	More mixed use development	8/25/2023 12:25 PM
65	The future housing developments should match the surrounding existing housing types. For	8/24/2023 5:31 PM

	example multi-story apartment buildings should not be in townhome or single family areas.	
66	no more development	8/24/2023 10:57 AM
67	Permiable pavement to replenish the water table, solar and wind power for multi-unit developments, parking lots with solar-collector "roofs", EV chargers in parking lots.	8/23/2023 3:02 PM
68	Provide incentives to update or redevelop existing property. Zone areas of new development with rules that prohibit clear-cutting of the lots. You can do this while also retaining "preserve" area.	8/23/2023 2:06 PM
69	green spaces preserved	8/22/2023 10:20 PM
70	Housing pods (single family occupancy or multi-family) with shared green space/food gardens and recreational zones (across all income types)	8/22/2023 2:52 PM

Q10 Optional: Based on your response to Question 9, where should such housing / residential development be located?

Answered: 284 Skipped: 503

#	RESPONSES	DATE
1	We have plenty of houses already	11/29/2023 7:41 AM
2	Aviation Mall has a large amount of space with the capacity to expand business for a struggling area or the town	11/29/2023 7:33 AM
3	bay road - quaker to 149	11/28/2023 8:28 PM
4	No doubt we are having a housing crisis here within Queensbury and within the general presented around us. Apartment rentals based on the current trend is very high, inhibiting those dollars to be spent within our community.	11/28/2023 2:29 PM
5	Lots of open land around	11/28/2023 10:55 AM
6	Where it would not impact the the environment	11/27/2023 1:59 PM
7	Not in my area	11/27/2023 8:40 AM
8	Senior housing	11/25/2023 2:21 PM
9	Area 1	11/25/2023 12:29 PM
10	Low density anywhere is possible. High Density or Apartments Aviation and Quaker	11/25/2023 10:43 AM
11	Aviation / Quaker Roads area	11/24/2023 12:33 PM
12	Where property is available	11/24/2023 10:50 AM
13	Please don't overbuild. You will ruin the whole feel of the place. Ditto use of materials. Ditch the trends. Go with timeless looks that will age well.	11/22/2023 1:29 PM
14	Unknown	11/21/2023 4:38 PM
15	toward the edge of area	11/21/2023 11:51 AM
16	All of town	11/20/2023 9:18 PM
17	Close to town	11/20/2023 9:09 PM
18	Main St, Carey Rd, West Road, Aviation, Sunnyside.	11/20/2023 8:56 PM
19	scattered throughout the town	11/20/2023 8:21 PM
20	Near the airport where is there is open space, perhaps on the town's boundary areas, and where public transportation readily exists..	11/20/2023 7:42 PM
21	Desirealbe locations: outlying areas approx. 10-15 minutes from queensbury and Glens Falls. A real need for very "active" adults ages 60-100.	11/20/2023 3:13 PM
22	Adding to all existing neoghborhoods.	11/20/2023 2:22 PM
23	Anywhere in the town where at least 1/2 acre lots are available.	11/20/2023 12:53 PM
24	we need to slow down development until services can increase - childcare, medical offices and staff especially.	11/20/2023 11:33 AM
25	Near to major thoroughfares and services.	11/20/2023 10:45 AM
26	Anywhere except near heavy industry	11/20/2023 9:46 AM
27	main roads.	11/20/2023 6:22 AM

28	By West Mountain	11/19/2023 9:53 PM
29	Along major corridors	11/19/2023 6:17 PM
30	In the vacant industrial zoned land vacant commercial	11/19/2023 3:01 PM
31	Off main arteries	11/19/2023 2:32 PM
32	Carey Rd.	11/19/2023 12:50 PM
33	Wetlands in North Eastern Queensbury	11/19/2023 11:45 AM
34	Within a mile or so outside of the commercial	11/19/2023 10:35 AM
35	All available empty lots	11/19/2023 9:28 AM
36	first suggestion would be to consider current unoccupied or abandoned areas.	11/19/2023 9:27 AM
37	Aviation road	11/19/2023 4:37 AM
38	no where!	11/19/2023 1:33 AM
39	I don’t believe there is available space for large scale residential development.	11/18/2023 10:00 PM
40	Within 10-15min drive to businesses while trying to balance preservation of nature around us.	11/18/2023 8:58 PM
41	In-law apartment options within existing properties. Housing options should consider the protection of resources and providing affordable housing.	11/18/2023 6:18 PM
42	Not sure	11/18/2023 4:30 PM
43	Utilizing unoccupied buildings and renovating them for housing, etc.	11/18/2023 3:31 PM
44	Rural areas	11/18/2023 11:33 AM
45	Area 2, and lower portion of Area 6.	11/18/2023 11:17 AM
46	Area 1,2,3	11/18/2023 10:58 AM
47	First refurbish any existing building possible (like the Mill) Condos--near West Mountain and on the bank of the Hudson I like the hidden apartments at corner of Bay & Quaker--quiet but convenient and then there is Ridge Road--judging by traffic patterns many people work east of Queensbury Let's also clean up existing neighborhoods occasionally--Q has many rules that are not enforced--get trash out of people's yards and trash cans off the street --maybe have a free day at the transfer station	11/17/2023 8:28 PM
48	Queensbury and lake george	11/17/2023 4:24 PM
49	Aviation Road,Bay Road, Quaker Road	11/17/2023 2:05 PM
50	Bay Rd	11/17/2023 12:54 PM
51	Throughout Queensbury.	11/17/2023 11:18 AM
52	south end on town	11/17/2023 9:59 AM
53	West Mountain Road or Potter Road.	11/17/2023 9:44 AM
54	Anywhere that it does not create a substantial traffic burden. Look at the mess we already have!	11/17/2023 7:55 AM
55	Area 6	11/16/2023 10:04 PM
56	Where possible	11/16/2023 9:05 PM
57	Closer to goods and services to limit the need for owning a car	11/16/2023 6:01 PM
58	To preexisting homes only	11/16/2023 5:23 PM
59	All over	11/16/2023 3:15 PM
60	Aviation road, Big Boom Road	11/16/2023 1:25 PM
61	Everywhere	11/16/2023 12:28 PM

62	On 1 acre+ lots.	11/16/2023 10:49 AM
63	In clusters near already-developed land. Preserve as much open natural land as the town has left. It is vanishing at a horrifying pace.	11/16/2023 9:14 AM
64	Great question...	11/15/2023 9:19 PM
65	???	11/15/2023 7:35 PM
66	Area 1 and 6 - 8.	11/15/2023 7:35 PM
67	In an area that does not interfere with the natural resources. There seems to be plenty of land for that.	11/15/2023 7:22 PM
68	On the outside of town but also on a bus route.	11/15/2023 6:14 PM
69	I'm not sure.	11/15/2023 6:10 PM
70	Anywhere that is not already high density. Somewhere that is not in the wetlands.	11/15/2023 5:03 PM
71	Build in place of the mult family apartments being build by rich schermerhorn	11/15/2023 4:14 PM
72	bay rd.	11/15/2023 2:39 PM
73	In zones that are situated in or near schools, retail areas and main roads (not necessarily ON main roads though. Allow a pleasant community setting while also allowing for ease of transportation access, including bicycle transit and pedestrian access)	11/15/2023 2:39 PM
74	northern Queensbury	11/15/2023 1:52 PM
75	Sherman Ave. Northern Quaker Rd or Ridge Rd.	11/15/2023 1:16 PM
76	Close to bus routes; easy transportation besides driving	11/15/2023 12:03 PM
77	On any privately owned properties	11/15/2023 11:36 AM
78	Spread throughout the community	11/15/2023 11:16 AM
79	Preferences should be to keep from building out the town to 100%	11/15/2023 10:35 AM
80	Where there is available space.	11/15/2023 9:20 AM
81	If anywhere, area 5	11/15/2023 9:19 AM
82	Not in the countryside. Too much of our rural land is being developed for housing, much of which the average citizen cannot afford.	11/15/2023 9:18 AM
83	Close to Hospital, maybe Mall area	11/15/2023 8:54 AM
84	West mountain needs to provide low/medium housing for employees	11/15/2023 8:53 AM
85	major corridors aviation rd, bay rd, route 9	11/15/2023 5:43 AM
86	Aviation road	11/15/2023 1:21 AM
87	Not completely familiar with town, still exploring as a new resident	11/14/2023 9:33 PM
88	Multiunit: potentially in previously developed/unused/vacant locations.	11/14/2023 9:27 PM
89	close to town so they access to walk to places instead of drive	11/14/2023 8:40 PM
90	Somewhere not on top of the Northway	11/14/2023 7:42 PM
91	Where we find the space. Figure out how better to utilize old stores like Agway, the mall space, etc.	11/14/2023 6:58 PM
92	Don’t know	11/14/2023 6:27 PM
93	Town wide	11/14/2023 6:16 PM
94	Land that is currently underdeveloped	11/14/2023 5:42 PM
95	Gurney Lane area	11/14/2023 4:58 PM
96	Anywhere that the town can accommodate the single family homes.	11/14/2023 4:56 PM

97	Where ever available	11/14/2023 4:52 PM
98	Close to northway	11/14/2023 4:52 PM
99	In theory, multi-unit housing preserves the most land, but in practice, that does not seem to be the case. If someone wants to put a house on a private lot, then that is their business.	11/14/2023 4:34 PM
100	Mixed use area and or areas where multi housing currently exists such as Sherman Ave. and Dixon Rd.	11/14/2023 4:30 PM
101	Off Exit 18	11/14/2023 4:16 PM
102	West Queensbury	11/14/2023 4:11 PM
103	in place of trailer parks	11/14/2023 2:22 PM
104	In safe areas with plenty of green space.	11/14/2023 2:19 PM
105	don't know	11/14/2023 2:16 PM
106	Queensbury is populated enough	11/14/2023 1:52 PM
107	New housing development should be higher-density, and focused in the already-urban areas.	11/14/2023 1:41 PM
108	Don’t build any more with out public services	11/14/2023 1:36 PM
109	See question 6 and use answers that were supplied	11/14/2023 12:52 PM
110	throughout the Town	11/14/2023 12:50 PM
111	Close to stores	11/14/2023 12:44 PM
112	In land that should not be bought up by apartment builders!!!	11/14/2023 12:29 PM
113	.	11/14/2023 12:20 PM
114	RT 9 corridor, exit 18 area,	11/14/2023 12:09 PM
115	West Mountain area.	11/14/2023 11:14 AM
116	Close to medical and retail	11/14/2023 10:54 AM
117	Let the marketplace figure that out.	11/14/2023 10:02 AM
118	Create zoning laws to protect and preserve the character of each type of housing.	11/14/2023 9:59 AM
119	Area 6	11/14/2023 9:57 AM
120	Existing lots	11/14/2023 9:42 AM
121	Region 4	11/14/2023 9:24 AM
122	That question has many variables to be answered before a choice can be made. Issues such as traffic, Sewers, water, Power, schools, ETC.	11/14/2023 9:20 AM
123	Outside main st corridor	11/14/2023 9:20 AM
124	????	11/14/2023 9:14 AM
125	Options appear limited due to available acerage	11/14/2023 8:55 AM
126	larger road corridors as far as 149	11/14/2023 8:42 AM
127	near shopping churches and medical care	11/14/2023 8:42 AM
128	West Mountain area	11/14/2023 8:21 AM
129	Multi-unit housing should be located in a commercial/professional development zone close to community services.	11/14/2023 7:22 AM
130	Wooded areas on Bay road	11/14/2023 5:37 AM
131	How about the Kmart lot.	11/13/2023 9:26 PM
132	There doesn’t seem to much land left	11/13/2023 9:22 PM

133	In all Queensbury areas	11/13/2023 9:19 PM
134	Whole county	11/13/2023 9:12 PM
135	West Mountain area, Glen Lake area-- AWAY from Quaker/Aviation.	11/13/2023 8:23 PM
136	Town-wide	11/13/2023 8:23 PM
137	On Public Transportation routes. Vacant lots downtown. Old Factory settings.	11/13/2023 8:09 PM
138	Bay Road	11/13/2023 7:41 PM
139	I'm in favor of multi-unit housing but not large scale, limit it to 3-4 unit buildings with appropriate open space (ex. Moose Hollow). Such development could fit any where in the town.	11/13/2023 7:28 PM
140	In areas where there is already development, not in open space areas	11/13/2023 7:22 PM
141	Closer to existing commercial area and linked with walking options.	11/13/2023 7:10 PM
142	North and West of Town	11/13/2023 6:57 PM
143	Family, friendly, encouraging community. We don’t need any more negativity.	11/13/2023 6:46 PM
144	Area 1,2 or 3	11/13/2023 6:42 PM
145	N/A	11/13/2023 6:32 PM
146	Any available land that makes sense and has access to public utilities	11/13/2023 6:30 PM
147	Upper Sherman ave	11/13/2023 6:12 PM
148	In areas where they currently are. Keep residential neighborhoods separate from commercial areas and don't let commercial buildings go in residential areas ruining property values.	11/13/2023 5:43 PM
149	Senior housing with amenities	11/13/2023 5:43 PM
150	Rural	11/13/2023 5:39 PM
151	Bay Road, Ridge Road, anywhere that Schemerhorn’s hasn’t scooped.	11/13/2023 5:38 PM
152	In current areas of higher density. Without impacting passive recreation areas.	11/13/2023 5:36 PM
153	New York City	11/13/2023 5:32 PM
154	Any zone	11/13/2023 5:21 PM
155	Get rid of trailer parks and ghetto housing	11/13/2023 5:00 PM
156	not sure	11/13/2023 4:55 PM
157	Start with dated strip malls. Then move to junk yards and trailer parks to put up more single family homes to match what is around it. Leave remaining greenspace.	11/13/2023 4:50 PM
158	anywhere but already established single family neighborhoods	11/13/2023 4:48 PM
159	All new developments	11/13/2023 4:36 PM
160	Redevelop existing vacant lots - don’t lose green spaces.	11/13/2023 4:13 PM
161	Bay and Ridge extended, West Mt Road.	11/13/2023 3:47 PM
162	Area 1	11/13/2023 3:14 PM
163	Main travel corridors and higher density areas away from natural resources (shorelines, streams, steep slopes)	11/6/2023 12:18 PM
164	areas 3, 4, 5 where dense development is already located. I do not want to see the more rural parts of the town developed into apartment complexes. But I understand the need for more housing. I think all of the options area necessary, in different areas of the town	11/1/2023 8:59 AM
165	In neighborhoods	10/31/2023 2:52 PM
166	Within walking, biking and public transport distance to essential businesses and services	10/30/2023 8:56 PM
167	west queensbury and west mountain	10/30/2023 7:06 PM

168	N/a. Preserve land	10/26/2023 4:20 PM
169	denser housing should be concentrated near main transportation corridors, downtown Glens Falls, the hospital and trailheads	10/26/2023 11:49 AM
170	Tbd	10/25/2023 8:04 PM
171	Outside of Warren County	10/25/2023 6:43 PM
172	All areas of town	10/25/2023 12:15 AM
173	Redevelop the mall	10/24/2023 8:29 PM
174	n/a	10/24/2023 6:20 AM
175	No where	10/23/2023 10:15 AM
176	Aviation Road, Bay Road	10/23/2023 9:49 AM
177	Route 9N by Warren co building-old trading post	10/23/2023 9:47 AM
178	There should be distinct lines between residential commercial or industrial	10/22/2023 10:58 AM
179	Located in Areas zoned for such uses. With limits in residential areas to curtail their use for Short-Term-Rental.	10/22/2023 10:39 AM
180	Throughout the town. The predisposition to say “no” to all lakeside projects should be reconsidered. Multi unit projects arent’ appropriate, but options which update older properties on the lake and improve them to allow for multigenerational living, and perhaps affordability for young people should be allowed. We need housing through the area that will encourage and accommodate a better service economy - more skilled craftsmen, more construction/repair workers. Attract them to the area with housing options and keep them with job opportunities, and vice versa.	10/22/2023 6:26 AM
181	Small developments for single family housing	10/19/2023 7:09 AM
182	The more rural areas	10/18/2023 7:48 PM
183	More mixed use, especially affordable/workforce housing near commercial corridors, public transportation. commercial corridors	10/18/2023 1:42 PM
184	Close to commercial centers, shopping, work opportunities.	10/16/2023 7:02 PM
185	There is not much land left for single family homes no land should be used for apartment buildings	10/15/2023 8:07 PM
186	Should begin with taken pre-existing homes, and then any multifamily homes should be in the commercial areas	10/15/2023 12:43 PM
187	West Mountain Rd area, Route 149/ Bay & Ridge Rd areas	10/13/2023 2:52 PM
188	closer to current higher density/commercial development. Need to green up the commercial corridors, visually the spaces are exceptionally wide and need to be broken up with area for plow strips, and vertical green (structure, parking, walkway, road, repeat)	10/6/2023 12:43 PM
189	Fairly Close to shopping, hospital, restaurants	10/5/2023 4:13 PM
190	Areas with low environmental impact.	9/28/2023 6:09 AM
191	Areas 4-5 near stores and offices	9/27/2023 7:43 AM
192	I like to see developers revitalize and renovate existing older structures that need attention rather than continue to build outward with all new construction.	9/27/2023 6:53 AM
193	Replace vacant buildings	9/27/2023 6:51 AM
194	Area 1&2	9/27/2023 6:48 AM
195	Construction should be limited to already established neighborhoods. we need to keep green spaces for recreational use	9/26/2023 9:32 PM
196	In rural places	9/26/2023 7:58 PM

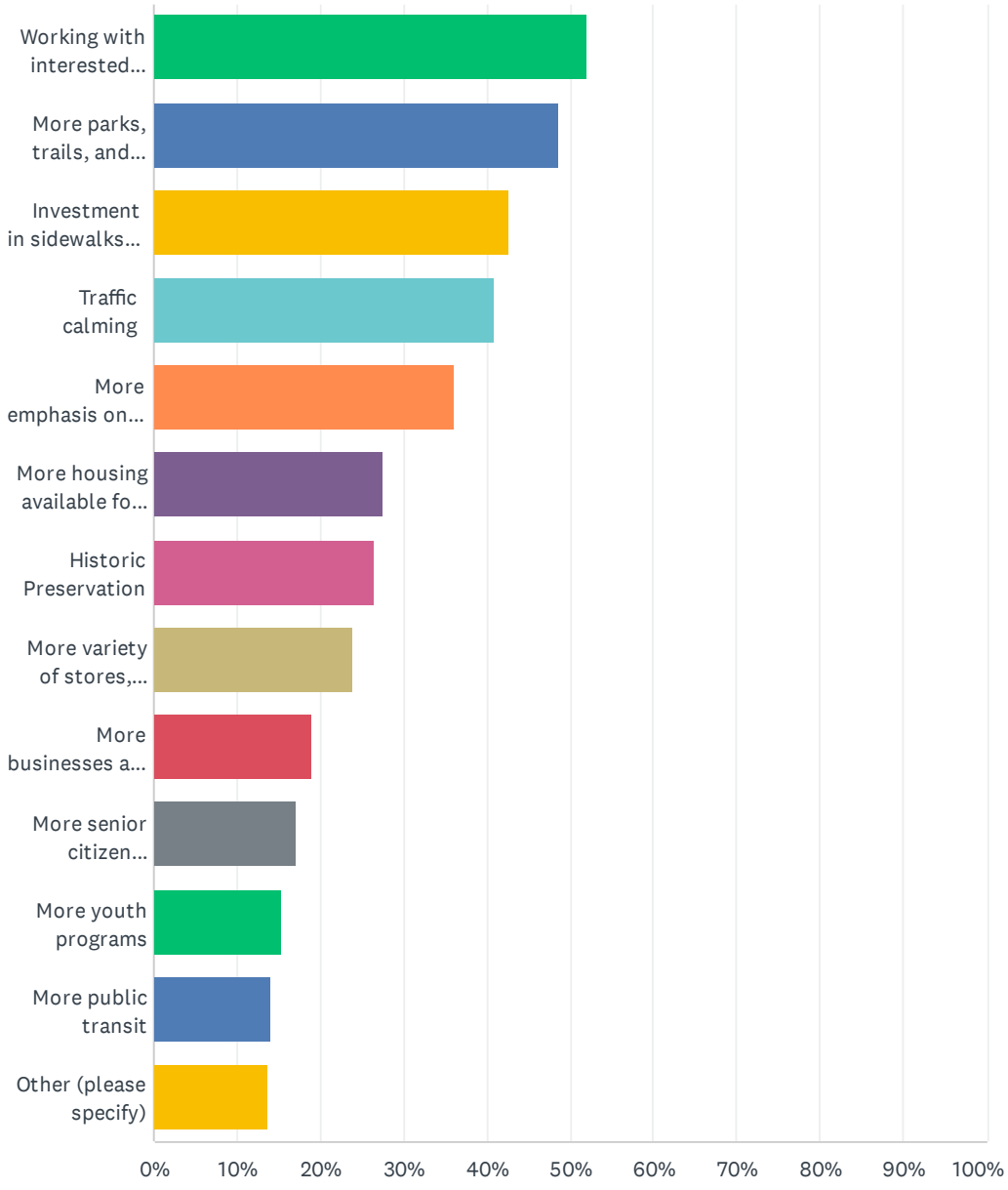
197	Area 1, 6, and 8	9/26/2023 11:26 AM
198	high density near services	9/25/2023 9:47 PM
199	Area 6,7 or 2	9/25/2023 5:34 PM
200	In current PUDs and residentially zoned areas. Variances to zoning law for increased density should not be approved.	9/25/2023 3:42 PM
201	Where it already is and no more	9/25/2023 11:25 AM
202	Out of sight of major highways	9/16/2023 10:31 AM
203	Some of the acreage that we have zoned lc25	9/14/2023 12:32 PM
204	Near school.	9/14/2023 10:15 AM
205	Close to transportation corridors and services. Old Aviation Mall site would be ideal.	9/14/2023 9:59 AM
206	where all the vacant land is that hasn't sold in years	9/14/2023 8:05 AM
207	Ridge rd, West mtn rd, Bay rd areas.	9/13/2023 4:38 PM
208	close to or within the commercial areas ,and close to I-87	9/13/2023 4:26 PM
209	Central to school and accessible to commercial businesses and public transportation	9/12/2023 3:19 PM
210	I look at the new development at the end of John Clendon Road and say to myself, that is what good looks like when it comes to responsible zoning/planning.	9/11/2023 1:43 PM
211	Exit 18 area is essentially the last area with substantial development opportunities. Density for single family housing needs to be relaxed by at least half to allow more affordale development opportunities.	9/11/2023 1:14 PM
212	In-law suites should be permitted in any home. As long as it is never used as a short term rental.	9/10/2023 10:56 PM
213	vacant lots on Route 9	9/8/2023 12:26 PM
214	Where each type of housing or businesses will not disrupt the quality and character of existing neighborhoods	9/5/2023 6:13 PM
215	Preserve agricultural lands. Utilize Transfer of development rights to preserve it and direct development where it already exists.	9/5/2023 1:51 PM
216	downstate	9/5/2023 11:20 AM
217	Main and Route 9 as those areas are already dense and have the water and sewer systems.	9/4/2023 6:58 PM
218	Bay rd and Ridge rd above Haviland	9/4/2023 1:54 PM
219	The best urban-rural planning works by concentrating multi-housing within a narrow area and then having lower-residential housing father out from the main core. This helps with walkability and concentration of resources. At the same time, attention can be given to preserving and creating public areas within that more congested area. Queensbury has a strange mix (unplanned) of high-density and rural areas right now, and an effort should be made to preserve that mix while implementing cute planned areas of high density.	9/4/2023 12:13 PM
220	Less Rental properties. Homeownership strengthens finances. Builders need to encourage affordable homeownership instead of the glutting the market with rentals.	9/3/2023 6:01 PM
221	All properties located on main roads (w mountain, Peggy Ann, Sherman, Luzerne) should be allowed to have in law or similar apartments. Homes in realty subdivisions could be allowed based on available utilities and lot sizes. This should be done without going to the zoning board of appeals and begging for their permission to find end of life housing for elderly parents.	9/2/2023 2:49 PM
222	The character of each neighborhood should be maintained	9/1/2023 9:46 PM
223	It appears that the area near the college has a lot of space and infrastructure to support some more housing development.	9/1/2023 8:11 PM
224	Along Bay, Quaker, Glen	8/31/2023 9:30 AM

225	Fix up and clean up some of the run down homes. Use those to rent out. We have people desperately searching for AFFORDABLE rentals, and 1200 for 2 bdrms is NOT affordable for single parents with children	8/31/2023 7:28 AM
226	toward Glens Falls	8/30/2023 4:58 PM
227	In areas that are already developed	8/30/2023 3:11 PM
228	Aviation mall area, not many other parcels available unfortunately	8/30/2023 11:01 AM
229	In clusters .	8/30/2023 10:57 AM
230	West Mountain Road	8/29/2023 4:56 PM
231	The wooded areas in ward 3 off potter and west moutain need	8/29/2023 4:41 PM
232	Big Boom, Big Bay, Luzerne, Bay roads	8/29/2023 5:27 AM
233	Quaker / aviation road area	8/28/2023 7:00 PM
234	Along main corridors	8/28/2023 2:10 PM
235	Where empty buildings/unused lots already sit. Please stop approving the clear cutting of so many of Queensbury's gorgeous trees.	8/27/2023 10:09 PM
236	All types should be developed in areas that are consistent with each type of housing. Do not permit rental dwellings in one family communities.	8/26/2023 10:29 PM
237	County line road with mountain views	8/26/2023 7:51 PM
238	area 1	8/26/2023 6:02 PM
239	As appropriate	8/26/2023 9:57 AM
240	No particular area	8/26/2023 9:38 AM
241	Allow ADUs	8/25/2023 11:11 PM
242	Area 5 or 3 (for ease of access to shopping/work/downtown) — preserving the environmental settings of area 1, area 4 and area 8	8/25/2023 9:01 PM
243	West mountain	8/25/2023 6:48 PM
244	There needs to be a better concentration of housing and retail stores. Right now the housing development is strung out along the main roads requiring everyone to have a car.	8/25/2023 5:45 PM
245	Main roads	8/25/2023 5:07 PM
246	Close to retail, public transportation and medical facilites	8/25/2023 2:28 PM
247	In currently developed areas, avoiding greenfield sites. Housing should be clustered to preserve green areas.	8/25/2023 1:14 PM
248	Near glens falls	8/25/2023 12:25 PM
249	Main street, Quaker rd, Bay south of SUNY ACC	8/25/2023 8:42 AM
250	Go up. Build apartments along main corridors and avoid expanding into wilderness.	8/25/2023 12:11 AM
251	Not Here.Have enough already. Losing our natural beauty and traffic congestion..	8/24/2023 8:04 PM
252	Anywhere in queensbury, wherever there is enough land to build a development that has good sized yards.	8/24/2023 5:21 PM
253	Multi unit apartments and condos should not be interspersed within existing single family neighborhoods. Perhaps some of these units could be located at the planned West Mountain development.	8/24/2023 4:10 PM
254	Multi-unit housing should be located adjacent to commercial corridors only.	8/24/2023 12:13 PM
255	Where it was stated	8/24/2023 10:23 AM
256	Multi unit should be on major roads	8/24/2023 9:41 AM

257	The Mall,	8/24/2023 9:25 AM
258	No opinion	8/24/2023 7:25 AM
259	Area 8	8/24/2023 6:35 AM
260	Aviation mall	8/24/2023 6:31 AM
261	Queensbury	8/23/2023 11:57 PM
262	N/a	8/23/2023 10:19 PM
263	Where the new buildings are not dependent on well water.	8/23/2023 10:18 PM
264	Close to the northway. Quaker road, and ridge road areas also.	8/23/2023 9:42 PM
265	In the already developed areas - use closed down businesses/areas of development to expand housing/residential options	8/23/2023 9:31 PM
266	Maybe it is now time to consider that we are now maxed out on residential development in the town Queensbury .	8/23/2023 3:47 PM
267	Main Street where there are old houses mixed in with commercial.	8/23/2023 3:31 PM
268	In existing neighborhoods or developed areas. All abandoned buildings should be redeveloped before cutting down trees to build new houses. Also, if West Mountain goes through with its PUD, then Cerrone needs to stop developing the mountain. The Land Conservancy should start buying up any privately owned property that could be developed into basic, boring houses with no trees and a water-guzzling, run-off-maker green lawn.	8/23/2023 2:06 PM
269	No where!! There are enough houses. Undeveloped land is getting bulldozed and built up seemingly nonstop.	8/23/2023 12:56 PM
270	Near public transit	8/23/2023 12:33 PM
271	no answer	8/23/2023 10:31 AM
272	no idea	8/23/2023 10:00 AM
273	Bay Road,Meadowbrook area	8/23/2023 9:11 AM
274	West Mountain area	8/23/2023 7:38 AM
275	Aviation mall is almost empty	8/22/2023 10:20 PM
276	Near US route 9	8/22/2023 7:47 PM
277	Off Glen St, Quaker, or Bay Rd (east of the northway)	8/22/2023 7:26 PM
278	In or around route 9 and 149	8/22/2023 5:46 PM
279	Anywhere in the town of qbry	8/22/2023 2:52 PM
280	Where space is available.	8/22/2023 2:37 PM
281	Ridge, Bay roads north of Quaker	8/22/2023 1:14 PM
282	There is large potions of town it used north of 149 between bay and 9L. Also there is 380 acres between Bay Rd and Ridge and Sunnyside and 149 that could be turned into residential development. I'd like to see the town add more sporting things around the town maybe help with the little league and give them a stage of the art fields and complex to help attract tournaments and other high end sporting events	8/22/2023 1:07 PM
283	High Density should be in areas like Main Street, Quaker, Glen. Low Density single family on the outer portions of Ridge, Bay, West Mountain Roads.	8/22/2023 8:21 AM
284	West side	8/21/2023 7:21 PM

Q11 During the next ten (10) years, what would you like to see get additional emphasis (investment, permitting, policy changes, etc.) in your neighborhood or area? Please select as many as apply (the following list is not in any order of priority):

Answered: 751 Skipped: 36



ANSWER CHOICES	RESPONSES	
Working with interested landowners to conserve open space	52.06%	391
More parks, trails, and recreational facilities	48.60%	365
Investment in sidewalks and bicycle facilities	42.61%	320
Traffic calming	41.01%	308
More emphasis on creating a sustainable community	36.09%	271
More housing available for individuals, families, and senior citizens supporting a variety of income levels	27.43%	206
Historic Preservation	26.36%	198
More variety of stores, restaurants and other commercial services	23.97%	180
More businesses and jobs	19.04%	143
More senior citizen programs	17.04%	128
More youth programs	15.31%	115
More public transit	14.11%	106
Other (please specify)	13.72%	103
Total Respondents: 751		

#	OTHER (PLEASE SPECIFY)	DATE
1	Would love to see the town clean up weeds and the exit 19 entrance . It’s so sad to see the weeds along our main streets.	11/28/2023 10:55 AM
2	Just moved to Queensbury, enjoying it	11/24/2023 9:33 PM
3	Job, Jobs, Jobs! Small business support! Forget the bicycles and electric car stuff. Focus on getting our youth employed and able to live somewhere they can afford.	11/22/2023 1:29 PM
4	Sewerssa	11/20/2023 9:09 PM
5	Addressing Light, Noise and Air Pollution	11/20/2023 8:56 PM
6	Regulating Air BnB's in residential areas.	11/20/2023 7:42 PM
7	community sewage system, which would replace need for lindividual septic systems.	11/20/2023 3:13 PM
8	More frequent road resurfacing efforts. Example: Lehland Estates	11/20/2023 10:45 AM
9	over development causes more traffic and higher school taxes which burdens home owners.. concentrate on trimming expenses	11/20/2023 6:22 AM
10	more efficient Town provided services	11/19/2023 7:16 PM
11	Remove restrictions on family vacation rentals.	11/19/2023 7:13 PM
12	Continued fiscal responsibility	11/19/2023 6:17 PM
13	Nothing that increases my taxes	11/19/2023 1:16 PM
14	Noise control on residential neighborhood	11/19/2023 10:56 AM
15	Public sewers North & South sides of Aviation Road residential neighborhoods	11/19/2023 8:03 AM
16	The more people that populate this area the more threat I believe you put on one of the top cleanest lake in the United State, Lake George. Preserve Lake George for us residence. We appreciate the lake more that is why we live here. Also for the Adirondacks	11/19/2023 1:33 AM
17	Repair crumbling and dangerous streets	11/18/2023 10:00 PM

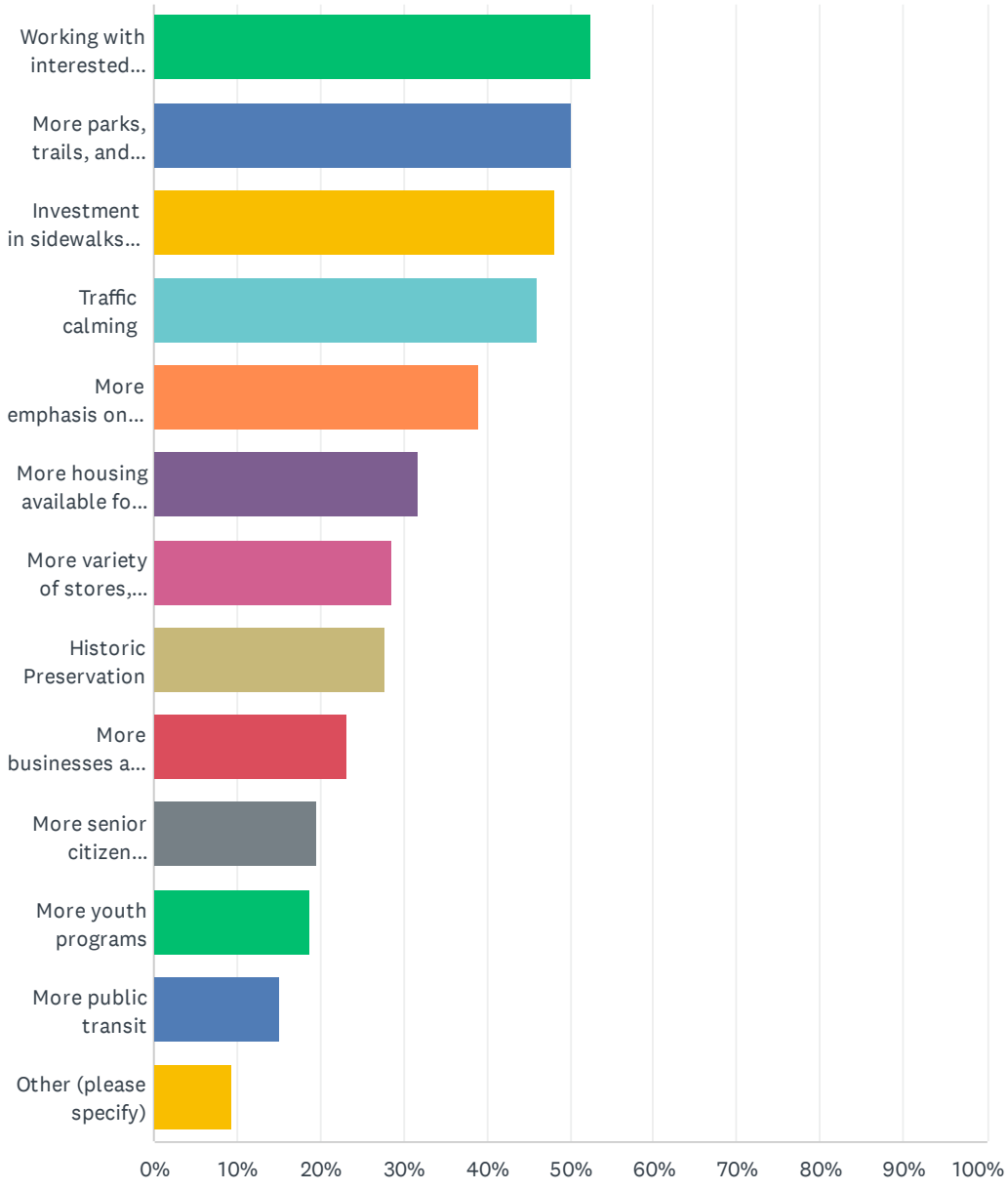
18	Less “town”, more freedom.	11/18/2023 3:59 PM
19	N/A	11/18/2023 10:58 AM
20	Public water and sewer	11/18/2023 10:39 AM
21	Extend town water	11/18/2023 9:20 AM
22	Stop spending tax dollars	11/17/2023 10:45 AM
23	investment for street lights for ALL. we all pay same taxes but many are left in the dark. Safety hazard	11/17/2023 9:44 AM
24	Sync the lights on Quaker Rd! You wanted to spend on the "runway to nowhere" but can't find the money to fix something that affects us all?	11/17/2023 7:55 AM
25	Small businesses and local retail/restaurants	11/16/2023 1:15 PM
26	Gas service on Big Boom Rd.	11/16/2023 11:34 AM
27	Sewer availability. Traffic signals synchronized on all high traffic streets such as Quaker Road and 9N.s	11/16/2023 10:49 AM
28	More trails for walking and biking. Be able to connect Gurney to southern part of two	11/15/2023 9:19 PM
29	More parks, trails, and recreational facilities - develop 4 season multi use trails with winter snowmobile use in mind	11/15/2023 7:35 PM
30	We need more safety, especially for the summer months on route nine in front of Martha’s ice cream. That’s a horrible intersection. Traffic light is long overdue.	11/15/2023 7:22 PM
31	Year-round public transit to other communities in Warren County	11/15/2023 6:14 PM
32	Stop disrupting the nature we already have. We have enough bike trails and parks and everything is perfect now.	11/15/2023 4:48 PM
33	Reduced vehicle speed limits on secondary roads	11/15/2023 3:17 PM
34	extra traffic lane for school traffic !!!	11/15/2023 2:39 PM
35	No public water	11/15/2023 11:36 AM
36	conservation of land	11/14/2023 8:40 PM
37	I would like the town to permit chickens in ward 2 with any amount of acreage. They are permitted in NYC.	11/14/2023 8:38 PM
38	Sound barrier along I87 near Queensbury Highschool.	11/14/2023 7:42 PM
39	More trails to connect different neighborhoods/communities together to keep pedestrians off the roads and in the woods if possible. Where there isn’t an avenue for woods, adding bike lanes on the roads.	11/14/2023 5:26 PM
40	Bike lane or slower speed limit on west mountain road.	11/14/2023 5:21 PM
41	I like it just the way it is.	11/14/2023 5:10 PM
42	Rezoning to eliminate short term rentals in residential neighborhoods	11/14/2023 2:19 PM
43	CLEAN DRINKABLE WATER IN JENKINSVILLE	11/14/2023 1:56 PM
44	It’s getting too congested	11/14/2023 1:52 PM
45	Connect other roads to bike path with bike lanes	11/14/2023 1:36 PM
46	I'd love to see a multiple buses come by my house and take me shopping in this area.	11/14/2023 12:29 PM
47	more bike paths	11/14/2023 12:09 PM
48	sidewalks	11/14/2023 10:54 AM
49	Solar panels on the property of the Luzerne Road transfer station.	11/14/2023 9:06 AM
50	great as is	11/14/2023 9:06 AM

51	paving damaged streets	11/14/2023 8:42 AM
52	infrastructure & road repair	11/14/2023 8:32 AM
53	Keep taxes low for us middle class	11/14/2023 12:15 AM
54	Fix the roads. E.g. Rockwell Rd	11/13/2023 9:22 PM
55	Street lights on residential streets	11/13/2023 9:22 PM
56	Expansion of town water and sewer systems	11/13/2023 8:38 PM
57	A route 4 - 4 lane connector from Vermont!!!!!!	11/13/2023 8:09 PM
58	added manufacturing businesses	11/13/2023 6:55 PM
59	Change the zoning on some buildings parcels so people can build a house on 1/4 acre lots	11/13/2023 6:42 PM
60	Under ground utilities	11/13/2023 6:02 PM
61	Move away from septic to town waste water treatment	11/13/2023 4:13 PM
62	Less high density apartments	11/13/2023 3:47 PM
63	none. I like my neighborhood. Because we are in the LG Park, there are already enough regs. The town already requires enough permits for landowners	11/1/2023 8:59 AM
64	I'd prefer to keep my area rural with a natural landscape. No development	10/26/2023 2:57 PM
65	Make the community bikeable	10/25/2023 12:15 AM
66	less government involvement. Black and white rules and regulations vs the current system of enforcement by committee and public oppion	10/22/2023 10:58 AM
67	"Sustainable" to me means livable for the long haul-available and affordable housing for a variety of income levels with jobs and recreational activities to keep a diverse population (age, income levels, etc) in the area	10/22/2023 6:26 AM
68	Bike lane on roadways	10/18/2023 7:48 PM
69	Variety of public spaces available for human interactions.	10/16/2023 7:02 PM
70	a rural character with critical environmental areas which are ignored or take a backseat to increased development	10/6/2023 12:43 PM
71	Ending short term rentals. We have hotels for a reason.	9/28/2023 6:09 AM
72	supporting infrastructure for existing single family homes (water/sewer lines, gas lines, power lines)	9/27/2023 6:53 AM
73	ground floor apartments	9/25/2023 9:47 PM
74	Revise codes to permit greater density of new residential development. large lot sizes discourage development of affordable and reasonably sized housing. Where public water and sewer (or good soils) are present the minimum lot size should be reduced to .25 acre instead of 2 acres. Developers should be recruited to construct under 35 y.o. housing developments with one month leases, amenities designed to encourage socialization and relatively small room sizes to attract young people to accept employment in the region. Smaller apartments with more reasonable rents and ability to 'try it out' without having to commit to a one year lease are among the innovations necessary to entice young people to locate here. Our aging population desperately needs to attract the youth.	9/14/2023 9:59 AM
75	collaborative cooperation with surrounding communities	9/13/2023 4:26 PM
76	West Mountain Road should have a bicycle lane installed. It is used by so many runners/bicyclists, has a high speed limit and will benefit the community connect more people to West Mountain resort as they make their investments in the future.	9/11/2023 1:43 PM
77	Aviation Rd & West Mt Rd. Limited businesses permitted, keeping neighborhood appearance, dr, vet, small general store, farm stands, etc.	9/10/2023 10:56 PM
78	extend sewers to neighborhoods next to existing boundary	9/8/2023 12:26 PM

79	see so many abandoned properties on rt 9, some for more then 20 years like the old zoo, car dealer next to adirondack tire, sweet basil. Makes the area not look good.	9/5/2023 11:20 AM
80	Short term rentals should have a 6 month minimum rental period.	9/1/2023 8:50 AM
81	No short term rentals (6 month minimum)	8/31/2023 6:30 PM
82	Youth programs that are free for children of single parent or low income familiese	8/31/2023 7:28 AM
83	More trees! cool roofs, turn reservoir into recreational area for fishing	8/30/2023 3:11 PM
84	Revised building codes to reflect urgency of emisdions reduction	8/30/2023 10:57 AM
85	Corinth Road traffic near Stewart's and the Northway is problematic	8/29/2023 5:27 AM
86	Preserve the character of the environments and communities that exist. Do not change the character of each type of community. Develop business type housing in business areas not in residential areas.	8/26/2023 10:29 PM
87	Working with NYS on large truck traffic and reducing speed limits on Chestnut Ridge Rd	8/26/2023 7:51 PM
88	Stop schemerhorn from having a monopoly on apartments/building	8/26/2023 9:57 AM
89	Sensor traffic lights to keep traffic flowing, high speed DC electric vehicle charging facilities	8/26/2023 9:55 AM
90	Assembly Point Road needs to be redeveloped.	8/25/2023 5:45 PM
91	Lower our taxes!	8/25/2023 12:25 PM
92	Bike lane on West Mountain Rd and Peggy Ann	8/25/2023 8:42 AM
93	SEWER	8/24/2023 8:51 AM
94	I would love to see the landscape of our town taken care of. Exit 19 is supposed to be welcome to Queensbury and it isn't welcoming at all it's never mowed and weeds have a home every where you look. Let's put some demands on the people/ businesses to upkeep there properties and our town's surroundings.	8/23/2023 11:57 PM
95	Investment in infrastructure ie. Paving and access to town water	8/23/2023 9:11 PM
96	There needs to be a continuous sidewalk and street lighting installed on Corinth Road!!!! Tons of people walk and ride their bikes all the way west from Exit 18. Before West Mountain and the rest of Corinth Road is developed, a plan needs to be enacted that requires the developers to make improvements to Corinth Road to accommodate additional traffic, as well as pedestrians and bikers.	8/23/2023 2:06 PM
97	Sewer districts expanded to Glen Lake Rd and the north side of Glen Lake	8/23/2023 7:38 AM
98	Sidewalks and bike lanes	8/22/2023 7:26 PM
99	More investment in Emergency services	8/22/2023 6:50 PM
100	More ems funding	8/22/2023 5:46 PM
101	Safe bicycle lanes on ALL streets to encourage a transition to e-bike/bike/pedestrian transit	8/22/2023 2:52 PM
102	A Gym	8/22/2023 2:37 PM
103	Work to create a better emergency services accross the board you can't keep adding people and things to town when you fire and emergency services can barely handle it now some days.	8/22/2023 1:07 PM

Q12 During the next ten (10) years, what would you like to see get additional emphasis (investment, permitting, policy changes, etc.) in the Town as a whole? Please select as many as apply (the following list is not in any order of priority):

Answered: 732 Skipped: 55



ANSWER CHOICES	RESPONSES	
Working with interested landowners to conserve open space	52.46%	384
More parks, trails, and recreational facilities	50.14%	367
Investment in sidewalks and bicycle facilities	48.09%	352
Traffic calming	46.04%	337
More emphasis on creating a sustainable community	39.07%	286
More housing available for individuals, families, and senior citizens supporting a variety of income levels	31.69%	232
More variety of stores, restaurants and other commercial services	28.55%	209
Historic Preservation	27.73%	203
More businesses and jobs	23.22%	170
More senior citizen programs	19.67%	144
More youth programs	18.85%	138
More public transit	15.16%	111
Other (please specify)	9.29%	68
Total Respondents: 732		

#	OTHER (PLEASE SPECIFY)	DATE
1	Beautify what we have .	11/28/2023 10:55 AM
2	Conserve our rurality	11/27/2023 8:40 AM
3	More sewer connections	11/24/2023 12:32 PM
4	Jobs, jobs, jobs! It's always about the economy! Support small business. No new spending. Read Dave Ramsey and take notes on his "gazelle" like focus on every penny you spend.	11/22/2023 1:29 PM
5	Addressing Light, Noise and Air Pollution	11/20/2023 8:56 PM
6	Preserving open space, and design standards in the zoning code that provides beauty and preserves viewsheds/mountaintops, while defining consistency in design. In our commercial corridors our development is incongruous with beauty.	11/20/2023 7:42 PM
7	Replacing East Field with new and modern (up to spec) baseball facililty to attract a real miner league franchaise. The Glens Falls area has been a good baseball environment over the years- a potential for a positive addition to our communities.	11/20/2023 3:13 PM
8	Commitment to providing for growing diversity in the area, understanding that banks and community need to support minority owned businesses and home/property purchases.	11/20/2023 11:29 AM
9	see above	11/20/2023 10:58 AM
10	Relinquishing control of local transit to CDTA was a mistake	11/20/2023 9:46 AM
11	Remove restrictions on family vacation rentals.	11/19/2023 7:13 PM
12	Better enforcement of, or tightening of, zoning regulations regarding residential properties containing multiple vehicles i.e., boats, trailers, utility trauilers, dumptrailers, snowmobiles, commercial trucks, etc.	11/19/2023 3:54 PM
13	Nothing that increases my taxes	11/19/2023 1:16 PM
14	Noise control on residential neighborhood	11/19/2023 10:56 AM
15	Public Sewers	11/19/2023 8:03 AM

16	And how many more Schermerhorn apartments do we need? Jus see these apartment complex's as eye sores.	11/19/2023 1:33 AM
17	N/A	11/18/2023 10:58 AM
18	We need a larger area covered for bus transportation	11/17/2023 11:18 AM
19	Utilizing the mall space constructively	11/17/2023 11:07 AM
20	paid person not just drive but walk the local streets where needed and improve clean up of property like a home owners association.	11/17/2023 9:44 AM
21	Connect walking and biking trails from Gurney to southern part of town. Develop trails along ridge of west mnt.	11/15/2023 9:19 PM
22	More parks, trails, and recreational facilities - develop 4 season multi use trails with winter snowmobile use in mind	11/15/2023 7:35 PM
23	Stop with adding more bike and walking trails. You have disrupted our local animals habitat enough. We have plenty to do and our lucky to have that. Let’s not keep expanding to the extent where our local animals are driven out of their natural environment.	11/15/2023 4:48 PM
24	SIGNAGE; should be smaller, set back farther and with some level of uniformity	11/15/2023 3:17 PM
25	extra traffic lane for school traffic !!!	11/15/2023 2:39 PM
26	Additional mountain bike trails (downhill with increased difficultly, jumps and features)	11/15/2023 11:36 AM
27	Sewers for Glen Lake area	11/14/2023 9:15 PM
28	Resining to eliminate short term rentals in residential neighborhoods	11/14/2023 2:19 PM
29	POLITICIANS THAT ARE FOR THE PEOPLE	11/14/2023 1:56 PM
30	carefully considered placement of more housing options	11/14/2023 12:09 PM
31	same as above	11/14/2023 10:54 AM
32	Bike path along power lines in west glens falls area	11/14/2023 9:20 AM
33	great as is	11/14/2023 9:06 AM
34	understanding that outpatient rehab facilities, although necessary, can create neighborhood safety issues	11/14/2023 7:22 AM
35	More arts… concerts, events, murals. There is really no center of Qsby…so continue to foster a relationship with Glens Falls which serves as Qsby’s cultural hub.	11/13/2023 9:26 PM
36	Additional safety through street lights	11/13/2023 9:22 PM
37	Expansion of water and sewer systems	11/13/2023 8:38 PM
38	Route 4 connector - 4 lane - to Vermont!!!!!!	11/13/2023 8:09 PM
39	Re-use and reinvestment in neglected commercial corridors.	11/13/2023 7:28 PM
40	Move away from septic to town waste water	11/13/2023 4:13 PM
41	Sidewalks on side streets associated with main st	10/25/2023 8:04 PM
42	More thoughtful permitting, and less posturing.	10/22/2023 6:26 AM
43	Bike lanes on roadways	10/18/2023 7:48 PM
44	integration of green systems, expandable parking rather than full parking build out	10/6/2023 12:43 PM
45	End the short term rental market in residential neighborhoods.	9/28/2023 6:09 AM
46	Maintaining existing recreational spaces IE the parking lot at Cole's Woods	9/27/2023 6:53 AM
47	smaller apartments	9/25/2023 9:47 PM
48	We don't need MORE - lets work on utilizing and improving what is already here.	9/25/2023 3:42 PM
49	same as above	9/14/2023 9:59 AM

50	Expand the airport as many manufacturing businesses need this to stay or come to town. More doctors are needed, not enough to serve our growing population.	9/10/2023 10:56 PM
51	Please consider West Queensbury's needs for growth but in a thoughtful way. We have some needs but don't want our area to be overgrown either.	9/3/2023 6:01 PM
52	as previously stated, short term rentals of less than 6 months should be prohibited.	9/1/2023 8:50 AM
53	more "career path" light industrial and manufacturing businesses and jobs	8/31/2023 9:25 PM
54	No short term rentals (6 month minimum)	8/31/2023 6:30 PM
55	Trees and water features especially in low income neighborhoods	8/30/2023 3:11 PM
56	Rid the school of the CRT, DEI, SEL etc. programs and return the time to bring up reading and math scores as well as the other academic and vocational courses of studies.	8/28/2023 2:10 PM
57	Maintain residual neighborhood character	8/27/2023 8:22 AM
58	Charging infrastructure at all commercial properties	8/26/2023 9:57 AM
59	f stores: more mom and pop type places, less chains	8/25/2023 9:01 PM
60	We don't need a new redundant bike trail parking lot on Bay Road.	8/25/2023 1:14 PM
61	Lower taxes!	8/25/2023 12:25 PM
62	Single family homes!	8/24/2023 5:21 PM
63	Roads need to be redone. I live in my house 23 years our road has never been repaved.	8/23/2023 11:57 PM
64	Infrastructure in neighborhoods	8/23/2023 9:11 PM
65	traffic fix at the Million Dollar Mile - such a detriment.	8/23/2023 10:00 AM
66	As stated above	8/23/2023 7:38 AM
67	Creating a town center.	8/22/2023 7:26 PM
68	Safe bicycle lanes on ALL streets to encourage a transition to e-bike/bike/pedestrian transit	8/22/2023 2:52 PM

Q13 The Town of Queensbury currently collaborates with neighboring municipalities in a number of ways (wastewater and fire department efforts with Glens Falls, etc.). How can these collaborative measures be enhanced?

Answered: 231 Skipped: 556

#	RESPONSES	DATE
1	Work further with the Greater Glens Falls transit to expand public transportation options! Have sidewalls reach from glens falls into west glens falls and beyond. Don’t be limited to town-city boundaries.	11/29/2023 7:33 AM
2	continued investment in infrastructure	11/28/2023 8:28 PM
3	Connecting of recreational trails and opening and developing more trails.Our community is aging, as younger families are looking to move into communities let’s make ours enticing with viable healthy options.	11/28/2023 2:29 PM
4	Hire quality individuals and make the retirement plan better	11/28/2023 1:24 PM
5	Tax the rich	11/27/2023 9:14 PM
6	Compromise, and joint planing	11/27/2023 1:59 PM
7	Na	11/27/2023 8:40 AM
8	Continue the practice!	11/25/2023 6:02 PM
9	Keep exploring the options.	11/25/2023 10:43 AM
10	Review best practices	11/24/2023 12:33 PM
11	Not sure	11/24/2023 12:32 PM
12	Unsure. I believe you share services for police matters. It took over 20 minutes for a response when a drunk driver hit my electric pole a few years ago. Since then, I'd like to believe someone would be here to help me if needed within a couple of minutes if I was in real need, but that may be wishful thinking.	11/22/2023 1:29 PM
13	Cut the red tape	11/21/2023 11:51 AM
14	Entire town on wastewater	11/20/2023 9:18 PM
15	Not sure- but I like that the intent is to work together.	11/20/2023 9:09 PM
16	Clean Water Protection, More Police, Fire and EMS services.	11/20/2023 8:56 PM
17	warren county bike trail maintained by county and town if not already	11/20/2023 8:21 PM
18	Can Glens Falls wastewater management handle more capacity from our town. If so, as what cost? When will we have to consider other options? More development requires more infrastructure, and we need to know this as development projects occur. Perhaps joint reviews might be necessary for planning purposes. A good recent example is the Quaker Road project on the GF/Qbsy. town line. We will be faced with increased housing site plan reviews, and need to be proactive in ensuring all parties have a voice in the process. Codifying this in the new zoning code with a process, would be proactive.	11/20/2023 7:42 PM
19	Na	11/20/2023 7:09 PM
20	not sure	11/20/2023 2:40 PM
21	no idea	11/20/2023 1:54 PM
22	Ensure all Queensbury residents have access to these utilities	11/20/2023 11:47 AM

23	Expand current sewer system to neighborhoods currently on septic.	11/20/2023 11:29 AM
24	More extensive sewage program to include homes in organized developments.	11/20/2023 10:45 AM
25	Should always be guided by knowledgeable professionals	11/20/2023 9:46 AM
26	Inter Municipal Agreements for tax assessment, tax receiving, parks & recreation, DPW/Highway Dept	11/19/2023 7:16 PM
27	Not sure.	11/19/2023 6:17 PM
28	Not sure	11/19/2023 2:32 PM
29	Lower the cost collaboratively	11/19/2023 1:16 PM
30	Queensbury and Glens Falls desperately need to work together to enhance pedestrian safety in the Kensington Road School district, as many children who live in Queensbury attend this school, and there are no crosswalks, crossing guards, or school-zones in the Queensbury side of the district.	11/19/2023 11:45 AM
31	proper investment in equipment maintenance and personnel.	11/19/2023 9:27 AM
32	Increase the number of homes in Queensbury connected to public sewers, consolidate Queensbury fire services, expand airport operations, create a Crandall Library satellite location in Queensbury that has ample parking especially handicap accessible parking.	11/19/2023 8:03 AM
33	Work with GF to develop trails in Potter's woods to continue the expansion of the mountain biking areas at Gurney Lane and Rush Pond	11/19/2023 6:45 AM
34	holding line on tax increase but able to update equipment.	11/19/2023 4:37 AM
35	How about the county consider public sewer.	11/19/2023 1:33 AM
36	Add shared services of DPW equipment and personnel.	11/18/2023 8:58 PM
37	Unsure	11/18/2023 4:30 PM
38	Recruit more staff.	11/18/2023 3:31 PM
39	Fix Western Avenue roadway and install sidewalks on both sides of roadway with Glens Falls	11/18/2023 11:33 AM
40	More recreational use of glens falls watershed	11/18/2023 10:58 AM
41	Town water and sewer along Lake George shoreline residences	11/18/2023 10:39 AM
42	More visibility to initiatives and challenges that are being discussed	11/18/2023 9:05 AM
43	Tri-county cooperation	11/18/2023 8:32 AM
44	Better ratio of emergency services to growth particularly with senior living	11/17/2023 4:24 PM
45	Recreation shared facilities	11/17/2023 12:54 PM
46	No concerns.	11/17/2023 10:02 AM
47	reduce cost, improve services - LOWER TAXES!!!	11/17/2023 9:59 AM
48	Review fire zones for number of people per area. Provide stickers for home windows with child & or handi-cap stickers to be placed on windows for rescue personnel to see immediately.	11/17/2023 9:44 AM
49	More police presence	11/17/2023 8:52 AM
50	Use your own judgment; that’s why we vote.	11/17/2023 8:07 AM
51	Larger investment in tax dollars towards public service.	11/17/2023 12:05 AM
52	Idk	11/16/2023 10:04 PM
53	N/a	11/16/2023 9:05 PM
54	Combine fire departments ,have its own police dept would be nice to have our sewer districts expanded	11/16/2023 1:43 PM
55	More collaboration on recreation facilities with Glens Falls	11/16/2023 12:44 PM

56	Cost sharing	11/16/2023 10:53 AM
57	Traffic signal synchronization between Qsby and Glens Falls.	11/16/2023 10:49 AM
58	Not with glens fall	11/16/2023 10:31 AM
59	I'm sorry--I'm not sufficiently familiar with these measures to answer this question.	11/16/2023 9:14 AM
60	I don’t have any expertise in this area	11/16/2023 8:59 AM
61	Without knowing all resources that could overlap and issues that exist, would be difficult to say.	11/15/2023 9:19 PM
62	Build more bike trails	11/15/2023 8:22 PM
63	Responsiveness time, sharing, technology and data analytics with fire department	11/15/2023 7:22 PM
64	Unsure. Need more details.	11/15/2023 6:14 PM
65	County wide emergency services fire and ambulance in particular	11/15/2023 5:19 PM
66	Work together .	11/15/2023 5:17 PM
67	Play nice and cooperate	11/15/2023 4:48 PM
68	Snow removal efficiencies. Seeing County, Town and State plows traveling over snowy roads with "plows-up" to get to their assigned routes is a waste of resources and damaging to the environment.	11/15/2023 3:17 PM
69	Unsure	11/15/2023 2:39 PM
70	Work it out with the city to open up watershed properties for recreational opportunities. Like additional mountain bike trails with emphasis on downhill/enduro park (butler pond area down to reservoir/vandusen. like wheelerville NY. would be huge draw. Seriously check out their numbers, town of caroga)	11/15/2023 11:36 AM
71	Teach me	11/15/2023 11:16 AM
72	Sewers needed and working with other communities might reduce costs.	11/15/2023 9:20 AM
73	Share services with Glens Falls where ever possible.	11/15/2023 9:19 AM
74	Have a Sewer system installed for residents	11/15/2023 8:54 AM
75	N/A	11/14/2023 10:16 PM
76	Make watershed areas open to public recreation (biking/hiking/skiing trails).	11/14/2023 9:27 PM
77	Fix 254	11/14/2023 7:49 PM
78	Anything to reduce the tax burden.	11/14/2023 7:42 PM
79	You should leverage the scale as much as possible and take politics out of it. We do not need agendas, we need action.	11/14/2023 6:58 PM
80	Not sure but a good idea, efficiency saves money	11/14/2023 6:40 PM
81	Don’t know	11/14/2023 6:27 PM
82	Continue face-to-face meetings and communication	11/14/2023 5:44 PM
83	Open up passive recreational opportunities on GF watershed lands located in Queensbury. Example: Butler Pond area for biking/walking/hiking. Halfway Brook Trail is a great example of this, thanks to John Strough and many others.	11/14/2023 5:32 PM
84	Collaborate with the city of glens falls to create a partnership for outdoor recreational use in the water shed.	11/14/2023 5:26 PM
85	Extend sidewalks from glens falls to queensbury More bike paths for queensbury into neighboring communities	11/14/2023 4:56 PM
86	?	11/14/2023 4:52 PM
87	more townships involved	11/14/2023 3:29 PM

88	Fuse Glens Falls and Queensbury	11/14/2023 2:22 PM
89	Not sure	11/14/2023 2:19 PM
90	More public education about the cost benefits of “regionalization” of all education and government agencies and utilities .	11/14/2023 1:50 PM
91	Several municipalities that I've traveled to before offer mulch or compost in bulk for purchase. If such a neighboring municipality offers one, I would love to have access to purchase!	11/14/2023 1:41 PM
92	We are satisfied. Have your experts decide.	11/14/2023 12:29 PM
93	.	11/14/2023 12:20 PM
94	Have a better waste management plan that includes compost and reuse/recycling facilities.	11/14/2023 11:38 AM
95	na	11/14/2023 11:16 AM
96	Continue to work together and find scales of economy	11/14/2023 10:57 AM
97	Queensbury and Glens Falls lawn and leaf pickups working together	11/14/2023 10:54 AM
98	Working with the county planning and community development.	11/14/2023 10:02 AM
99	Unchanged, not overgrown	11/14/2023 9:42 AM
100	Do away with redundant town/county services	11/14/2023 9:30 AM
101	Fundraisers	11/14/2023 9:24 AM
102	The surveys such as this one looks informative	11/14/2023 9:20 AM
103	Open gf watershed for recreation (butler pond)	11/14/2023 9:20 AM
104	?	11/14/2023 9:14 AM
105	collaborative savings be applied to improve efficiency and cut costs without compromising services	11/14/2023 7:22 AM
106	Coordinate recreational opportunities on the watershed property	11/13/2023 10:08 PM
107	n/a	11/13/2023 9:58 PM
108	Expanding the water District to Jenkinsville area	11/13/2023 9:19 PM
109	Any measure that increases efficiency, shared expenses, with the goal of reducing property taxes.	11/13/2023 9:12 PM
110	Drinking water	11/13/2023 8:38 PM
111	Oh I don't know.	11/13/2023 8:23 PM
112	Realign fire/abulance districts to meet present conditions. It is insane that this has not been done.	11/13/2023 8:09 PM
113	More collaborative recreation	11/13/2023 7:41 PM
114	There should be a regional wastewater district. There should be a regional water district. Fire protection is handled pretty well through mutual aid, but there is more that can be done.	11/13/2023 7:28 PM
115	These collaborations seem to work well.	11/13/2023 7:27 PM
116	Continue to work with other municipalities to save money on mutually beneficial projects- parks, bike paths, preserves and utilities	11/13/2023 7:22 PM
117	Connecting bike trails	11/13/2023 7:10 PM
118	Sharing youth programming and area fields, multi municipality events, traffic calming.	11/13/2023 7:10 PM
119	Not sure we should ask other municipalities what they need to be able to make the collaboration better so that they get what they need and we get what we need.	11/13/2023 6:46 PM
120	Better public transportation between communities	11/13/2023 6:32 PM

121	Play nice with each other, stop bickering	11/13/2023 6:27 PM
122	lower prices	11/13/2023 6:07 PM
123	It appears to be working well.	11/13/2023 5:43 PM
124	Play leadership rolls by county supervisors.	11/13/2023 5:43 PM
125	Continue to work together.	11/13/2023 5:38 PM
126	Queensbury and Glens Falls are one community. We should collaborate more.	11/13/2023 5:36 PM
127	more homeowners are full time on Assembly Point and the Muni water is only May 1-Nov 1, the well water quality in general is terrible. Would be great to consider burying the water lines deeper and providing water year -round.	11/13/2023 5:15 PM
128	Continue to develop shared resources and infrastructure	11/13/2023 5:02 PM
129	More police	11/13/2023 5:00 PM
130	public water and sewer should be more available	11/13/2023 4:55 PM
131	Traffic flow, city trash services, water districts could probably be condensed. Development collaborative would be IDEAL.	11/13/2023 4:50 PM
132	continue to look at departments that perhaps could share services or equipment on a equitable basis for both communities, either on an ongoing or as needed basis.	11/13/2023 4:48 PM
133	The old adage of combining services is always a good idea.	11/13/2023 4:48 PM
134	Protection of green spaces such as Potters Woods.	11/13/2023 4:13 PM
135	public transportation	11/13/2023 3:14 PM
136	Improve road conditions.	11/13/2023 1:32 PM
137	Eliminate Combined Sewer Overflows Recreational trailways Watershed planning	11/6/2023 12:18 PM
138	Focus on best service at best price. Don’t let qby tax payers fund any gf water issues	11/2/2023 10:42 AM
139	N/A	11/2/2023 8:42 AM
140	N/A	11/1/2023 8:59 AM
141	3rd party objective assessments of opportunties for additional centralization yielding economies of scale, cost saving and best practices	11/1/2023 6:41 AM
142	Don't need any more million dollar firehouses, etc. More training, especially disaster	10/30/2023 7:06 PM
143	No opinion	10/26/2023 2:57 PM
144	Better use and manage the vast Glens Falls watershed property to protect the areas that need to be protected while providing for recreational use and habitat protection.	10/26/2023 11:49 AM
145	No whistle’s for the 5 ,count ‘em, fire squads! Plus a tax exemption! The good ole boys at work, what no pagers! ‘	10/26/2023 9:38 AM
146	Shared highway equipment such as pavement grinders, big ticket items.	10/25/2023 8:04 PM
147	Dissolve the City of Glens Falls	10/25/2023 12:15 AM
148	Don’t know	10/24/2023 8:29 PM
149	n/a	10/24/2023 6:20 AM
150	Sewer system expansion	10/23/2023 9:49 AM
151	Include Public Works/Highway Department collaboration	10/23/2023 8:06 AM
152	Observation: There are so many fire departments in the area, and all seem to ask for and receive the newest and best equipment. Could there be more/better collaboration and cost savings without truly impacting safety?	10/22/2023 6:26 AM
153	Many areas overlap or are further away when responding to fire calls. Also, better	10/18/2023 7:48 PM

	communication when painting lines in roads just before paving begins is wasteful.	
154	More financial support for cultural amenities, like museums, performing arts, etc.	10/18/2023 1:42 PM
155	Comprehensive plan for safe bicycle, pedestrian public transportation throughout Greater Glens Falls region. Comprehensive plan for open space protection spanning multiple communities.	10/16/2023 7:02 PM
156	Sharing the Glens Falls watershed area for a recreation opportunities	10/15/2023 12:43 PM
157	Uncertain	10/13/2023 2:52 PM
158	integration of multimodal transportation integration of greenspace to interconnect municipalities - bikeway was a great start	10/6/2023 12:43 PM
159	Upgrading wastewater infrastructure	10/2/2023 6:38 AM
160	Unsure. We feel that the town has done a good job with this.	9/28/2023 6:09 AM
161	By working together with neighboring municipalities to push for state or federal funds to help maintain aging infrastructure.	9/27/2023 6:53 AM
162	By collectively working together with the municipalities to find a way to enhance their efforts.	9/26/2023 7:58 PM
163	yes expand access to sewer for smart growth	9/25/2023 9:47 PM
164	Coordination	9/25/2023 5:34 PM
165	Look for collaboration and savings in administrative functions such as additional cooperative purchasing ideas, reducing duplicative services between town and county, and other cost savings.	9/25/2023 3:42 PM
166	Make fire districts econo.ize, especially the cost of over indulgent fire houses	9/16/2023 10:31 AM
167	Sharing funds for recreational facilities that are used by both communities.	9/14/2023 10:15 AM
168	coordination on a recruitment of younger workers strategy to entice a developer to build an under 35 community and have public transportation enable those workers to travel throughout the region. We can't plan solely within individual towns and cities - it must be done regionally.	9/14/2023 9:59 AM
169	police department consolidate with the county , fire department combine with Glens Falls water and sewer department combine with Glens Falls , recreational opportunities within the Glens falls watershed	9/13/2023 4:26 PM
170	I feel these are sufficient.	9/12/2023 3:19 PM
171	I think there is a huge opportunity to preserve land, enhance outdoor recreation and have the highest quality of life in the capital region if the town of queensbury and the city of glens falls worked together to be able to use the watershed property for hiking/biking/outdoor education.	9/11/2023 1:43 PM
172	Expanding sewer services in the Exit 18 area.	9/11/2023 1:14 PM
173	Inter-town public transportation to neighborhoods, ex: Lk George trolley, senior buses.	9/10/2023 10:56 PM
174	extend sewers to neighborhoods next to existing boundary	9/8/2023 12:26 PM
175	safer newer equipment	9/5/2023 11:20 AM
176	Queensbury does not collaborate with Glens Falls On fire. Only wastewater	9/4/2023 1:54 PM
177	I don’t know enough to answer this.	9/4/2023 12:13 PM
178	No idea.	9/3/2023 6:01 PM
179	Share water treatment resources and open up more watershed properties to human powered recreation in order to maintain their cleanliness.	9/2/2023 7:40 PM
180	Work with Glens Falls owned property to create and expand multi use nature systems and trails.	9/2/2023 5:36 PM
181	It would be great to work with glens falls to have watershed areas open to passive recreation, similar to Halfway Brook.	9/2/2023 2:49 PM
182	Can't think of anything at this time	9/2/2023 10:22 AM

183	Allowing use of GF watershed properties	9/1/2023 8:11 PM
184	Allow wells to be dug in hidden hills. Allow chickens and other sustainable food sources on individual properties that are fenced in	8/31/2023 7:28 AM
185	Welcoming immigrants, more opportunities for adult education to improve employability, preservation of natural areas especially wetlands, employment and recreation opportunities for youth, emphasis on areas role in history including Underground Railroad, French and Indian war, WW1 and 2, Industrial Revolution etc.	8/30/2023 3:11 PM
186	Get collaborative county recycling program immediately like the cardboard compactor and in vessel composting plus door to door composting services	8/30/2023 10:57 AM
187	We need better forest management my concern is the potential of forest fires the forest off west mountain and pinwood hollow is a mess it was once city of glens falls watershed has been for salee for years undergrowth andvdead trees badlive in a safe community	8/29/2023 4:41 PM
188	I have never heard from the town as to how it collaborates, so I can't answer this.	8/29/2023 5:27 AM
189	-Add social services	8/28/2023 2:10 PM
190	I hope our area keeps recycling glass, and looks into expanding recycling options. I wish our area recycled boxboard (i.e. cereal boxes, etc.) The newspaper made it sound back in February as though Glens Falls is considering installing parking meters/pay parking downtown, which I feel would unfairly target surrounding area residents (Queensbury, SGF, etc.), because we have no choice but to drive downtown to use such services as the public library. I sincerely hope Glens Falls does not start charging for parking downtown. Don’t know if this is the right box to address this; but I am skeptical of our public transportation (GFTA) being sold down the road to CDTA. What’s done is done, but I hope they keep the trolley in the summertime. It would be a shame to lose such an iconic sign of summer.	8/27/2023 10:09 PM
191	single waste service company per neighborhood Having 4 different collectors is very wasteful and annoying	8/26/2023 6:02 PM
192	Tbd	8/26/2023 9:57 AM
193	Bringing neighborhoods close to municipal household wastewater into the wastewater system i.e. twicwood off route 9 is close to a main household wastewater drain and get us off septic	8/26/2023 9:55 AM
194	Reducing residence costs	8/26/2023 9:53 AM
195	Seems that should be continuous efforts for more collaboration and integration with GF.	8/26/2023 9:38 AM
196	Unsure	8/25/2023 11:11 PM
197	Merge into one municipality	8/25/2023 10:49 PM
198	I don't know.	8/25/2023 10:42 PM
199	The Town could partner with local organizations such as the Lake George Park Commission, the Lake George Land Conservancy, and neighborhood associations.	8/25/2023 5:45 PM
200	Bring city sewer to all Queensbury residents.	8/25/2023 2:28 PM
201	Work with Glens Falls to open up the City's watershed lands for passive recreation, while still preserving water quality.	8/25/2023 1:14 PM
202	Let Glens falls get rid of their PD and join in with the county’s PD!	8/25/2023 12:25 PM
203	municipal courts,	8/25/2023 11:23 AM
204	Stop paying for a library in a different town. Open our own centrally located.	8/25/2023 12:11 AM
205	I think we should encourage other towns to keep pollution at bay concerning projects like Saratoga Biochar and its potential impact on the area.	8/24/2023 8:49 PM
206	I feel the town needs a paid fire department It takes a long time for firefighting to respond to fires	8/24/2023 6:01 PM
207	I think sharing highway dept workers to make all roads visitor friendly. Fixing potholes, manhole covers, smoothing out all transitions to bridges, business etc.	8/24/2023 5:31 PM

208	Town wide EMS with decent funding. Then we don’t need other municipalities	8/24/2023 11:36 AM
209	Well if we collaborate then why are the taxes so high	8/24/2023 10:23 AM
210	Stop the fire depts sirens! Pagers work great.	8/24/2023 9:25 AM
211	Work with the state to receive grant funding that the supervisor has been unwilling to pursue.	8/24/2023 7:25 AM
212	Community programming	8/24/2023 6:31 AM
213	Expand sewer. Poor dist of municipal sewers	8/23/2023 10:43 PM
214	These measures can be enhanced by making sure it benefits the town of Queensberry instead of our neighboring municipalities.	8/23/2023 3:47 PM
215	Make main Street corridor more mixed residential and commercial. Already very walkable but eyesore houses should be apartments or condos with a commercial element integrated.	8/23/2023 3:31 PM
216	Before anyone can develop, let's say, West Mountain, neighboring municipalities need to sign-off on it. For example, will the increased runoff from West Mountain increase the flow into the Hudson River from its tributaries? If so, how will that affect the hydro dams and GF WWTP?	8/23/2023 2:06 PM
217	Collaboration in recreation programs	8/23/2023 12:33 PM
218	We should be able to have grass clipping, branches picked up more than twice a year.	8/23/2023 10:31 AM
219	Good question - no idea how.	8/23/2023 10:00 AM
220	Expand these services to rural areas of the town.	8/23/2023 7:38 AM
221	shared services to be encouraged clean water	8/22/2023 10:20 PM
222	Collaborate with Glens Falls on safe roads with sidewalks - especially in the Glens Falls School District, which has no bussing and no sidewalks for the parts of the district in Queensbury. Collaborate on developing the large parcel on Veterans Road - would love to have it rezoned/developed into a park.	8/22/2023 8:27 PM
223	Public sessions where residents can hear about these measures and weigh in. Or a a steering committee of residents from different wards should be formed.	8/22/2023 8:06 PM
224	Consolidate schools	8/22/2023 7:47 PM
225	Public transportation, water, parks and recreation	8/22/2023 7:26 PM
226	Use the city of glens falls fire department more… would save tax payer houses!!!!!	8/22/2023 5:49 PM
227	Paid firefighters.	8/22/2023 5:04 PM
228	I don’t have any feedback on this issue	8/22/2023 2:52 PM
229	Unsure	8/22/2023 1:14 PM
230	Stop worry and collbarting with glens falls fire and collaborate your own service! You have 5 fire departments with over 40 pieces of apparatus it should be one department	8/22/2023 1:07 PM
231	If possible, multi-county collaboration to include South Glens Falls and The Hudson Falls/Fort Edward areas to consolidate services and cut costs.	8/22/2023 8:21 AM

Q14 In fifteen (15) years, what three words would you like to be able to use to describe the Town of Queensbury to your friends / children / grandchildren?

Answered: 498 Skipped: 289

#	RESPONSES	DATE
1	Environmentally focused. Safe healthy clean air.	11/29/2023 7:41 AM
2	A safe place to live that is affordable, and on the edges of another great city.	11/29/2023 7:33 AM
3	Heaven on earth	11/28/2023 11:09 PM
4	Bucolic, idealic, inclusive	11/28/2023 8:28 PM
5	Sustainable Walkable Bikeable	11/28/2023 2:29 PM
6	Safe quiet clean	11/28/2023 1:24 PM
7	Safe, beautiful place to live.	11/28/2023 10:55 AM
8	Friendly, environmentally conscious, safe	11/27/2023 5:31 PM
9	Sustainable comfortable community	11/27/2023 1:59 PM
10	Rural, safe and friendly	11/27/2023 8:40 AM
11	Ecologically rich	11/26/2023 4:37 PM
12	Friendly, progressive , maximized	11/25/2023 6:02 PM
13	Its NOT Colonie.	11/25/2023 10:43 AM
14	Medical, social, entertainment	11/24/2023 9:33 PM
15	Safe, Sustainable, Affordable	11/24/2023 12:33 PM
16	Great community to live in	11/24/2023 12:32 PM
17	Planned / scenic / relaxed	11/24/2023 10:50 AM
18	Safe Employment opportunities	11/24/2023 10:38 AM
19	A non-reactionary, nice place to live that didn't cave to prevailing winds of the political climate, and preserved traditional American values of honesty, hard work, facilitation of home ownership, faith, God and family.	11/22/2023 1:29 PM
20	Affordable, progressive, modern	11/21/2023 4:38 PM
21	A lovely place to live	11/21/2023 11:51 AM
22	safe, recreational, good schools	11/21/2023 10:34 AM
23	It was all politics for approvals. Now it is science and the will of the tax payers	11/20/2023 9:18 PM
24	Beautiful little town	11/20/2023 9:09 PM
25	Beautiful, Safe and Healthy	11/20/2023 8:56 PM
26	environmentally protected/clean	11/20/2023 8:21 PM
27	Great place to live	11/20/2023 7:56 PM
28	Safe, beautiful, and a community that cares.	11/20/2023 7:42 PM
29	Safe, beautiful, preserved	11/20/2023 7:09 PM

30	Sustainable, livable, beautiful	11/20/2023 6:19 PM
31	Nice place to live	11/20/2023 4:35 PM
32	Safe, close to outdoor activities, good schools	11/20/2023 4:03 PM
33	Natural Family friendly Safe	11/20/2023 3:43 PM
34	clean/family/convenient	11/20/2023 3:40 PM
35	User friendly	11/20/2023 3:32 PM
36	Enjoyable, Affordable and Opportunistic	11/20/2023 3:13 PM
37	Good schools, good recreation, good medical facilities, good restaurants	11/20/2023 2:40 PM
38	Walkable family friendly	11/20/2023 2:22 PM
39	home away from home	11/20/2023 1:57 PM
40	Beautiful vibrant safe	11/20/2023 1:55 PM
41	rural, clean, safe	11/20/2023 1:54 PM
42	Family friendly, green, diverse	11/20/2023 1:48 PM
43	Nature friendly and quiet.	11/20/2023 1:18 PM
44	Safe, Friendly, Cultural Center	11/20/2023 1:04 PM
45	Change the number of words to describe the town....."Great place to live"	11/20/2023 12:53 PM
46	Expensive, inflated, non-utility	11/20/2023 11:47 AM
47	A thriving, diverse community where all members feel safe and supported.	11/20/2023 11:29 AM
48	Recreation Mecca of the Adk’s - look at Bend, Oregon as an example	11/20/2023 11:03 AM
49	I am 87 and have no anticipation of 15 yrs from now	11/20/2023 10:58 AM
50	Beautiful - Safe - Modern	11/20/2023 10:45 AM
51	a great place	11/20/2023 9:58 AM
52	Civil, green, safe	11/20/2023 9:46 AM
53	Safe,modern ,open space	11/20/2023 9:41 AM
54	safe, livable, spirit	11/20/2023 6:22 AM
55	safe/clean/affordable	11/20/2023 4:02 AM
56	#1 Ranked Schools	11/19/2023 9:53 PM
57	Safe, clean, peaceful	11/19/2023 8:51 PM
58	great schools, safe, small community	11/19/2023 8:29 PM
59	family based community	11/19/2023 8:15 PM
60	Affordable.	11/19/2023 7:16 PM
61	Common sense leadership	11/19/2023 7:13 PM
62	Perfect little hometown	11/19/2023 7:10 PM
63	Safe, beautiful, multi-functional	11/19/2023 6:17 PM
64	pleasurable, up to date, affordable	11/19/2023 5:24 PM
65	welcoming, beautiful, cultural	11/19/2023 4:52 PM
66	Friendly, diverse, committed	11/19/2023 2:32 PM
67	low taxes here	11/19/2023 1:16 PM

68	Safe clean pride of ownership	11/19/2023 1:04 PM
69	Affordable safe living	11/19/2023 12:50 PM
70	Welcoming; outdoor-recreation; environmentally-conscious.	11/19/2023 11:45 AM
71	Safe, no pollution, quiet	11/19/2023 10:56 AM
72	Friendly, Safe & Clean	11/19/2023 10:42 AM
73	Low-crime housing jobs	11/19/2023 10:35 AM
74	safe, affordable, well-maintained	11/19/2023 9:57 AM
75	Safe, friendly, and improving	11/19/2023 9:28 AM
76	Accepting, Safe, Thriving	11/19/2023 9:27 AM
77	affordable, environmental friendly, upcoming	11/19/2023 9:05 AM
78	Clean, peaceful, safe	11/19/2023 8:03 AM
79	A tax friendly town.	11/19/2023 4:37 AM
80	Nice county, stress free with low taxes, with a beautiful backyard of the cleanest lake and scenery of the Adirondacks	11/19/2023 1:33 AM
81	Small town life.	11/18/2023 10:00 PM
82	Nature, hiking, beautiful	11/18/2023 8:58 PM
83	Safe, Family-friendly, Affordable	11/18/2023 6:18 PM
84	Safe, beautiful,fresh	11/18/2023 5:22 PM
85	Nice place to live.	11/18/2023 4:44 PM
86	Hub of recreation and health	11/18/2023 4:30 PM
87	Friendly, sense of community, and	11/18/2023 3:31 PM
88	Community, hometown	11/18/2023 3:19 PM
89	Good family housing golfcourse friendly neighborhood hiking biking etc.	11/18/2023 2:32 PM
90	Lakes, Mountains, open spaces	11/18/2023 12:38 PM
91	Good place to live.	11/18/2023 12:12 PM
92	Safe Friendly Environment	11/18/2023 11:33 AM
93	Beautiful, Vibrant and Friendly	11/18/2023 11:17 AM
94	Spacious,excessable	11/18/2023 10:58 AM
95	Safe, community feel with active lifestyle options (parks, trails, etc.) and broad range of restaurants	11/18/2023 10:39 AM
96	Quality Of Life	11/18/2023 9:05 AM
97	Liveable, walkable, safe	11/18/2023 8:32 AM
98	safe provides for all age levels quality education available for all ages (including tech schools)	11/17/2023 8:28 PM
99	A great place for families, community feel, vibrant with restaurant and activities, lots of recreational opportunity	11/17/2023 4:24 PM
100	Friendly safe affordable	11/17/2023 2:05 PM
101	Safe. Friendly. Community.	11/17/2023 1:26 PM
102	Safe, low taxes	11/17/2023 12:54 PM
103	Safe, recreational and green spaces, great place to live and grow up and old in.	11/17/2023 11:18 AM
104	Safe, Opportunities, programs	11/17/2023 11:07 AM

105	Clean, friendly, affordable	11/17/2023 11:07 AM
106	Environmently friendly, sustainable	11/17/2023 10:48 AM
107	Best community ever	11/17/2023 10:39 AM
108	Safe, Environmentally friendly, Sustainable	11/17/2023 10:13 AM
109	Great community/schools to raise children. Family oriented community with plenty of activities.	11/17/2023 10:02 AM
110	Safe	11/17/2023 9:59 AM
111	We all pay SAME taxes but if you need an ambulance for transportation out of town EX: to Albany med the rescue squad says they only transport their members & their families. Find your own paid ambulance! Equal rights for all!	11/17/2023 9:44 AM
112	Safe, Friendly, Affordable	11/17/2023 8:37 AM
113	Safe, livable,affordable.	11/17/2023 8:07 AM
114	Desirable hometown community	11/17/2023 7:55 AM
115	Safe, natural and family-friendly.	11/17/2023 7:09 AM
116	Safe/reputable/community	11/17/2023 12:05 AM
117	Family friendly and fun	11/16/2023 10:04 PM
118	Safe, clean and entertaining	11/16/2023 9:05 PM
119	MAGA died out	11/16/2023 7:40 PM
120	Safe, affordable, livable	11/16/2023 7:33 PM
121	safe, environmentally responsible, welcoming	11/16/2023 6:01 PM
122	Historic, friendly, accessible	11/16/2023 5:14 PM
123	Great area to live, work and recreate.	11/16/2023 3:50 PM
124	hometown	11/16/2023 3:32 PM
125	safe, rural, quiet	11/16/2023 3:21 PM
126	safe, clean & friendly	11/16/2023 3:15 PM
127	Clean safe affordable	11/16/2023 1:43 PM
128	I could still "see the stars."	11/16/2023 1:15 PM
129	Nice place to live that is safe, close to services but still rural in nature.	11/16/2023 12:44 PM
130	Net zero carbon	11/16/2023 12:28 PM
131	Quiet and preserved	11/16/2023 12:02 PM
132	A well-balanced community.	11/16/2023 11:59 AM
133	Lively, safe, beautiful	11/16/2023 11:34 AM
134	Safe living environment	11/16/2023 10:53 AM
135	Affordable Tax Burden	11/16/2023 10:49 AM
136	Safe hometown area	11/16/2023 10:31 AM
137	Sustainable, green, wisely limiting development so we can improve and maintain the good things Queensbury has.	11/16/2023 9:14 AM
138	Safe Environmentally friendly Vibrant	11/16/2023 8:59 AM
139	Sense Community, youth development and excellent school system , beautiful town	11/16/2023 7:30 AM
140	Mnt bike destination	11/15/2023 9:19 PM

141	Safe, fun, beautiful	11/15/2023 8:22 PM
142	inviting, friendly, safe	11/15/2023 7:35 PM
143	Not over developed	11/15/2023 7:35 PM
144	Clean , safe environment	11/15/2023 7:22 PM
145	Natural preservation and family-friendly	11/15/2023 6:52 PM
146	Welcoming, clean and fun	11/15/2023 6:27 PM
147	Gateway to Adirondacks	11/15/2023 6:14 PM
148	Life is Good!	11/15/2023 6:14 PM
149	Beautiful, welcoming and rich with outdoor recreation options.	11/15/2023 6:10 PM
150	Safe, locals, and community	11/15/2023 6:05 PM
151	Clean, crime free	11/15/2023 5:34 PM
152	Friendly, affordable, picturesque	11/15/2023 5:19 PM
153	My home town	11/15/2023 5:17 PM
154	Affordable and clean and friendly town to live in.	11/15/2023 4:14 PM
155	Safe, fun, community	11/15/2023 4:11 PM
156	Safe, peaceful and inclusive	11/15/2023 3:17 PM
157	great livable town	11/15/2023 2:39 PM
158	Walkable, affordable, vibrant	11/15/2023 2:39 PM
159	friendly and safe place to love. Easy to get to local businesses	11/15/2023 2:36 PM
160	Quiet safe beautiful	11/15/2023 2:18 PM
161	Hometown USA	11/15/2023 1:16 PM
162	Safe..welcoming…progressive	11/15/2023 12:03 PM
163	Reminiscent of 1950’s	11/15/2023 11:36 AM
164	Transformative, well-planned, affordable	11/15/2023 11:34 AM
165	Diverse, education, outdoors	11/15/2023 11:16 AM
166	Affordable, safe coming	11/15/2023 10:28 AM
167	Friendly.....Clean.....Fun	11/15/2023 9:20 AM
168	Great place to live, beautiful area	11/15/2023 8:54 AM
169	Gateway to the Adirondacks it is leading in sustainability, pedestrian, bike-friendly, and destination to work, ski, and learn.	11/15/2023 8:53 AM
170	friendly, expensive to live, job opportunities	11/15/2023 8:25 AM
171	Safe, affordable, responsible	11/15/2023 5:43 AM
172	low taxes, clean	11/15/2023 2:07 AM
173	Rural safe community	11/15/2023 1:21 AM
174	Nice place to live, plenty to do but also calm.	11/14/2023 10:16 PM
175	Safe, Beautiful, Clean	11/14/2023 9:58 PM
176	Local, Trails, Easy-to-get-around	11/14/2023 9:46 PM
177	Peaceful, friendly, 4-season fun	11/14/2023 9:33 PM

178	A great place to raise a family.	11/14/2023 9:27 PM
179	safe friendly hardworking	11/14/2023 9:14 PM
180	Chicken Friendly/ safe	11/14/2023 8:38 PM
181	Family oriented	11/14/2023 8:31 PM
182	Outdoorsy, livable, attractive/clean	11/14/2023 8:14 PM
183	Beautiful Quiet, Safe	11/14/2023 7:55 PM
184	Progressive, professional jobs, diversity	11/14/2023 7:42 PM
185	Nice place to live	11/14/2023 7:38 PM
186	Home	11/14/2023 7:34 PM
187	Affordable, progressive, natural beauty	11/14/2023 7:17 PM
188	Nice place to live (sorry I need four words)	11/14/2023 6:58 PM
189	Welcoming, vibrant; unpretentious	11/14/2023 6:40 PM
190	Safe, walkable and prosperous	11/14/2023 6:10 PM
191	Safe, clean, welcoming	11/14/2023 5:44 PM
192	Easy going Small town feel Preserving (nature)	11/14/2023 5:42 PM
193	Preserved, clean, active	11/14/2023 5:26 PM
194	Safe, beautiful	11/14/2023 5:22 PM
195	Vibrant, healthy, nature.	11/14/2023 5:21 PM
196	progressive, safe, green space	11/14/2023 5:05 PM
197	Safe Attractive Comfortable	11/14/2023 4:56 PM
198	I am dead.	11/14/2023 4:52 PM
199	Pretty much the way I would describe it now. I don't want to have to say, "See these apartment buildings? I remember when that was all woods."	11/14/2023 4:34 PM
200	safety, clean	11/14/2023 4:30 PM
201	Connected community, accessible and affordable	11/14/2023 4:30 PM
202	Historical	11/14/2023 4:16 PM
203	Friendly town, lots of things to do, great place to raise a family	11/14/2023 4:16 PM
204	Family community	11/14/2023 4:06 PM
205	Family friendly low crime	11/14/2023 3:57 PM
206	recreation, schools, housing	11/14/2023 3:29 PM
207	good schools including college classy developments diverse population	11/14/2023 3:20 PM
208	Upstanding, beautiful, well maintained	11/14/2023 3:19 PM
209	A great place to live, with all the available services and recreation facilities for all ages.	11/14/2023 3:17 PM
210	sustainable, beautiful, community	11/14/2023 2:55 PM
211	Safe, community based, affordable	11/14/2023 2:26 PM
212	A safe nice place in the foothills of the Adirondacks to live.	11/14/2023 2:22 PM
213	Safe,beautiful, maintained the natural area	11/14/2023 2:21 PM
214	Safe living environment	11/14/2023 2:19 PM
215	WATER, WATER, WATER	11/14/2023 1:56 PM

216	Quiet, friendly, safe	11/14/2023 1:52 PM
217	Affordable living while preserving nature	11/14/2023 1:50 PM
218	Sustainable, fun, variety.	11/14/2023 1:41 PM
219	That we finally got a noise ordinance and put a stop to dirt bike tracks being developed in areas where the noise is affecting neighborhoods with the constant no muffler and running till 11 at night By owners that don't even live in this town.	11/14/2023 1:36 PM
220	Comfortable, Convient, Family orientated	11/14/2023 1:32 PM
221	non-congested, quiet, peaceful	11/14/2023 12:52 PM
222	classy affordable living	11/14/2023 12:50 PM
223	Friendly, well maintained	11/14/2023 12:44 PM
224	clean, uncrowded, sustainable	11/14/2023 12:29 PM
225	great to live in	11/14/2023 12:17 PM
226	Beautiful community	11/14/2023 12:14 PM
227	Beautiful,prosperous,safe	11/14/2023 12:09 PM
228	Quiet, safe, & beautiful.	11/14/2023 12:05 PM
229	Safe, Friendly, Sustainable	11/14/2023 11:50 AM
230	Healthy Diverse Cultural	11/14/2023 11:38 AM
231	Safety, family, community	11/14/2023 11:34 AM
232	rural, sustainable, safe	11/14/2023 11:22 AM
233	nice town	11/14/2023 11:16 AM
234	Low taxes	11/14/2023 11:14 AM
235	Beautiful, safe, sustainable place to live	11/14/2023 10:57 AM
236	senior citizen friendly	11/14/2023 10:54 AM
237	Friendly safe community	11/14/2023 10:38 AM
238	Neighborhoods, recreation, safe	11/14/2023 10:32 AM
239	I lived here	11/14/2023 10:02 AM
240	Safe, friendly, beautiful	11/14/2023 9:57 AM
241	Friendly, clean and safe	11/14/2023 9:30 AM
242	Green, healthy, family	11/14/2023 9:24 AM
243	Affordable, Family Oriented, Safe	11/14/2023 9:24 AM
244	SAFE CLEAN STRONG	11/14/2023 9:20 AM
245	Safe, beautiful, traffic-less	11/14/2023 9:20 AM
246	Quiet, quaint peaceful	11/14/2023 9:14 AM
247	Great place to live! Raise your family here! Great quality of life!	11/14/2023 9:06 AM
248	No illegals total republicans	11/14/2023 9:05 AM
249	affordable, friendly, family-oriented	11/14/2023 8:42 AM
250	Community, Small Business friendly, Small town	11/14/2023 8:32 AM
251	Safe, beautiful, respectful to sustainability and diversity.	11/14/2023 8:32 AM
252	Safe-Beautifull-Quiet	11/14/2023 8:21 AM

253	safe, sustainable, attractive	11/14/2023 7:22 AM
254	Welcoming, sustainable, convenient	11/14/2023 12:02 AM
255	variety, recreation, safe	11/13/2023 10:08 PM
256	Safe. Community. Diverse	11/13/2023 10:03 PM
257	Safe, affordable, friendly	11/13/2023 9:58 PM
258	safe	11/13/2023 9:57 PM
259	Safe noncongested clean	11/13/2023 9:45 PM
260	Beautiful & job opportunities	11/13/2023 9:43 PM
261	*Healthy *Outdoorsy *Safe	11/13/2023 9:26 PM
262	Wholesome progressive neighborly	11/13/2023 9:22 PM
263	Community Security Responsibility	11/13/2023 9:22 PM
264	Quiet but close	11/13/2023 9:19 PM
265	Greatest place to bike, hike, and plan. AND, the property taxes are reasonable.	11/13/2023 9:12 PM
266	Safe, beautiful, cultural	11/13/2023 8:41 PM
267	Safe, fiscally sound, well maintained	11/13/2023 8:38 PM
268	Can’t do anything!	11/13/2023 8:33 PM
269	serene, traffic-free, unknown	11/13/2023 8:23 PM
270	Safe, peaceful, vital.	11/13/2023 8:09 PM
271	Community feel, beautiful landscape, family friendly	11/13/2023 8:00 PM
272	Bike/pedestrian friendly	11/13/2023 7:54 PM
273	livable, affordable, open space	11/13/2023 7:41 PM
274	Biking mecca, hip and chic, upscale	11/13/2023 7:34 PM
275	Home of natural beauty. We need to preserve what we have while offering opportunities for all. This is accomplished through re-use and redevelopment of underutilized commercial properties, in-fill development and increased concentrations of housing through accessory uses (i.e., in-law apartments and limited multi-family units).	11/13/2023 7:28 PM
276	Safe, respectable, and prosperous	11/13/2023 7:27 PM
277	Parks, open space, helpful	11/13/2023 7:22 PM
278	convenient living accommodations	11/13/2023 7:18 PM
279	Safe friendly area	11/13/2023 7:16 PM
280	Very liveable Beautiful	11/13/2023 7:13 PM
281	Many outdoor activities!	11/13/2023 7:10 PM
282	Welcoming sustainable community.	11/13/2023 7:10 PM
283	A fine place to grow up and stay	11/13/2023 6:57 PM
284	Family friendly safe	11/13/2023 6:46 PM
285	A distant memory, moving south to pay less taxes and enjoy warmer weather	11/13/2023 6:42 PM
286	Affordable, safe, welcoming	11/13/2023 6:32 PM
287	Nature beauty natural	11/13/2023 6:30 PM
288	Great place to live	11/13/2023 6:30 PM
289	love it here	11/13/2023 6:27 PM

290	Friendly, safe, affordable living	11/13/2023 6:12 PM
291	Friendly, great education and safe	11/13/2023 6:09 PM
292	safe. upscale. proud.	11/13/2023 6:07 PM
293	Small hometown community	11/13/2023 6:02 PM
294	Safe Natural Recreation	11/13/2023 5:58 PM
295	Beautiful, thriving, desirable	11/13/2023 5:43 PM
296	Beautiful, multiple outdoor activities, safe	11/13/2023 5:43 PM
297	Safe Nature-friendly Convenient	11/13/2023 5:42 PM
298	I love queensbury	11/13/2023 5:39 PM
299	Safe, beautiful area, low taxes	11/13/2023 5:38 PM
300	Healthy. Clean. Friendly.	11/13/2023 5:36 PM
301	In fifteen years, I will probably have been dead for fourteen years, So frankly my dear.	11/13/2023 5:32 PM
302	Safe, beautiful, exciting	11/13/2023 5:21 PM
303	community, neighborly, nature	11/13/2023 5:15 PM
304	great family town	11/13/2023 5:14 PM
305	I’m probably going to be dead in 15 years	11/13/2023 5:00 PM
306	safe area and well maintained	11/13/2023 4:55 PM
307	Safe, Suburban, Community Oriented	11/13/2023 4:50 PM
308	safe, affordable, commutable	11/13/2023 4:48 PM
309	Safe, friendly, open.	11/13/2023 4:48 PM
310	Safe, clean, affordable	11/13/2023 4:36 PM
311	No liberal ignorance	11/13/2023 4:34 PM
312	Great place for multi-generational families, safe, green spaces , good access to a variety of services (which it is now)	11/13/2023 4:13 PM
313	Diverse, family, friendly	11/13/2023 3:47 PM
314	Safe, Clean, and Friendly	11/13/2023 3:15 PM
315	Safe, rural and modern	11/13/2023 3:14 PM
316	safe	11/13/2023 3:05 PM
317	friendly, clean, safe	11/13/2023 3:02 PM
318	Friendly, safe,progressive	11/13/2023 2:53 PM
319	Community Safe place	11/13/2023 2:18 PM
320	Good place to visit	11/13/2023 2:03 PM
321	Calm, quite and rural.	11/13/2023 1:32 PM
322	Absence of Nucleus	11/13/2023 11:04 AM
323	progressive, sustainable, sensitive	11/6/2023 12:18 PM
324	Great, safe, maintain current values	11/2/2023 10:42 AM
325	Safe, Welcoming, Sustainable	11/2/2023 8:42 AM
326	Safe, clean, good amenities	11/1/2023 8:59 AM

327	Beautiful Healthy Active	11/1/2023 6:41 AM
328	My Home, environmentally progressive, community responsive	10/31/2023 2:52 PM
329	It kept its rural character.	10/31/2023 2:10 PM
330	Peaceful, affordable, friendly	10/30/2023 8:56 PM
331	scenic, safe, opportunity	10/30/2023 7:06 PM
332	collaborative community, home	10/30/2023 8:32 AM
333	Rural, quiet, clean	10/26/2023 2:57 PM
334	Vibrant, comfortable community with excellent schools and abundant recreational opportunities.	10/26/2023 11:49 AM
335	fair to all	10/26/2023 9:38 AM
336	Green, progressive, welcoming	10/26/2023 7:34 AM
337	Quaint, Welcoming, organized	10/25/2023 8:04 PM
338	Safe, clean, fun.	10/25/2023 6:16 PM
339	Safe, open spaces, no heavy traffic	10/25/2023 1:38 PM
340	Safe, Clean & Beautiful	10/25/2023 8:11 AM
341	Rural, charming, safe	10/25/2023 12:06 AM
342	No car needed	10/24/2023 8:29 PM
343	Sustainable, affordable, safe	10/24/2023 6:37 PM
344	Home, Quiet, Affordable	10/24/2023 12:29 PM
345	clean, clean, clean	10/24/2023 6:20 AM
346	Exceptional family living	10/24/2023 6:00 AM
347	Well-planned community	10/24/2023 5:26 AM
348	Safe, affordable, oportunity	10/23/2023 10:15 AM
349	Community without walls	10/23/2023 9:49 AM
350	Friendly community feel	10/23/2023 8:06 AM
351	safe, work, family	10/22/2023 10:58 AM
352	That I live in a town where I can walk down a residential street and know all my neighbors. A town that cared about Lake George and the environment.	10/22/2023 10:39 AM
353	Safe. Efficient. Fair.	10/22/2023 6:26 AM
354	Safe, clean, charming	10/19/2023 7:09 AM
355	Safe, beautiful, diverse landscape	10/19/2023 2:15 AM
356	a Safe Neighborhood in the Adirondacks	10/18/2023 7:49 PM
357	Safe/friendly/families	10/18/2023 7:48 PM
358	A great place to live. Queensbury has it all.	10/18/2023 1:42 PM
359	Beautiful, community	10/17/2023 9:08 AM
360	More attention to humans, less to cars.	10/16/2023 7:02 PM
361	Affordable, safe, green	10/15/2023 8:07 PM
362	A sustainable community with many outdoor recreation opportunities	10/15/2023 12:43 PM
363	Great place to live	10/13/2023 2:52 PM

364	inter knit development rather than urban sprawl environmentally/sustainable	10/6/2023 12:43 PM
365	Home of natural beauty. A great place to live	10/2/2023 6:38 AM
366	Rental free community	9/28/2023 6:09 AM
367	Clean, Friendly, Accessible	9/27/2023 7:43 AM
368	Traditional American Community	9/27/2023 6:53 AM
369	Safe, good schools, great neighborhoods	9/27/2023 6:51 AM
370	Bike Friendly Safe	9/27/2023 6:48 AM
371	Family-friendly, safe, rural	9/26/2023 9:32 PM
372	Quiet, Pleasant, and community.	9/26/2023 7:58 PM
373	safe-prideful community that has housing and jobs for all levels	9/25/2023 9:47 PM
374	Expanding, booming, quiet	9/25/2023 5:34 PM
375	Small town feel.	9/25/2023 3:42 PM
376	Continously upgraded community	9/25/2023 11:25 AM
377	Vibrant, fiscally and environmentally stable	9/20/2023 6:59 AM
378	Quiet, peaceful,law abiding	9/16/2023 10:31 AM
379	clean, safe, recreational	9/14/2023 5:00 PM
380	Open, AirS	9/14/2023 12:32 PM
381	Sustainable, community-based, flourishing	9/14/2023 10:15 AM
382	balanced opportunity freedom	9/14/2023 9:59 AM
383	Home town reasonable	9/14/2023 8:05 AM
384	That it actually has a town center. It's a town with no real identity except the school district.	9/13/2023 5:24 PM
385	family low crime good schools recreation good jobs wait that's more than three	9/13/2023 4:38 PM
386	safe ,sustainable and innovative	9/13/2023 4:26 PM
387	Quiet, friendly, Adirondack.	9/13/2023 3:31 PM
388	Peaceful Inclusive Diverse	9/12/2023 3:19 PM
389	Mountain Bike Mecca	9/11/2023 1:43 PM
390	Wonderful place to live	9/11/2023 1:14 PM
391	Safe affordable multigenerational	9/10/2023 10:56 PM
392	friendly, sustainable, forward thinking	9/8/2023 12:26 PM
393	Progressive Advanced Community	9/7/2023 5:58 PM
394	safe, open, family oriented	9/5/2023 9:15 PM
395	Still here, grandpa!	9/5/2023 6:13 PM
396	Sustainable, welcoming and diverse	9/5/2023 1:51 PM
397	great place to live	9/5/2023 11:20 AM
398	Beautiful - Peaceful- Unique- not a copy of failed another failed suburb.	9/4/2023 6:58 PM
399	Work/ children/ retirement	9/4/2023 1:54 PM
400	Thriving, foresightful, welcoming	9/4/2023 12:13 PM
401	Safe Affordable Idyllic--Environmental Friendly:parks, water access, walking lanes/sidewalks	9/3/2023 6:01 PM

402	Safe, clean, fun	9/2/2023 7:40 PM
403	Mountain Bike Paradise	9/2/2023 5:36 PM
404	Beautiful, easy to get around.	9/2/2023 10:22 AM
405	Family-focused, historic, safe	9/1/2023 10:26 PM
406	Beautiful, quiet, problem-free	9/1/2023 8:11 PM
407	career path jobs	8/31/2023 9:25 PM
408	safe,welcoming,beautiful	8/31/2023 4:27 PM
409	Safe Calm Natural	8/31/2023 11:07 AM
410	A gateway community to the Adirondacks that includes concentrated areas of development as well as rural and protected open space.	8/31/2023 9:30 AM
411	Hometown usa. NOT mini albany or nyc	8/31/2023 7:28 AM
412	Community, Welcoming, Safe	8/30/2023 4:58 PM
413	Welcoming, climate smart, cares for all citizens	8/30/2023 3:11 PM
414	Clean, no crime, full employment, less social welfare dependent individualss which = more independence, semi- conservative policies and governance, Police force focused on keeping drugs and crime out of area.	8/30/2023 11:01 AM
415	We mandated new codes reflecting the urgency of creating a zero waste and zero emissions community. We sa ed our trees lakes streams and wildlife	8/30/2023 10:57 AM
416	Like the Villages of Florida. Use of golf carts/E Bikes	8/29/2023 4:56 PM
417	Scenic affordable and safe	8/29/2023 4:41 PM
418	Green spaces and Affordable	8/29/2023 2:09 PM
419	Safe, affordable, enjoyable.	8/29/2023 5:27 AM
420	The best place to live	8/28/2023 2:10 PM
421	Environmental, Peaceful, Friendly	8/27/2023 10:09 PM
422	Clean, safe, beautiful	8/27/2023 8:04 PM
423	Diverse, welcoming, modern	8/27/2023 4:53 PM
424	Safe family place	8/27/2023 8:22 AM
425	Quiet Peaceful Affordable	8/27/2023 8:16 AM
426	Family, Community, Nature	8/26/2023 10:29 PM
427	Quality of life	8/26/2023 7:51 PM
428	safe environmentally beautiful community spirit	8/26/2023 6:35 PM
429	clean, safe, affordable	8/26/2023 6:02 PM
430	Green Community oriented Safe	8/26/2023 5:05 PM
431	Convenient Engaging Progressive	8/26/2023 9:57 AM
432	Work grow live	8/26/2023 9:55 AM
433	Not over crowded	8/26/2023 9:53 AM
434	Peaceful Affordable Nice facilities	8/26/2023 9:38 AM
435	Safe, beautiful and clean	8/25/2023 11:11 PM
436	Family friendly	8/25/2023 10:49 PM
437	Safe, convenient, nature	8/25/2023 10:42 PM

438	Neighborly, clean, serene	8/25/2023 9:01 PM
439	Family friendly, great school district	8/25/2023 6:48 PM
440	A Town where the quality of life is high and sustainable.	8/25/2023 5:45 PM
441	This is home	8/25/2023 5:07 PM
442	My home town	8/25/2023 2:28 PM
443	Lower cost of living	8/25/2023 12:25 PM
444	thriving, family, environmental	8/25/2023 11:23 AM
445	Diverse, opportunities, community	8/25/2023 9:15 AM
446	Affordable Inclusive Safe	8/25/2023 8:42 AM
447	Sustainable, safe, equitable	8/25/2023 7:41 AM
448	Majestic. Safe. Affordable.	8/25/2023 12:11 AM
449	Community Welcoming Sustainable	8/24/2023 9:24 PM
450	Small, cozy, friendly	8/24/2023 8:49 PM
451	Safety, professional jobs, save mother nature from developments. Enjoying outdoor festivals and culture.	8/24/2023 8:04 PM
452	Walkable safe and lots to do.	8/24/2023 7:48 PM
453	Safe, clean air and water.	8/24/2023 6:01 PM
454	welcoming, enjoyable, worthy	8/24/2023 5:31 PM
455	Community, Environment, Sustainable	8/24/2023 5:27 PM
456	Community Family friendly Safe	8/24/2023 5:21 PM
457	Gateway to Adirondacks	8/24/2023 4:10 PM
458	Queensbury is culturally diverse, apolitical community where all of it's residents treat each other with the respect they deserve.	8/24/2023 12:13 PM
459	Diversity, Easy-going, safe	8/24/2023 11:36 AM
460	less crowded	8/24/2023 10:57 AM
461	Sustainable Environmentally responsible Forward Looking	8/24/2023 10:30 AM
462	Cheap taxes livable	8/24/2023 10:23 AM
463	Quiet, open, sharing	8/24/2023 9:41 AM
464	No more good ole boys!	8/24/2023 9:25 AM
465	Safe, quiet, comfortable	8/24/2023 7:25 AM
466	Well managed town.	8/24/2023 6:35 AM
467	Friendly, environmentally sound, and peaceful	8/24/2023 6:31 AM
468	Beautiful, friendly and safe.	8/23/2023 11:57 PM
469	Family, outdoors, not cookie cutter, bonacio or schermerhorn	8/23/2023 10:43 PM
470	We reduced corruption	8/23/2023 10:19 PM
471	Public water access	8/23/2023 10:18 PM
472	I hope I can even think of three words 15 years from now!	8/23/2023 9:42 PM
473	Community, outdoorsy, connected	8/23/2023 9:31 PM
474	Friendly, safe, verdant	8/23/2023 9:14 PM

475	Safe, friendly, affordable.	8/23/2023 9:11 PM
476	Hometown friendly area	8/23/2023 3:47 PM
477	Safe, green and sustainable	8/23/2023 3:31 PM
478	Earth-pet- and family-friendly.	8/23/2023 3:02 PM
479	magical, nurturing, clean	8/23/2023 2:06 PM
480	Safe, family-friendly, beautiful	8/23/2023 12:56 PM
481	I'd like the town to develop two things: a) much more friendly to pedestrians and bicyclists and b) a greater sense of community and communalism. I think doing a) will greatly help b.	8/23/2023 12:33 PM
482	Safe, Clean, Growing	8/23/2023 12:26 PM
483	Sustainable/Unique/Little Switzerland	8/23/2023 10:31 AM
484	Environmentally practices that have equipped us for the future Safe Business friendly Good schools	8/23/2023 10:00 AM
485	traffic, seniors, medical	8/23/2023 9:11 AM
486	Beautiful, clean and friendly	8/23/2023 7:38 AM
487	beautiful small town for families and children	8/22/2023 10:20 PM
488	Beautiful, fun, safe	8/22/2023 8:27 PM
489	Sustainable, resilient, balanced	8/22/2023 7:47 PM
490	Walking and bike riding community.	8/22/2023 7:26 PM
491	Peaceful, green, safe	8/22/2023 7:07 PM
492	Historic and beautiful	8/22/2023 5:46 PM
493	Beautiful, non-traffic (if that’s a word), opportunities	8/22/2023 5:04 PM
494	Friendly & highly bike-able	8/22/2023 2:52 PM
495	Safe, friendly, business-centric	8/22/2023 1:14 PM
496	Safe! Inculsive! Home!	8/22/2023 1:07 PM
497	Thriving, Eclectic, Opportune	8/22/2023 8:21 AM
498	sustainability, people friendly	8/21/2023 7:21 PM

Q15 The one thing this survey failed to address is:

Answered: 306 Skipped: 481

#	RESPONSES	DATE
1	taxes	11/28/2023 8:28 PM
2	Stop using so much sand on the roads in the winter.	11/28/2023 1:24 PM
3	Up keep!	11/28/2023 10:55 AM
4	Please lower my taxes	11/27/2023 9:57 PM
5	Climate change	11/27/2023 1:59 PM
6	Outlying area sewage hookups.	11/26/2023 4:37 PM
7	Taxes	11/25/2023 6:02 PM
8	Queensbury is a great place to live and work. Why do you want it to become dense and soulless like Southern Saratoga County?	11/25/2023 10:43 AM
9	Way too long of a survey	11/24/2023 12:33 PM
10	Would like to see better traffic control on luzerne rd.	11/24/2023 12:32 PM
11	The migrant crisis. The governor has already talked about sending migrants north.	11/22/2023 1:29 PM
12	Taxes!	11/21/2023 4:38 PM
13	Traffic	11/21/2023 11:51 AM
14	Keeping taxes reasonable	11/21/2023 10:34 AM
15	Sense of town is a zero. No forward thinking. Environmental no common sense. No wastewater plans. No shared services. Doesn't make sense to run different trash services daily in same neighborhoods, sometimes two or three per day. Waste of energy, extra pollution from trucks and extra traffic.	11/20/2023 9:18 PM
16	Need for sewers around the lake-the town needs it to continue to be one of the most beautiful lakes to draw visitors.	11/20/2023 9:09 PM
17	Light pollution, noise pollution, air pollution and businesses respecting laws and residents.	11/20/2023 8:56 PM
18	residential road paving	11/20/2023 8:21 PM
19	Developers assisting with the consequences of the development they do. For example the Senior housing issue. Having a fee like we do for recreation in Queensbury on new homes, to be used for offsets for the costs of providing public services to their residents. Or, having a special tax rate for that type of development (ex. Senior housing). The same would apply for lake properties. If sewers are necessary as a result of negative lake quality effects/impacts, then a special taxing district would be reasonable. The entire town should not have to pay for services and infrastructure they do not use, that would not result in ROI for them. Another example could be Air B&B's: They should have a higher tax rate as they are commercial properties (not residential properties), and they are pitching their commercial properties based upon the amenities our community offers, which are paid for by ALL taxpayers.	11/20/2023 7:42 PM
20	Overuse of traffic lights on Aviation-Quaker roads. More consideration of through traffic congestion instead of the convenience of merchants and schools.	11/20/2023 5:12 PM
21	crime prevention, cost of living	11/20/2023 2:40 PM
22	Poor police department response to juvenile crime.	11/20/2023 2:22 PM
23	Noise pollution from unmufflered motorcycles, trucks, hotrods, sports cars, as well as speed control particularly between Bay and Ridge on Haviland.	11/20/2023 1:18 PM

24	septic systems and access to public utilities such as water and sewer systems	11/20/2023 1:09 PM
25	Leadership	11/20/2023 11:47 AM
26	Growing diversity of our community and the need to recognize and be responsive to all in order to provide equal access to services and foster a feeling of safety.	11/20/2023 11:29 AM
27	traffic congestion	11/20/2023 11:25 AM
28	Infiltration of illicit drug distribution and utilization.	11/20/2023 10:45 AM
29	This is one of the most thoughtful surveys we have ever seen. Good work!	11/20/2023 9:46 AM
30	over development burdens schools and traffic and taxes. don't pave over paradise. maintenance of roads and pipes	11/20/2023 6:22 AM
31	Extremely heavy traffic daily on Old Forge Road and lack of enforcement towards motor vehicle operators, primarily not obeying speed limits.	11/20/2023 6:02 AM
32	n/a	11/19/2023 8:29 PM
33	Transportation for the homebound elderly who have wheelchairs over 27" wide.	11/19/2023 8:15 PM
34	Taxes due to departmental waste	11/19/2023 7:16 PM
35	Apartment building density	11/19/2023 6:17 PM
36	taxation	11/19/2023 5:24 PM
37	Taxation options	11/19/2023 2:32 PM
38	How these projects would increase taxes for the tax payer	11/19/2023 1:16 PM
39	Resident Diversity	11/19/2023 11:45 AM
40	Residential Neighborhood noise control and security	11/19/2023 10:56 AM
41	Taxation of senior citizens for school taxes when they never had any of their own children, hence no grandchildren using the privilege.	11/19/2023 9:57 AM
42	A lack of design and review for new buildings and additions! Seems to be anyone can build whatever they want regardless how it fits in with community.	11/19/2023 9:28 AM
43	N/A	11/19/2023 9:27 AM
44	Control crow population, town wide spraying program for mosquitos and other insects	11/19/2023 8:03 AM
45	The road paving especially south Queensbury were town line is involved the roads are horrible . The light timing along Quaker road especially at bay needs to be addressed the timing is wrong stays to long on bay road and NOT long enough on Quaker	11/19/2023 4:37 AM
46	Yes I found the expense of having to put our leaves in brown bags. Wish the county invest in equipment to pick up loose leaves. I hear brown bag are not environmentally safe either. and have they every thought about mulching the leaves and putting them on the shoulders of the roads that way the county does not have too cut grass on the shoulders of roads. Let us become resourceful with yard debris. I personally put my in the trash.	11/19/2023 1:33 AM
47	What changes town politicians want in the next 10 to 15 years. And why is the survey needed?	11/18/2023 10:00 PM
48	Infrastructure services, like central water, natural gas, solar energy, and sewer.	11/18/2023 8:58 PM
49	Freedom as an aspect, this survey has a very govt centric, central agenda mindset which is a mistake, has been for 5000 years.	11/18/2023 3:59 PM
50	Traffic issues! Roads are extremely busy, especially during the summer months. Pedestrian safety continues to be a concern, especially when one is trying to cross busy streets!!	11/18/2023 3:31 PM
51	Tax rates	11/18/2023 11:33 AM
52	Bike and walk-friendly passage from the town offices up Bay and Tee Hill Roads. With the increased housing, office building expansion, and growth of the college, traffic dangers have grown exponentially. The Route 9 - Quaker intersection needs mitigation as well as the Outlet Mall area. Trucking routes and limitations should be redefined away from residential density.	11/18/2023 11:17 AM

53	More industry property made available	11/18/2023 10:58 AM
54	None. Thank you for asking for input.	11/18/2023 10:39 AM
55	A question on what is not working or trending negatively in queensbury	11/18/2023 9:05 AM
56	Better grocery stores	11/17/2023 4:24 PM
57	High noise/traffic	11/17/2023 2:26 PM
58	Maintaining quality of life as top priority.	11/17/2023 12:54 PM
59	We need to make sure not to over develop our area to a point of over crowding and not able to enjoy living in the Adirondack Foothills. We do not need to look like every town, it is great to be unique. (ie every town does not need the same stores and restaurants) We do not need anymore apartments built in our area, it really is taking away from individual property ownership. Buying up land for rental use, not just apartment building, but short term rentals is inflating property prices and making individual home ownership difficult, especially for first time home owners. Let’s slow down development in our area before all the green space is used up!	11/17/2023 11:18 AM
60	Nothing	11/17/2023 10:02 AM
61	Need for wastewater lines west of the northway.	11/17/2023 9:27 AM
62	School taxes too high	11/17/2023 8:52 AM
63	Inflation: Reducing taxes & utility costs.	11/17/2023 8:37 AM
64	The ignorance of Queensbury leadership to the fiscal concerns and limitations of residents. Just keep spending money and re-assessing to support your cavalier spending until the bottom drops out. If I ran my home like you run this town, I'd be bankrupt!	11/17/2023 7:55 AM
65	N/A	11/17/2023 12:05 AM
66	N/a	11/16/2023 9:05 PM
67	Any development should be done with attention to quality of life in the community as well as allowing for ease of access by residents to services and necessary goods in the area.	11/16/2023 6:01 PM
68	Education	11/16/2023 5:14 PM
69	proliferation of apartment buildings and multi family units has changed the landscape and character of our town	11/16/2023 3:32 PM
70	Lake of transparent town board.	11/16/2023 3:15 PM
71	Limitations placed on property owners in single family residents. Fence heights, Garage and Storage Shed limitations, Sewer availability, Nuisance Dog Control. Survey monumentation set on properties during construction to prevent intrusion development from adjacent property development.	11/16/2023 10:49 AM
72	Rt 9. Million dollar mile trafic	11/16/2023 10:31 AM
73	The town's enormous growth over the past 40 years or so. Recently while waiting for my car's oil change, I overheard a young woman who grew up here chatting with another customer. She kept recalling beautiful places she remembered from her youth--and she kept saying, with some shock and sadness, that most of those beautiful places were now gone, replaced by a Taco Bell or a strip mall or a condo city. Every town has a legacy--its history, its natural beauty, its intelligent stewarding of these things. It's already late in the game for Queensbury to take hold of its own future and begin to conserve, and preserve, all the good things that are left.	11/16/2023 9:14 AM
74	Promoting rescue serviced	11/16/2023 8:59 AM
75	Tourism goals. Vision and mission statements for town and city to make informed survey results	11/15/2023 9:19 PM
76	that the questions tend to infer to the respondent that there is no limit to development and build out. More, more, more!	11/15/2023 7:35 PM
77	SAFETY ON RT 9 ! Long overdue to have a traffic light installed we’re round Pond Road intersects with route nine right in front of my office ice cream. So many near misses	11/15/2023 7:22 PM

	somebody is going to get killed at that intersection. This needs to be a high priority.	
78	Speed limits. Going by the Great Escape should not be 40 and should be well lit. The Lake George outlet strip should be 30 not 40. People are crossing the road and when you are going 40 and someone comes out in front of you you don't have much time to stop.	11/15/2023 6:27 PM
79	Suburban sprawl. Queensbury's worst attribute is it's numerous retail structures with massive parking lots that create a depressing landscape of "Anywhere USA".	11/15/2023 6:14 PM
80	N/A	11/15/2023 6:14 PM
81	I also own land in area 2. Residential undeveloped.	11/15/2023 5:17 PM
82	Need to address our various wet lands and make sure they are not compromised by building. Our ecosystem needs to be sustainable.	11/15/2023 5:03 PM
83	Trash disposal: people dumping in rural roads because it is expensive to dispose of unwanted household items, etc. The expense and challenges for disposing if large items encourages people to dump or abandon items at dumpsters. Is there a way to do a town wide collection? Or coupons for residents to use at transfer stations? Often see mattresses, couches, etc abandoned at road side. Public Safety: concerns about homeless, mentally ill, delinquents/ vandalism- area access to services and interventions. Saratoga is a great place to visit: shops, restaurants, culture, history- but the increase in homeless and drug users on the street and near parking areas is disturbing. Would hate to see that happen here. Though there does seem to be an increase in juvenile delinquency.	11/15/2023 4:11 PM
84	Total non-compliance with existing Comprehensive Plan and State guidance for Planning and Zoning Boards	11/15/2023 3:17 PM
85	seems good	11/15/2023 2:36 PM
86	Financial sustainability	11/15/2023 11:34 AM
87	None comes to mind at the moment	11/15/2023 11:16 AM
88	Traffic, heavy heavy traffic	11/15/2023 10:28 AM
89	All good.	11/15/2023 9:20 AM
90	More emphasis on Queensbury as the year-round gateway to the Adirondacks. In my view, year-round Adirondack tourism is our biggest economic opportunity.	11/15/2023 9:19 AM
91	EV charging stations and E-bike lanes routes for short-distance services. Library services, colleges, and medical... ok, that's more than one :)	11/15/2023 8:53 AM
92	Municipal sewer lines running Luzerne, Sherman, and side roads	11/15/2023 8:28 AM
93	emergency services fire and police, more affordable housing	11/15/2023 8:25 AM
94	taxes	11/15/2023 2:07 AM
95	Would hate to see Queensbury get developed to the hilt. I grew up in South Colonie and there is almost no land left that isn’t developed. Hate to see that happen here.	11/14/2023 9:15 PM
96	financial management, lowering property taxes	11/14/2023 9:14 PM
97	Chickens—please!	11/14/2023 8:38 PM
98	Establishing public sewer lines down Glen Lake Rd in order to help preserve the quality of the lake water. Septic is failing to keep the lake clean.	11/14/2023 8:31 PM
99	The importance of the West Mountain ski area staying open.	11/14/2023 8:14 PM
100	The Queensbury School tax is way out of control. It is incomprehensible that this school system requires $75MM to operate. This "use it or lose it" mentality must stop. I have lived in a state where they provide a refund to tax payers when there is a surplus. Instead of dreaming up a new way to spend it, they give it back to their tax payers. The school thrived and produced a quality education at a fraction of what the tax rate is in Queensbury. If we move, it will be because of the school tax rate.	11/14/2023 7:42 PM
101	Reuse of existing buildings/space that is vacant or could be redeveloped into something else. Check out Avalon, GA or some places in Texas for a good mixed use area for the mall.	11/14/2023 6:58 PM

102	Nothing, its general nature was very appropriate	11/14/2023 6:40 PM
103	Can't think of anything.	11/14/2023 5:44 PM
104	Sort of addressed traffic but outlet area is nightmare! Why not roundabouts - 149 connection and also exit 20 to 87S	11/14/2023 5:42 PM
105	what can be done on route 9 to clean up all the empty or boarded up buildings and stores, car washes, restaurants. give incentives to get new businesses in, or demolish the dilapidated buildings	11/14/2023 5:05 PM
106	Helping west mountain develop into a residential skiing attraction.	11/14/2023 4:56 PM
107	The town board!	11/14/2023 4:52 PM
108	You could have asked, "What do DON'T want Queensbury to become?" I would have answered, "Like overcrowded poorly planned downstate towns with high taxes."	11/14/2023 4:34 PM
109	Cost of taxes	11/14/2023 4:32 PM
110	immigration, safety	11/14/2023 4:30 PM
111	Safe friendly lfestyle	11/14/2023 4:13 PM
112	2nd home residents	11/14/2023 3:53 PM
113	medical facilities	11/14/2023 3:20 PM
114	Continued increase in taxes both school and county. Both should be held to a higher degree of scrutiny, and to what the return is vs the spend. We have plenty of commercial and retail business that should be paying their fair share, and their sales tax and other revenue generating incomes, should be spread across reducing all taxes for the young families and senior citizens. Our leaders who are responsible for fiscal responsibility are not.	11/14/2023 3:17 PM
115	Rising crime and safe living environments (neighborhoods) for children	11/14/2023 2:19 PM
116	WATER!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! CLEAN, SAFE DRINKING WATER IN JENKINSVILLE AND WHEREVER PEOPLE NEED IT. A LAWSUIT WILL BE NEEDED SOON!! OUR WATER IS KILLING US AND YOU ARE SPENDING OUR TAX MONEY ON PARKS AND SIDEWALKS AND BIKE TRAILS!!!!	11/14/2023 1:56 PM
117	Wildlife protection. I've seen a lot of growth. It's big enough.	11/14/2023 1:52 PM
118	It's no secret that Queensbury will be an attractive destination in the coming decades as people from elsewhere in the country look to relocate for climate reasons. I strongly believe that encouraging urban housing and business development while preserving rural and recreational places is a recipe for environmental and economic sustainability.	11/14/2023 1:41 PM
119	Dirt bike tracks and noise in areas that are greatly impacted by the noise	11/14/2023 1:36 PM
120	Employment opportunities for the educated and career minded youth - not Walmart or McDonald's positions. The college graduates are moving away from here to larger cities to seek that challenge and earn truly competitive wages. $15 to $20 an hour doesn't go far and work places limit work hours when they pay these wages for a subpar worker.	11/14/2023 12:52 PM
121	We are definitely getting an older population. We would like to see senior communities with gathering places to meet and eat and socialize, years before we become invalid and need assistance. The Senior citizen centers cold be built around community housing. Right now there are many seniors who have no way to get to transportation to our centers.	11/14/2023 12:29 PM
122	Reassessments coming based on inflated housing values and ruining affordability for those of us who have no plan of selling / moving.	11/14/2023 12:20 PM
123	over population	11/14/2023 12:14 PM
124	emphasis on encouraging development in areas like Aviation mall for residential and retail.	11/14/2023 12:09 PM
125	Well done...	11/14/2023 11:50 AM
126	The rising assessments of homes causing a huge tax burden and the exploding multiple apartment complexes being built. These people aren't paying the same amount of taxes that	11/14/2023 11:14 AM

	the rest of us are paying, yet they're deciding on how the tax money is being spent. It's not fair.	
127	public sewer	11/14/2023 11:00 AM
128	road conditions	11/14/2023 10:54 AM
129	The water of Lake George, e.g. The Jefferson Project	11/14/2023 10:46 AM
130	Water and sewer expansion into all of Queensbury	11/14/2023 10:38 AM
131	A logical opinion should be routed in the existing condition. It would be helpful to know where the Town is on many of these options. How many acres total, developed/undeveloped, existing housing types, how much is commercial or residential. I think Queens ury has a lot of smart growth so keep up the good work.	11/14/2023 10:02 AM
132	Traffic speeds on specific roads with bike lanes. Especially Country Club and Round Pond	11/14/2023 9:57 AM
133	Overpopulation (too much housing -apartments) is ruining the rural character	11/14/2023 9:30 AM
134	How much does it cost the tax payers in 10-15 years, are we pricing ourselves out of a town ?.	11/14/2023 9:20 AM
135	Na	11/14/2023 9:20 AM
136	Over population	11/14/2023 9:14 AM
137	Work with the school district!!! Do not over fill classrooms and over tax the school system with too many children.	11/14/2023 9:06 AM
138	working to keep the taxes reasonable	11/14/2023 8:42 AM
139	Addiction and mental health treatment. There should be investment in these services in order to improve other safety of our community. When we say invest in safety I do not mean more police I mean invest. In foundational challenges	11/14/2023 8:32 AM
140	Why do we keep putting more dollars into our reserve fund with 27 million in there now?	11/14/2023 8:21 AM
141	assurance that developers and non developer applicants are treated fairly & equally in the development process	11/14/2023 7:22 AM
142	More Job opportunities.	11/13/2023 9:43 PM
143	Lack of a Community hub	11/13/2023 9:26 PM
144	Healthcare resources	11/13/2023 9:22 PM
145	Improvements to residential streets	11/13/2023 9:22 PM
146	Preserving the water quality of Lake George.	11/13/2023 9:12 PM
147	Greater emphasis on recruiting and developing businesses that provide high disposable income for the employees	11/13/2023 8:38 PM
148	my achin' back.	11/13/2023 8:23 PM
149	How to best communicate with property owners. Via mail.	11/13/2023 8:23 PM
150	Spiritual needs of the community.	11/13/2023 8:09 PM
151	I think the failure to make better use of our current land. Aviation Mall appears to be dying and it seems like a lot of construction has taken place along Quaker Road. We need to create better tax incentives to encourage businesses to better use existing commercial space rather than keep adding new places.	11/13/2023 7:54 PM
152	Taxes especially school taxes	11/13/2023 7:41 PM
153	West mountain	11/13/2023 7:34 PM
154	Quality of life specific issues. As a runner, walker and biker the single biggest quality of life issue is the speed of traffic. (As a driver it is also noticeable.) We would all agree going 80 in a 55 mph zone is unacceptable, so why is it okay to go 45+ in a 30? Drivers run red lights constantly, especially at the intersection of Bay and Quaker. If we cannot control speed and driver behavior, we need to develop infrastructure to separate cars from pedestrians and bikers. More bike/hiking trails, more connections to existing trails, bike and walking lanes, etc.	11/13/2023 7:28 PM

155	Nothing.	11/13/2023 7:27 PM
156	Noise pollution and better water drainage in high ground water areas	11/13/2023 6:57 PM
157	Poor road conditions in neighborhoods	11/13/2023 6:55 PM
158	Snow removal was not discussed needs to be improved, more drivers and better training you can't expect someone to work 24 to 48 hours in a row and do as good a job as when they're arrested we need part time or full-time people who can do rotating shifts PS would like to see the banks, push back so that you can see to get in and out of roads and to do a check at the end of the storm to make sure the idiots who live in your local town didn't show the snow right back into the road which is what my neighbors tend to do not all of them, but a few enough to make it annoying	11/13/2023 6:46 PM
159	N/A	11/13/2023 6:32 PM
160	Overdevelopement	11/13/2023 6:30 PM
161	Affordable senior condos or one level townhomes to buy NOT rent	11/13/2023 6:12 PM
162	n/a	11/13/2023 6:07 PM
163	Utilizing vacant structures	11/13/2023 6:02 PM
164	Good survey!	11/13/2023 5:43 PM
165	Nothing! I love living here!	11/13/2023 5:38 PM
166	More cooperation with Glens Falls.	11/13/2023 5:36 PM
167	Bigger isn't always better	11/13/2023 5:32 PM
168	None	11/13/2023 5:21 PM
169	specifics on short term rentals in residential communities and impact of solar farms on the environment and appearance of the community	11/13/2023 5:15 PM
170	the traffic at the outlet corridor. It is a separate issue from other areas of town.	11/13/2023 5:14 PM
171	My neighborhood	11/13/2023 5:00 PM
172	Current status of available funds and how improvements would be paid for	11/13/2023 4:55 PM
173	The cost. You need to keep taxes in check and there is no reason my school taxes should be more than my mortgage. The other issue is greedy business owners. They need to pay their people more or be put under.	11/13/2023 4:50 PM
174	Complaints, such as the one I addressed regarding failure to adhere to building regulations. We attended the board meetings and there was no valid reason to waive a current regulation. Maybe somebody knew somebody... Plus questions from the public were prohibited.	11/13/2023 4:48 PM
175	Maybe we don't want to get bigger, busier, or more populated.	11/13/2023 4:34 PM
176	Have town wide waste water, still too reliant on septic.	11/13/2023 4:13 PM
177	Expanding town lawn and leave pick-up.	11/13/2023 3:47 PM
178	What trends are occurring such as AI the town needs to become mindful of to enhance our tourism, light manufacturing, housing, infrastructure and reputation as a safe, rural and modern community for all ages?	11/13/2023 3:14 PM
179	environmental issues	11/13/2023 3:02 PM
180	Town run services	11/13/2023 2:53 PM
181	Services from town	11/13/2023 2:18 PM
182	Traffic issues on Quaker Road	11/13/2023 1:40 PM
183	Lack of upkeep of the roads in established neighborhoods	11/13/2023 11:04 AM
184	Improved environmental stewardship from the Town - Less road salr	11/6/2023 12:18 PM
185	Never become a sanctuary town. Please keep us safe by keeping out the people who are	11/2/2023 10:42 AM

	entering our country illegally	
186	N/A	11/2/2023 8:42 AM
187	We live in area 8 because we want the rural characteristic. If I wanted to live in a densely developed part of the town, I would have bought a house there. You didn't ask about traffic at Exit 20. There needs to be something done there to move traffic more efficiently onto the highway. Funneling everyone in front of the outlets while people are moving cars between parking lots or crossing the street is ridiculous. I have no interest in going to the outlets in the summer. I just want to get on the highway.	11/1/2023 8:59 AM
188	Aesthetics of built and natural environment	11/1/2023 6:41 AM
189	Are we welcoming ethnically diverse populations?	10/31/2023 2:52 PM
190	How to pay for all this without increasing already unfair high taxes where businesses pay little, lazy employable but unemployed pay nothing, and only the middle class gets stuck with the bills	10/30/2023 7:06 PM
191	It would have been interesting to know what the current focus/emphasis is, so that we could compare what the current state is to the ideal future state.	10/30/2023 8:32 AM
192	Nothing comes to mind	10/26/2023 2:57 PM
193	Many residents live in Queensbury because of its natural beauty and proximity to the Adirondacks. More focus should be placed on protecting the natural resources including important habitat corridors and waterways. The town is located on a critical habitat migration corridor that will become even more important as the climate continues to change. Also, there are plenty more waters (wetlands, streams) than noted in the draft resources page.	10/26/2023 11:49 AM
194	The rest of Warren County,	10/26/2023 9:38 AM
195	Existing headaches like Aviation Mall mix use senior housing, Weeks-Rt9-Sweet Road intersections, Bike trail crossings signage and e-bikes, BlindRock/Bay intersection, Country Club Woodvale intersection(no right turn onto Woodvale), Quaker Rd east of Ridge drag strip merging…	10/26/2023 7:34 AM
196	Why does Schermerhorn keep getting permission to build anywhere. STOP BUILDING!	10/25/2023 6:43 PM
197	The desperate need for well paying quality jobs.	10/25/2023 12:15 AM
198	Taxes and Town freed	10/25/2023 12:06 AM
199	Not sure	10/24/2023 8:29 PM
200	Monopolies that the town supports, like one cable provider.	10/24/2023 12:29 PM
201	TRAFFIC questions. Honestly the Rt. 149/ Rt. 9 exit 20 corridor needs to be addressed. Stop kicking the can down the road.	10/24/2023 6:20 AM
202	Traffic on Aviation Rd.and Rt. 9…many accidents	10/24/2023 6:00 AM
203	Jobs	10/23/2023 10:15 AM
204	Sewer system analysis	10/23/2023 9:49 AM
205	Sewer districts for waterfront properties	10/23/2023 8:06 AM
206	The need for manufacturing Jobs. Without a good base of Manufacturing Jobs, the other items on this survey cannot be supported.	10/22/2023 10:58 AM
207	The political posturing that gets in the way of good policy. The treatment of lakeside residents - any lake, and full or part time residents-as a cash cow to be exploited. Failure to consider that the lake side residents' desire to improve or maintain their property should be encouraged to sustain the beauty of the area. Instead, this desire is often treated with disdain by elected officials.	10/22/2023 6:26 AM
208	Focus on restoring/refreshing what we already have instead of always adding more. Make our community work for the people who live here instead of worrying about drawing in tourists.	10/19/2023 7:09 AM
209	Many people cycle on the roads in Queensbury. Safe bike lanes should be on every main route.	10/18/2023 7:48 PM

210	Keep current zoning intact but improve zones with current and future trends.	10/18/2023 1:42 PM
211	Zoning should address more than just acreage. If more density is allowed, it should be conditioned on meeting serious requirements for opens space protection in a comprehensive and coordinated way throughout the town.	10/16/2023 7:02 PM
212	I'm concerned about the amount apartments in Queensbury, the effect on the school system, and the apartment owners sharing an equitable burden of the school tax	10/15/2023 8:31 PM
213	Solar and other green energy options should be encouraged and facilitated.	10/15/2023 12:43 PM
214	integration of the environment and development - it is either or in the survey	10/6/2023 12:43 PM
215	Congested Roads during tourist season, such as the outlets. Shoppers should be directed around the back of the stores and allow pass through traffic with the current road.	10/5/2023 4:13 PM
216	How to mitigate tax increases and keep Queensbury affordable for middle class working people.	9/27/2023 6:53 AM
217	Roads	9/27/2023 6:48 AM
218	N/A	9/26/2023 7:58 PM
219	how can you inform the public the effect of restrictive zoning on affordability	9/25/2023 9:47 PM
220	Differences in income between citizens	9/25/2023 5:34 PM
221	Traffic congestion due to too much housing and instead of focusing on additional housing, upgrade and utilize better what's existing so as not to overbuild on our precious open spaces and vegetation and wildlife	9/25/2023 11:25 AM
222	Not just housing for aging in place and seniors, but the support services needed so they can stay in the community i.e home health, nursing, transportation.	9/20/2023 6:59 AM
223	Higher taxes vs less spending	9/16/2023 10:31 AM
224	specific concrete changes to municipal codes that restrict development and land use that would otherwise address the current challenges.	9/14/2023 9:59 AM
225	trying to repurpose exiting buildings, eye sores, the mall, large office buildings, etc.	9/13/2023 4:38 PM
226	Diversity-racial and economic	9/12/2023 3:19 PM
227	The need for high speed fiber optic lines in all areas of the town. Vacant commercial buildings & land that could be redeveloped for affordable employee housing - needed near Great Escape.	9/10/2023 10:56 PM
228	Where is the deficit in the town? what do we need population: should it be growing? do restaurants and stores have limited hours b/c A) they can't find the help they need to stay open more B) the owners don't need to be open that much to meet bottom lines, so they just make their hours convenient for themselves. C) the existing supply meets existing demand	9/8/2023 12:26 PM
229	Long time local government issues. We need fresh eyes and more inclusive environments.	9/7/2023 5:58 PM
230	short term rentals	9/5/2023 9:15 PM
231	The issue of Airbnb and other short term rentals destroying the enjoyment and character of our peaceful neighborhoods.	9/5/2023 6:13 PM
232	Diversity - both age and culture	9/5/2023 1:51 PM
233	abandoned properties on route 9, dilapidated trailer parks, would like to be able to use the bike trails after dusk with lights on bike. the vote that banned fireworks but we have to listen to pet owners dogs bark 24 7 365 but they complain about 1 day of fireworks (even though great escape and glen lake can do them still)	9/5/2023 11:20 AM
234	Over saturating the area with housing will have second and third level effects like overwhelming our schools as well as other services that make Queensbury a nice place to live. I lived outside Dallas and watched the super s do what you're suggesting in the u developed areas now the small villages have lost what they had special and the roads are a nightmare. At least the developers are responsible to build schools and provide land so the average tax payer does not get the burden for the new development thrust on them. Here it	9/4/2023 6:58 PM

	would fall on the backs of home owners while the developers get other breaks like the place on blind rock and bay got from the town.	
235	The town's emergency services	9/4/2023 1:54 PM
236	Asking about how long I have been living here. Also—schools are very important to the health of the community, there was nowhere to emphasize this.	9/4/2023 12:13 PM
237	What about doing something about the long line to get into Glens Falls off the Northway at Exit 18? Going north could a exit ramp be constructed that bypasses some of the congestion at the present Exit 18? Just a thought.	9/3/2023 6:01 PM
238	Tourism management - how to sustain qualities of life for locals as tourism grows each year.	9/2/2023 5:36 PM
239	Manufactured housing and high density single family housing opportunities in areas with sewer. Expanding sewer to areas such as the lower end of luzerne rd. To accommodate higher density development and encourage affordable housing investments. Vinyl clad row houses like the apartments that have been built in town historically may meet a rental market need, but they do nothing for the value of the area and the overall appeal to potential residents. He should be held to a higher standard if his properties continue to be the core development in the area.	9/2/2023 2:49 PM
240	N/A	9/2/2023 10:22 AM
241	None	9/1/2023 8:11 PM
242	Restrictions on short term, AirB&B type rentals. All rentals should have a 6 month minimum stay requirement. Rental rules and regulations need to be enforced with the appropriate penalties issued for non compliance. (This would not apply to hotels)	9/1/2023 8:50 AM
243	I would like the Town of Queensbury to restrict short term rentals to 6 months or longer.	8/31/2023 6:53 PM
244	I found this survey to be pretty inclusive. I believe I emphasized that short term rentals need to be eliminated. All other rentals need to be more strictly controlled and monitored.	8/31/2023 6:30 PM
245	Would like to see wide walk on sweet rd	8/31/2023 11:07 AM
246	Too many to name	8/31/2023 7:28 AM
247	Homelessness	8/30/2023 3:11 PM
248	I used the blank boxes to address my alarm about ckimate catastrophe. It dies not address emergency preparedness, heat snd cooling centers. It doesnt talk about extinctions ipcoming nor does it allow space for the scourge of overdevelopment and reduction of consumption patterns.	8/30/2023 10:57 AM
249	The bike trail and the speed limits that are apart of it when they are on the actual road.	8/29/2023 2:09 PM
250	Communication from town leaders, seems like many things are done in secret or without overt efforts to keep residents informed. We can't rely on newspapers anymore so the town needs to do more.	8/29/2023 5:27 AM
251	Revising zoning codes might be necessary to implement changes	8/28/2023 2:10 PM
252	I recognize this is more of a (visible) problem in downtown Glens Falls, but the homeless population seems to have increased and it is striking how visible it has become in Glens Falls City Park. I don’t know what the answer is, but I find the increase concerning.	8/27/2023 10:09 PM
253	We are becoming a bedroom community with limited opportunities outside the retail stores. Big box stores do not pay well mor provide adequate health insurance, putting more strain on social services.	8/27/2023 4:53 PM
254	Renting in our neighborhoods and destroying communities	8/27/2023 8:22 AM
255	I am disturbed by the proliferation of businesses in residential communities. Short Term Rentals are businesses and change the character of neighborhoods to what we came here to get away from. It is making housing unaffordable for young families as prices get driven up by short term income potential. Fifteen years from now there will be residents to fill the jobs needed to maintain a healthy city, few children to fill our schools and neighborhoods filled with transients that don’t care about our community,our environment and most importantly, our lake.	8/26/2023 10:29 PM
256	taxes	8/26/2023 6:02 PM

257	Green living	8/26/2023 9:57 AM
258	There was one question that talked about solar farms but there wasn't a huge emphasis on the future of green renewable resources for the town, also a paving schedule. The roads in twicwood are falling into disrepair and for a neighborhood like this we could use a refresh, walkable streets etc	8/26/2023 9:55 AM
259	More affordable condos to buy, less apartments.	8/25/2023 11:11 PM
260	Nothing I can think of at this time.	8/25/2023 10:42 PM
261	Lighting for potter rd	8/25/2023 6:48 PM
262	Water quality and access to clean water for Area 8. Most other areas are on town water and sewers. Area 8 is special and needs a special approach.	8/25/2023 5:45 PM
263	Rising population and crime since covid	8/25/2023 5:07 PM
264	Public sewer and sidewalks	8/25/2023 2:28 PM
265	Protecting water quality.	8/25/2023 1:14 PM
266	Questions about the tax burden.	8/25/2023 12:25 PM
267	Tax increase. My understanding is we have a solid tax base and resources in the bank. Consider holding the line on taxes, particularly for retired residents.	8/25/2023 11:23 AM
268	Diversity….there is no diversity. Queensbury is not and has not been a welcoming community. We have learned that Queensbury is not as “pretty” on the inside as it has on the outside.	8/25/2023 9:15 AM
269	Disability accessibility throughout the town	8/25/2023 7:41 AM
270	Types of businesses we want to see or don't want to see in Queensbury.	8/24/2023 9:24 PM
271	How much will our taxes continue to increase? Our sewer prices and water bills...etc. Less chain restaurants and more authentic food & entertainment. Wider bike lanes and better marked road. Need to do the traffic lines on the road for better visibility in bad weather & better street lighting is lacking.	8/24/2023 8:04 PM
272	Filling up the Aviation Mall with stores.	8/24/2023 5:31 PM
273	Let's not turn Queensbury into the next Wilton which is where it is heading. Our roads were not built anticipating the level of traffic we have today. Let's make sure we do smart development and protect property owners with laws and convenants that will prevent unwanted/unregulated progress.	8/24/2023 4:10 PM
274	Traffic from tourists	8/24/2023 11:36 AM
275	Why in God's name do we have two (2) Wal-Marts?	8/24/2023 10:57 AM
276	The importance of Lake water quality in terms of our economy and quality of life. (This is a brilliant question, and should always be included in surveys.)	8/24/2023 10:30 AM
277	The rise of taxes and using it all towards schools	8/24/2023 10:23 AM
278	Noise pollution	8/24/2023 9:25 AM
279	noise pollution	8/24/2023 8:56 AM
280	Any plan for the trees along the roads and in the parks. The budget impacts of ignoring to manage this resource will be a huge problem. Hundreds of thousands of dollars will be needed to remove the dead ash and oak trees. All of which could have been addressed before this point of crisis. There will also be legal issues and suits from these problems.	8/24/2023 7:25 AM
281	All the fire works that are out of control in the town it is not fair to ptsd people and animals that cannot do anything about it we have to take rides when we find out about them to not hear them why should I be subjected to this in my home I didn’t sign up for this if you have ever witnessed this you should check it out it is not easy to watch	8/24/2023 6:54 AM
282	School taxes and their impact on overall cost of living in the town.	8/24/2023 6:35 AM
283	Community programming for adults, not seniors.	8/24/2023 6:31 AM

284	Cleanliness and landscape maintenance of our town. 😞	8/23/2023 11:57 PM
285	Proliferation of poor design standards for housing. Bonaccio and schermerhorn facades and infrastructure are tacky and not in the nature of queensbury/adirondack standards.	8/23/2023 10:43 PM
286	Substance abuse & mental illness facilities.	8/23/2023 10:19 PM
287	The continual building of homes with no consideration to the water tables supplying our wells in areas that depend on wells for water to our homes	8/23/2023 10:18 PM
288	Consolidating of fire companies.	8/23/2023 9:11 PM
289	Improving the EMS system in the town of Queensbury. Also I wish the town would show more support to the EMS and volunteer firefighters in Queensberry due to the population explosion that is going on in this town. Maybe we should consider updating our traffic inner structure before we consider any more population growth to our town.	8/23/2023 3:47 PM
290	More emphasis on traffic calming. Particularly on Corinth road as it bends past west mountain toward what seems like more development coming in. Road should slow to a stop coming down the mountain from luzerne at Alessia drive. Have witnessed several horrendous accidents here. Slow it down here before another person is injured or killed.	8/23/2023 3:31 PM
291	New business industries coming to the area	8/23/2023 12:26 PM
292	Taxes - but who says anything good about taxes?	8/23/2023 10:00 AM
293	Providing water and sewer to the entire town	8/23/2023 7:38 AM
294	taxes traffic	8/22/2023 10:20 PM
295	N/a	8/22/2023 8:27 PM
296	Resilience. How do we invest in making ToQ more resilient to effects of climate change	8/22/2023 7:47 PM
297	Traffic flow, synchronization of traffic lights.	8/22/2023 7:26 PM
298	Ems and fire service!!!! The town is growing and outgrowing the current system! Pay firefighters and run a system similar to the city of glens falls.	8/22/2023 5:49 PM
299	I really hate large cookie cutter housing developments, we shouldn’t let the adk look like any other shitty place in the us	8/22/2023 5:46 PM
300	Town garbage pickup. Will lead to more town jobs (job security)	8/22/2023 5:04 PM
301	Community centers with rooms that could be reserved for group meetings, medium sized gatherings/events and possibly a learning style community kitchen. Would like to see community gardens located in multiple locations across the town and safe walking/biking lanes for transit, not just recreation (which queensbury has many excellent offerings! Thank you!)	8/22/2023 2:52 PM
302	More support to our first responders, especially emergency medical services.	8/22/2023 2:37 PM
303	Crime needs to be squashed now and not allowed to get out of control	8/22/2023 1:14 PM
304	Emergency services!!!!!	8/22/2023 1:07 PM
305	Zoning and Building regulations in town need to be overhauled to make them more customer (town resident) friendly. Right now they are punitive. Discourages development and investment.	8/22/2023 8:21 AM
306	The expansion of the airfield	8/21/2023 7:21 PM

Memo To:	Town of Queensbury	Date:	December 4, 2023
From:	Bob Murphy, Jr., AICP Barton & Loguidice, DPC	Project No.:	686.021.001
Re:	Interactive Mapping Tool Feedback Results		

The Town of Queensbury is in the public outreach phase of its Comprehensive Plan Update. One element of outreach the Town is using is an interactive map hosted by Social PinPoint. The following memo summarizes results of the Interactive Mapping tool. Large prints of the maps, categories under the five different topic areas are attached to this summary to provide geographic context to the summaries.

The interactive map has been available to the public via Social PinPoint since October 2022 and has received over 90 comments and sub-comments (referred generally as 'pins'). It is divided into one home page and five topic areas: Recreation, Economic Development, Housing, Critical Environmental Areas, and Historic Sites.

Transportation and traffic was the most common topic that received comments. The majority of the comments were traffic related and as follows:

1. *Put service roads behind the outlets on both sides to make it easier for traffic to move between plazas. Have the traffic do a merge on the north way heading north from the Service road that would be parallel to the Northway. Add an off ramp from I87to 149 by the shoe store at 149.*
    a. *An excellent suggestion, the Outlets traffic flow problem on Route 9 which extends to Rt 149 is a LONG OVERDUE issue that need to be resolved.*
2. *Make the light green heading north and south on Bay Road and blinking red on the crossroad during evening/ night*
3. *Crosswalk signal does not work at Route 9 Sweet Road intersection*
4. *Have a flashing yellow turn light at Upper Glen Street intersection to Queensbury Plaza as many times cars sit here when there are no cars coming down Glen street*
5. *Vandusen and Corinth intersection is a very dangerous corner. Some type of traffic control is required*
6. *There needs to be a light at the Cornth Rd / Carey Rd intersection. Early mornings and afternoons traffic is backed up from Stewart's to past this intersection.*
    a. *I see nothing wrong with that intersection. We do not need more stop lights or stop signs on Corinth road, at this time.*
7. *No left hand turn in or out of Stewart's (Big Bay Rd / Corinth Rd), daily accidents or near misses, when the light can be used.*
8. *There should be a left turn lane from Corinth Road into Fast Trac, Holiday Inn.*
9. *A red light on Luzerne road, for no reason besides to delay traffic flow on Luzerne Road.*
10. *There should be a left turn lane going from Luzerne Road to Media Drive.*
11. *Town needs to be in contact with the State about the extreme need for the Exit 20 bridge to be replaced. With the amount of traffic, especially the trucks driving to and from VT, this original bridge needs more than it's recent band-aids.*
12. *We need a Wal-Mart exit from the Northway (just from the North bound lane to get into Wal-Mart / Rt 9*

13. *Why couldn't there be an entrance to Burger King in this area to leave the lot? Seems like an easier way to control traffic.*
    a. *Why not connect it to the mall and the parking lot behind Five Below. This would make turning out of burger king an easier decision.*

The other general transportation comments were:

14. *The town's commercial centers should be safely accessible to bicycles and pedestrians. Would also include overall transportation planning as a key component of Comp Plan. This would include traffic mitigation measures, strategies to improve availability of public transportation, importance of maintaining mobility for young and elderly that is not entirely dependent on private automobiles.*
15. *Aviation Road is the busiest section of roadway in the metropolitan area. Would like to see improved pedestrian amenities (crosswalks, streetscape).*
16. *The West Mountain expansion will lead to significantly more traffic on West Mountain and Corinth Roads. The project must include a traffic study to determine what controls are required.*
17. *West Mountain development will also impact Pitcher Road, increasing traffic on residential streets. Impact of this increase in flow should be included in any studies associated with this proposed development.*
18. *There is inadequate public transportation, and many stores are in areas where bikes would not be safe to use for transportation due to traffic*
19. *Placing speed bumps in residential areas with long road that have no stop signs between entry and exit points. Seems many cars speed in areas that endanger children, pets, etc. Slow them down before someone gets hurt or disabled. (West Glens Falls / western Queensbury)*

A separate topic that was not prompted was related to spring cleanup / leaf pickup. There were multiple comments and sub-conversations related to improving and expanding spring cleanup / leaf pickup. They were as follows:

20. *Spring brush pick up could be more efficiently done using a wood chipper instead of a logging truck claw. Fall leaf pick up would be more convenient for homeowners if leaves were simply placed at the curb to be vacuumed into trucks, instead of having to bag leaves. Current practice looks like a "make-work project".*
21. *Queensbury needs to provide a better yard waste management system, currently, it is very cumbersome and inconvenient. Especially for the tax we pay.*
22. *Free leave pick up like Lensfalls. Should be able to sweep leaves in a pile by road with no bags during spring and fall.*
    a. *I agree, spring and fall yard waste curbside pickup like Glens Falls offers, would be very helpful, especially to seniors. Limiting pickup to just a couple of weeks by ward and requiring everything be bagged is just not feasible for some. People would go broke buying bags, not to mention the hassle and time it takes to fill each one and maneuver it to a suitable spot for pickup. And how about a bi-weekly pickup during the summer months?!*
23. *Free yard waste pickup like Glens Falls offers, in spring and fall with perhaps a bi-weekly pickup during summer months would be a huge service to Queensbury residents, and perhaps a little return for the amount of tax we pay.*

    a. *I think monthly would work, especially after a wind storm.*
    b. *If you check the Town's website under the highway dept. The Town does provide pick up in the spring and fall.*
24. *Would love to see a better fall/spring clean up for Queensbury. The current clean up isn't the greatest when you have to search for the weekend for your ward and then make sure your home so as not to miss it. Mirroring Glens Falls clean up would be a good way to start.*
25. *Please allow more than two composting bins per household. I compost leaves and grass clippings from the yard. It helps the town collect less of my leaves and yard waste. It is eco friendly and great for our town's future soil.*
26. *Yes I would love to see fall and spring clean ups, pickups. Scheduled*
    a. *Also, check the Town's website under the highway dept for the current pick up schedule.*
    b. *Have heard complaints from others on social media sites about leaves in the streets. What about requiring people who do their own leaves to compost on site, start neighborhood compost sites, take them to the dump. They are not interested in increasing property taxes so where fees are required how about a user fee?*
27. *It's awful the way the leaf pick up is done. They give a date with a week of pick up . The only pick up bush once in the year .I see other community Spend much greater time in Servicing their Community members by pick up and letting them put leaves on the side of highway without bags , Prime example is Glens falls . Wilton will pick them up one week . The leaf pick up is such a poor service to this Community. Finally which is a slap in the face you try to take the to the landfill Charge u*

Common themes on the Housing page included ideas to focus multi-family housing toward commercial corridors, use zoning laws to require developers to build more dense owner-occupied housing, preserve rural character, and limit short-term rentals. Other feedback included the following:

28. *Probably needs more multi-unit buildings close to commercial properties. Sidewalks and public transport are essential.*
29. *Agree on placing multi-family housing near major roads - look where there might be "commercial hubs" where they could then walk to services rather than drive. Look at clustering development rather than continuing the sprawl. Look at locations for housing that might offer townhouse options rather than apt. Would like to see greater options for housing at Aviation Road, Route 9, Quaker Road area, including mixed-use development. This may require changing the zoning law to allow more flexibility in the code.*
30. *Would like to see greater options for housing in this area of town, including mixed-use development. This may require changing the zoning law to allow more flexibility in the code.*
31. *Since large apartment complexes seem to be in demand, use zoning laws to require developers to build condos or units for residents to purchase, the community would benefit. Homeowners typically become more active, participating members of the community than the short-term renters.*
32. *Add public septic system option to residential areas.*
33. *Have a tax increase on homes where lawns are not kept neat and free of debris. Metal, wood, building condition. Any home with large amounts of rodent harborage that affects neighborhoods, must clean up or home is condemned.*
    a. *What would help this would be to have a town pick up days-twice a year the town picks up anything that is put out. We are stuck paying for a library that has no parking, the school can*

open up their library, pool, weight room, etc in evening to non-students we paid for all, I rather that part of my taxes go a services that everyone can use. Hudson Falls has a girl part time that accepts code complaints, drives by and verifies, submits the info to her boss and he issues the warnings and fines.

34. *Preserve the rural character of eastern Queensbury through zoning. This area of town is one of only areas with working agricultural fields. Limit the growth of residential development.*
35. *I would love to raise 5-6 chickens (no roosters) in my fully fenced in backyard for eggs, education, composting materials, and insect/tick/wasp removal purposes. With constant recalls, supply chain issues, & reports of inhumane conditions, I want to grow/raise my own food— eggs and the chickens would be family pets. I would like to follow the law, and teach my children to be law abiding citizens. My neighbors are open to chickens too, but the town's laws are against it currently. Please change!*
36. *The town should consider restricting storage containers in residential area. We might also consider some limitations on RV parking in residential areas.*
37. *Multi-generational Living as described below under 'housing'*
38. *No. You stated we have negative growth of young families and a population that is aging. Change zoning code so we can divide our homes to 2 apartments to allow our children to live here after college. They cannot afford to buy and there is nothing to rent. So they move to where there are apartments to rent. We have the capability of increasing the young/family population right within their own parents home; the resource already exists if only you would allow us to develop our own home. it's the new way of the world...multi-generational living. Allow us to give them a place to live and you will see the restoration of young families. As we age, we just need a small space. Let a young family have the main space and divide a small portion of the home for his for aging parents.*
39. *yes, there should be higher density areas to accommodate those especially of lower income and families purchasing their first homes.*
40. *Yes I would be in favor of creating small neighborhoods in areas where appropriate. No more high-density housing where lease or rental is the only option! This model does not provide new young families with good options. I would like to see development of reasonably priced single family homes that provide equity for young families.*

Short Term Rentals:

41. *Our current Short-Term Rental law does little to protect critical environmental areas surrounding the lake.*
    a. *The main problem for our CEAs is that they are treated as any other type of property. The town has codes that would protect these areas but it is easy to get a variance and violate the code. This results in overdevelopment and decline in water quality. We need tighter controls on the granting of variances.*
42. *Protect people's property rights which allow vacation rentals*
43. *Should owner/operators of STR's be required to live in the homes for a certain part of the year?*
44. *Some people who complain about family vacation rentals want an empty property next door. I say, protect everyone's property rights. People have the right to the peaceful enjoyment of their property, so any complaints need to be validated by the police, or they're just hearsay. Family vacation rentals help*

local small businesses. They also help property owners, who no longer have traditional pensions, nor paid health insurance to retire with dignity.

45. *Responsible vacation home rentals are welcome and desired by families.*
    a. *Vacation rentals in should be scrutinized and limited in location. It is almost impossible to insure renters are responsible, contributing to increased noise, mischief and changes in neighborhood dynamics and value.*

Pins on the Economic Development page geographically targeted existing commercial corridors and hubs. Many of the comments focused on mixed-use development and encouraging redevelopment, reuse, and infill of existing areas. Comments included the following:

46. *The town needs to rationalize its commercial / residential development. It is too spread out. The mall should be repurposed into commercial and residential living space*
47. *The town should focus on encouraging and developing the commercial space off Queensbury Ave. Encouraging the establishment of industrial commercial areas adjacent to established, quiet neighborhoods should be avoided. However, creating mixed-use neighborhood small business commercial centers would give residents access to services within a walk or short drive - reducing traffic congestion, air pollution, resulting in an increased quality of life.*
48. *Economic Development, general comments: - Note where the economic generators are on the map. - Wish there was a way to get empty blgs/storefronts redeveloped before pushing out on to new land. Increases the sprawl.*
    a. *I completely agree. Aviation Mall for one. Pyramid Management must be struggling everywhere due to Covid19 business closures, but a vacant storefront doesn't supply any income. Think out of the box. Ideas- Town or EDC discussions with Mgt on lowering rent for local businesses; Maybe the food trucks in the region come inside to the food court during the winter months (physically or utilizing empty spaces); more indoor recreation experiences like the escape rooms; Historical Museum; events…*
49. *The town should invest in the redevelopment of South Queensbury. Improve streetscape and connectivity to Hudson Falls*

The majority of feedback on the Recreation page suggested things like expansion of trail systems, improving bike infrastructure, and improving trailheads. Specific comments included some of the following:

50. *A balance of publicly available active and passive recreation should be within walking distance of every town resident. The town zoning code can be a tool to insure that this is incorporated into all new development.*
51. *I think expansion of the mountain biking trail system would allow Qbury to become even more of an outdoor-town destination, similar to what SMBA is doign. The GF watershed properties could be a great way to do so. I fully understand protection of water resourses, however limiting trail use to only hiking & biking will be low impact on the water systems. There is a lot of great property that could make some great MTB trail systems, if it can be worked out.*
52. *The Queensbury mountain biking trail system is great! I think expansion of the system would allow Qbury to become even more of an outdoor-town destination, similar to what SMBA is doign. The GF watershed properties could be a great way to do so. I fully understand protection of water resourses, however*

limiting trail use to only hiking & biking will be low impact on the water systems. There is a lot of great property that could make some great MTB trail systems, if it can be worked out.

53. *There are no dog parks in Queensbury. Some areas that could be developed for a dog park is behind the playing fields in the back forested areas in Jenkinsville field. Another area for a dog park would be the undeveloped area off Haviland Road adjacent (east) to the DPW buildings. Another area might be possible in the Hudson Pointe Preserve area.*
54. *Consider community dog parks.*
55. *Some areas that could be developed for a dog park is behind the playing fields in the back forested areas in Jenkinsville field. Another area for a dog park would be the undeveloped area off Haviland Road adjacent (east) to the DPW buildings. Another area might be possible in the Hudson Pointe Preserve area.*
56. *Some areas that could be developed for a dog park is behind the playing fields in the back forested areas in Jenkinsville field. Another area for a dog park would be the undeveloped area off Haviland Road adjacent (east) to the DPW buildings. Another area might be possible in the Hudson Pointe Preserve area.*
57. *Warren County bikeway needs better bike infrastructure on Round Pond and Country Club Roads: (dedicated, separated bike lanes)*
    a. *Snow removal on the bikeway would be great to allow year-round riding*
58. *Provide more bike paths and areas to ride. Also plan to provide bike lanes on all town roads.*
59. *Future trail space - a comprehensive connector path system between neighborhoods, shopping areas, and the business areas including access to Glens Falls. Bike/pad paths for residents of all ages to move throughout the Queensbury/Glens Falls area without being forced to depend on their vehicles for transportation. Require bike/ped friendly neighborhood and commercial design for new and redevelopment projects. Expand the network of bike/ped trails and separate bike lanes.*
60. *I absolutely love the Rush Pond Trail! I love that nature is accessible to all. Great for exercising and education! Would love to see more trails in Queensbury.*
61. *Suggest extending protection west toward Mountain View Lane in order to allow for expansion of the park and trails associated with Rush Pond Way and Gurney Lane South bike trails and enhance the natural experience of those using the trails.*
62. *Provide some type of canoe/kayak access to the wetland of the "Kattskill Bay Area". Two of the wetlands are accessible for paddling - Dunham's Bay and Warner Bay.*
63. *Please make a nice trail entrance to Cole's Woods so that walkers can identify a path and access it without trudging through overgrown grass. I have heard that you can access Cole's Woods at the mall, but it is unclear if you are welcome to walk on the trail or if people just have managed to make their own path.*
64. *I love visiting blind rock during the different seasons. It is always well maintained and they recently put in railings at the entrance.*
65. *More awareness of the needs for handicapped persons to be able to avail themselves of recreational programs and natural sites.*
66. *Thank you for providing and maintaining the pickle ball courts at the park. They are first class*

Many of the comments on the Environmental page were regarding zoning and variances. Respondents feel that there are too many variances and that stricter zoning laws are needed in the Town. Specific comments included the following:

67. *There should be a cap on development and variances and environmental training for all officials. Queensbury needs a full time climate department*
68. *The Critical Environmental Areas are not protected because of the variance procedure which allows overdevelopment. The town codes could protect these areas but the variances allow builders to violate the code. In one instance a development in the CEA was granted 21 variances!! Wetlands are ignored by the planning and zoning boards. The town needs to map and protect them.*
69. *The ToQ allows residential input at meetings. I applaud the Climate Action Plan but Queensbury is too slow at implementing climate and water quality impacts/projects. ie: Assembly Point Road remediation. ZB and PB boards allow way too much development along the shorelines; perhaps not understanding or caring extensive destructive overdevelopment. There should be a cap on development and variances and environmental training for all officials. Queensbury needs a full time climate department*
70. *Protection of critical environmental areas is non-existent. Town codes could protect CEAs but the planning and Zoning boards give variances which allow property owners to violate the codes. As a result water quality is declining. Is the town going to provide an alternative source of water if needed?? The cost of protection is less than the cost of remediation.*
    a. *I agree. Decisions are being made by planning and zoning board members when granting variances that allow protective town codes to be waived. The results of the cascade of variances granted is directly affecting my drinking water. Assembly Point, in its entirety is a Critical Environmental Area that is NOT being treated as such. Individual property rights cannot continue to be considered instead of sustainable development for the common good. Changes in the process must occur!*
71. *Strict Zoning laws enforced to prevent clear-cutting of new residential or commercial areas. Replacing established old-growth forested areas with acres of grass harms the environment, and the natural balance of nature. Limits placed on clearing land for new construction. Requirements for landscaping after construction to include adding native plants, trees, and vegetation to restore the land to its natural, original environmentally-friendly state.*
72. *Continue to limit development within wetlands along Quaker Road.*
73. *This is in general a great plan, but I feel that climate change is not being addressed adequately, and it will certainly impact our future!*
74. *Discourage residential development in Glens Falls watershed properties. Although we make use of the Hudson River for Queensbury water supply, the GF watershed is an important resource to the region, both as a source of abundant and safe water for the city and also as a potential back-up water supply for Queensbury. Minimizing development in the watershed will provide an extra margin of safety for drinking water above what can be achieved by technological approaches alone.*
75. *Assembly Pt Road runs along the east shoreline of Assembly Pt. In most locations along this road there is barely 4-8 ft of buffer between the road and the bay. During rainstorms, runoff from properties and ponding on the road runs unfiltered directly into the lake. This runoff brings with it contaminants such as*

road oils, asphalt chemicals, winter road salt, as well as potential harmful nutrients from adjacent properties. Remediation as to drainage and width needs to occur

76. *Per the Glens Falls Drinking Water Source selection plan, it recommends requiring septic transfer inspections in their "watershed" in our zoning, similar to current WR*
77. *Natural areas are crucial. Wooded areas, wetlands especially, as well as water features. Currently some of our smaller playgrounds are unusable in the summer because there is no shade and the equipment gets much too hot for the kids to use.*
78. *very important. We need to wean off fossil fuels sooner rather than later. Since we have so many big box stores with flat roofs, and large transfer stations, it would be logical to put solar arrays on those areas--we wouldn't need to use land where the solar would be unsightly or interfere with other uses.*
79. *Our climate is getting hotter and we can expect heat emergencies to occur here. Water features, and many many more trees are needed. Recreational areas should be available in all areas of the town, including low income areas.*
80. *If there is updated and green techniques for sewage treatment I would support extension of services.*
81. *provide sewers near the lakes to start, then expand to rid the area of septic systems*
    a. *Yes sewer systems near lakes a priority to start, and then identify densely populated areas to establish a plan for sewer treatment.*
82. *There is a critical environmental area surrounding the southern branch of Rush Pond, adjacent to the Indian Ridge development that does not show up on the map.*

Our current Short-Term Rental law does little to protect critical environmental areas surrounding the lake. The current allowed occupancy by definition exceeds septic system capacity. There are no controls over the amount of day use.

The main problem for our CEAs is they are treated as any other type of property. The town has codes that would protect these areas but it is easy to get a variance. This results in overdevelopment and decline in water quality.

Protect everyone's property rights. People have the right to the peaceful enjoyment of their property, so any complaints need to be validated by the police, or they're just hearsay.

There should be a cap on development and variances and environmental training for all officials. Queensbury needs a full time climate department

Vacation rentals in should be scrutinized and limited in location. It is almost impossible to insure renters are responsible, contributing to increased noise, mischief and changes in neighborhood dynamics and value.

Responsible vacation home rentals are welcome and desired by families. They help boost our tourism and the local small business economy.

Preserve the rural character of eastern Queensbury through zoning. This area of town is one of only areas with working agricultural fields. Limit the growth of residential development.

Put service roads behind the outlets on both sides to make it easier for traffic to move between plazas.

An excellent suggestion, the Outlets traffic flow problem on Route 9 which extends to Rt 149 is a LONG OVERDUE issue that need to be resolved.

The Town needs to be in contact with the State about the extreme need for the Exit 20 bridge to be replaced. With the amount of traffic, especially the trucks driving to and from VT, this original bridge needs more than it's recent band-aids.

It's awful the way the leaf pick up is done. They give a date with a week of pick up. The only pick up bush once in the year.

Free leave pick up like Lensfalls. Should be able to sweep leaves in a pile by road with no bags during spring and fall.

I agree, spring and fall yard waste curbside pickup like Glens Falls offers, would be very helpful, especially to seniors.

Queensbury needs to provide a better yard waste management system, currently, it is very cumbersome and inconvenient. Especially for the tax we pay.

I love visiting blind rock during the different seasons. It is always well maintained and they recently put in railings at the entrance.

Make the light green heading north and south on Bay Road and blinking red on the crossroad during evening/ night time hrs and on weekends when traffic is light.

Please allow more than two composting bins per household. I compost leaves and grass clippings from the yard. It helps the town collect less of my leaves and yard waste. It is eco friendly and great for our town's future soil.

Crosswalk signal does not work, I am visually impaired and have almost been hit because of this.

We need a Wal-Mart exit from the Northway (just from the North bound lane to get into Wal-Mart / Rt 9).

I absolutely love the Rush Pond Trail! I love that nature is accessible to all. Great for exercising and education! Would love to see more trails in Queensbury.

Should have a flashing yellow turn light here as many times cars sit here when there are no cars coming down Glen street. Would help alleviate traffic from waiting long periods of time.

Spring brush pick up could be more efficiently done using a wood chipper instead of a logging truck claw.

Would love to see a better fall/spring clean up for Queensbury.

Would like to see greater options for housing in this area of town, including mixed-use development. This may require changing the zoning law to allow more flexibility in the code.

Continue to limit development within wetlands along Quaker Road

Busiest section of roadway in the metropolitan area. Would like to see improved pedestrian amenities (crosswalks, streetscape) along Aviation Road, as there are many people walking with few accommodations.

I would love to raise 5-6 chickens (no roosters) in my fully fenced in backyard for eggs, education, composting materials, and insect/tick/wasp removal purposes. Town's laws are against it currently. Please change!

Free yard waste pickup like Glens Falls offers, in spring and fall with perhaps a bi-weekly pickup during summer months would be a huge service to Queensbury residents, and perhaps a little return for the amount of tax we pay.

Have heard complaints from others on social media sites about leaves in the streets. What about requiring people who do their own leaves to compost on site, start neighborhood compost sites, take them to the dump.

Why not connect it to the mall and the parking lot behind Five Below. This would make turning out of burger king an easier decision.

If you check the Town's website under the highway dept. The Town does provide pick up in the spring and fall.

Also, check the Town's website under the highway dept for the current pick up schedule.

Two things. I thought the traffic light was to stay flashing unless a car was on media drive for certain amount of time or an emergency call. Second, there should be a left turn lane going from Luzerne Road to Media Drive.

Add public septic system option to residential areas.

Consider incorporating this area into the Queensbury school district. We are Queensbury residents and currently have to walk to schools in the Glens Falls district along streets that are not safe for walking (no sidewalks, crossing main roads).

Placing speed bumps in residential areas with long road that have no stop signs between entry and exit points. Seems many cars speed in areas that endanger children, pets, etc. Slow them down before someone gets hurt or disabled.

The town should invest in the redevelopment of South Queensbury. Improve streetscape and connectivity to Hudson Falls.

Have a tax increase on homes where lawns are not kept neat and free of debris. Metal, wood, building condition. Any home with large amounts of rodent harborage that affects neighborhoods , must clean up or home is condemned.

Very dangerous corner, Vandusen and Corinth. Some type of traffic control is required

What would help this would be to have a town pick up days-twice a year the town picks up anything that is put out.

There should be a left turn lane from Corinth Road into Fast Trac, Holiday Inn.

West Mountain development will also impact Pitcher Road, increasing traffic on residential streets. Impact of this increase in flow should be included in any studies associated with this proposed development.

The West Mountain expansion will lead to significantly more traffic on West Mountain and Corinth Roads. The project must include a traffic study to determine what controls are required.

There needs to be a light at this intersection. Early mornings and afternoons traffic is backed up from Stewart's to past this intersection.

I see nothing wrong with that intersection. We do not need more stop lights or stop signs on Corinth road, at this time.

Legend

About Page Comments

- Ideas and Suggestions
- General Comment

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

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Barton & Loguidice

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Town of Queensbury

About Page Comments
Social PinPoint

Warren County --/--/-- New York

Figure -

Project No. 686.021

Remediation as to drainage and width needs to occur. Assembly Pt Road is barely 4-8 ft of buffer between the road and the bay. During rainstorms, runoff from properties and ponding on the road runs unfiltered directly into the lake.

CEAs are not protected because of the variance procedure which allows overdevelopment. The town codes could protect these areas but the variances allow builders to violate the code. In one instance a development in the CEA was granted 21 variances!

The town needs to rationalize its commercial/residential development. It is too spread out. It needs to be concentrated. Instead of allowing builders to add to the sprawl the mall should be repurposed into commercial and residential living space.

Protection of CEAs is non-existent. Town codes could protect CEAs but the planning and Zoning boards give variances which allow property owners to violate the codes. As a result water quality is declining.

I agree. The planning / zoning board are granting variances that allow protective town codes to be waived. The results of variances granted is affecting my drinking water. Assembly Point is a CEA that is NOT being treated as such.

Probably needs more multi-unit buildings close to commercial properties. Sidewalks and public transport are essential.

Provide some type of canoe/kayak access to the wetland of the "Kattskill Bay Area". Two of the wetlands are accessible for paddling - Dunham's Bay and Warner Bay.

There are no dog parks in Queensbury. Areas that could be a dog park are the back forested areas in Jenkinsville field; the undeveloped area off Haviland Road adjacent (east) to the DPW buildings; the Hudson Pointe Preserve area.

There is a demand for apartment rentals evidenced by the number of large apartment complexes built over the past few years. If zoning laws required more developers to build condos or units for residents to purchase, the community would benefit.

Consider community dog parks.

Thank you for providing and maintaining the pickle ball courts at the park. They are first class

Town or EDC discussions on lowering rent for local businesses; Maybe food trucks come inside during the winter months (physically or utilizing empty spaces); more indoor recreation experiences like the escape rooms; Historical Museum; events...

Per the Glens Falls Drinking Water Source selection plan, it recommends requiring septic transfer inspections in their "watershed" in our zoning, similar to current WR

The town should consider restricting storage containers in residential area. We might also consider some limitations on RV parking in residential areas. Thanks.

Strict Zoning laws enforced to prevent clear-cutting of new residential or commercial areas. Replacing established old-growth forested areas with acres of grass harms the environment, and the natural balance of nature.

Economic Development, general comments:
- Note where the economic generators are on the map.
-Wish there was a way to get empty blgs/storefronts redeveloped before pushing out on to new land. Increases the sprawl.

Expansion of the mountain biking system would allow Qbury to become more of an outdoor destination. The GF watershed properties could be a great way to do so; limiting trail use to only hiking; biking will be low impact on the water systems.

Warren County bikeway needs better bike infrastructure on Round Pond and Country Club Roads: (dedicated, separated bike lanes)

Snow removal on the bikeway would be great to allow year-round riding

Suggest extending protection west toward Mountain View Lane in order to allow for expansion of the park and trails associated with Rush Pond Way and Gurney Lane South bike trails and enhance the natural experience of those using the trails.

There is a critical environmental area surrounding the southern branch of Rush Pond, adjacent to the Indian Ridge development that does not show up on the map.

Agree on placing multi family housing near by to major roads where there might be "commercial hubs" they could walk to services rather than drive. Look at clustering development. Look at locations for housing that might offer townhouse options.

A balance of publicly available active and passive recreation should be within walking distance of every town resident. The town zoning code can be a tool to insure that this is incorporated into all new development.

The town's commercial centers should be safely accessible to bicycles and pedestrians. Would also include overall transportation planning as a key component of CLUP.

Create mixed-use neighborhood small business commercial centers would give residents access to services within a walk or short drive - reducing traffic congestion, air pollution, resulting in an increased quality of life.

Please make a nice trail entrance to Cole's Woods I have heard that you can access Cole's Woods at the mall, but it is unclear if you are welcome to walk on the trail or if people just have managed to make their own path.

Future trail space - a comprehensive connector path system between neighborhoods, shopping areas, and the business areas including access to Glens Falls.

The town should focus on encouraging and developing the commercial space off Queensbury Ave. Encouraging the establishment of industrial commercial areas adjacent to established, quiet neighborhoods should be avoided.

Discourage residential development in Glens Falls watershed properties. Minimizing development in the watershed will provide an extra margin of safety for drinking water above what can be achieved by technological approaches alone.

Bike/pad paths for residents of all ages to move throughout Queensbury/Glens Falls area. Require bike/ped friendly neighborhood and commercial design for new / redevelopment projects. Expand the network of bike/ped trails and separate bike lanes.

Legend

- Queensbury Boundary

Social PinPoint Comments

- Critical Environmental Areas
- $ Economic Development
- Housing
- Park/Trail/Rec

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

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Barton & Loguidice

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Town of Queensbury

Other Social PinPoint Comments

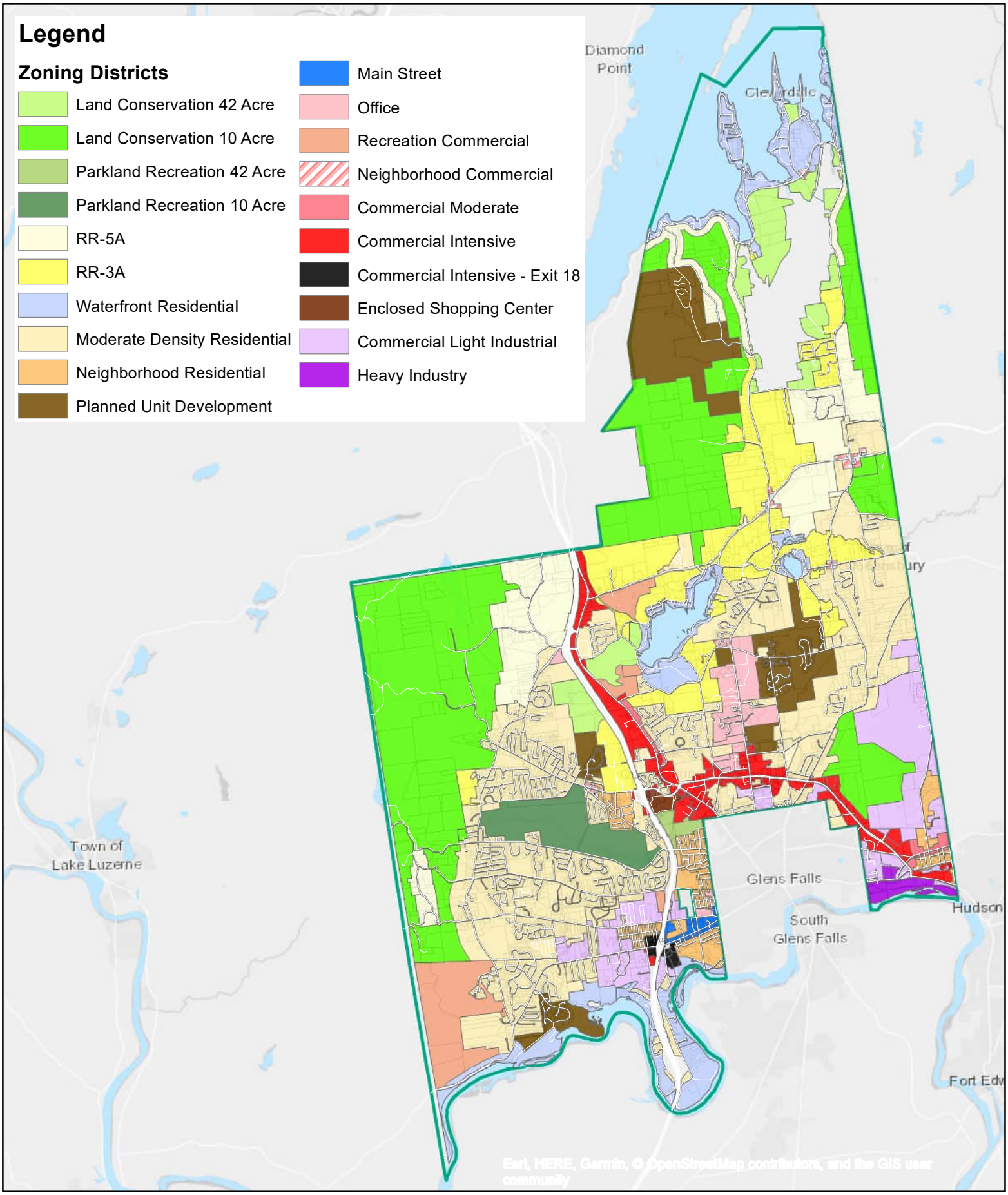
Warren County --/--/-- New York

Figure -

Project No. 686.021

APPENDIX C

Mapping



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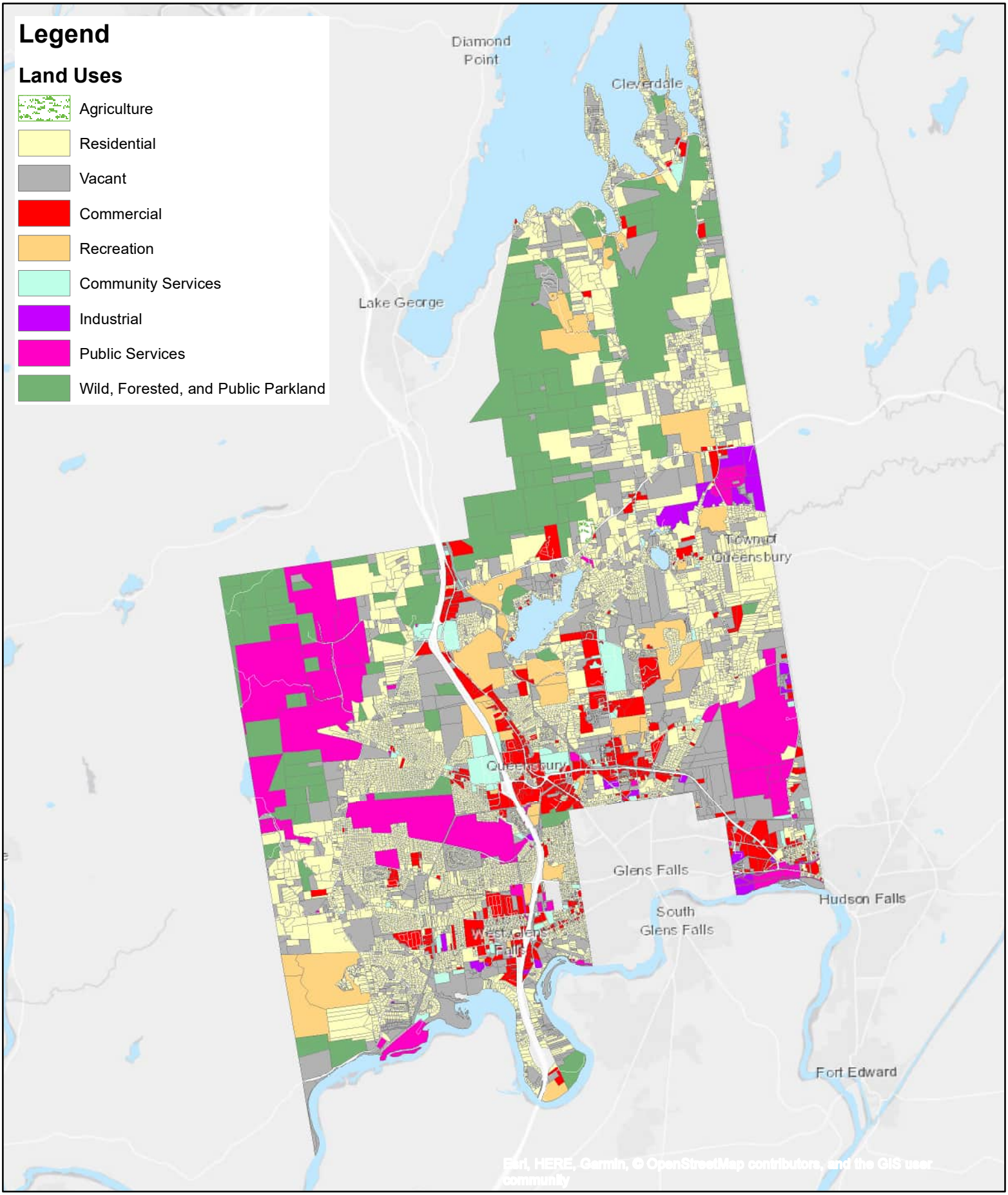
Town of Queensbury

Zoning Map

Warren County 2024 New York

Figure 1

Project No. 686.021



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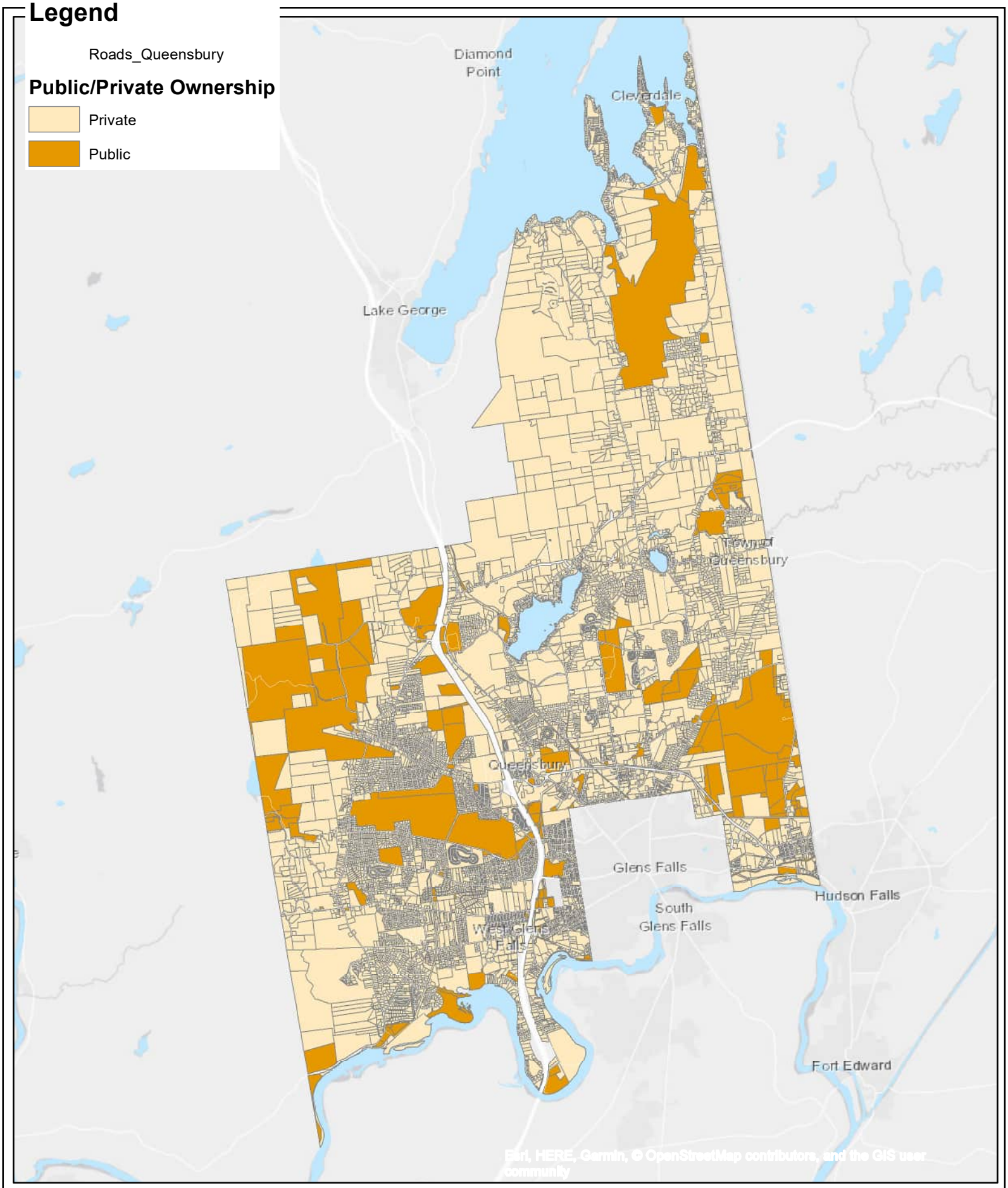
Town of Queensbury

Land Use Map

Warren County 2024 New York

Figure 2

Project No. 686.021



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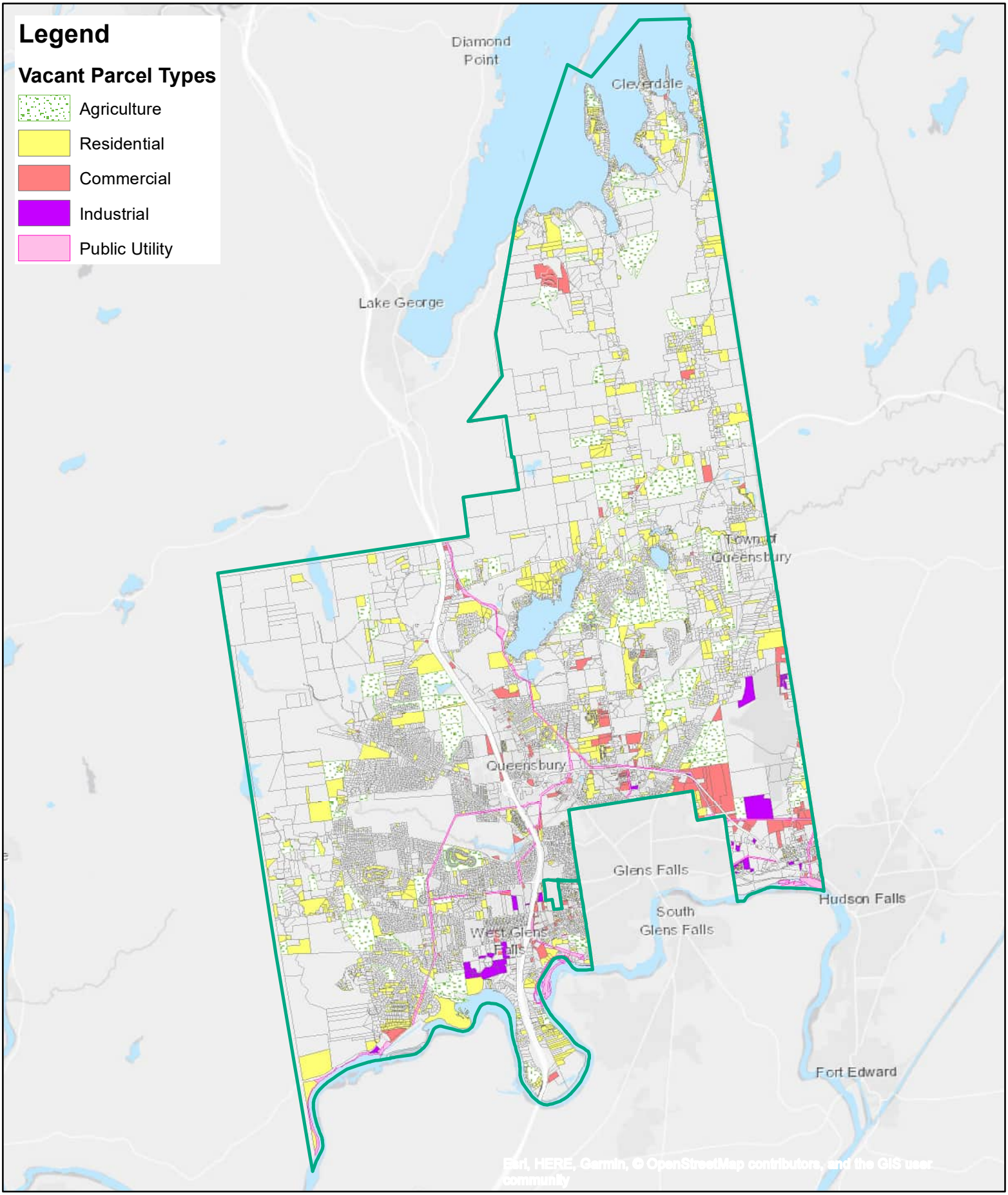
Town of Queensbury

Ownership Map

Warren County 2024 New York

Figure 3

Project No. 686.021



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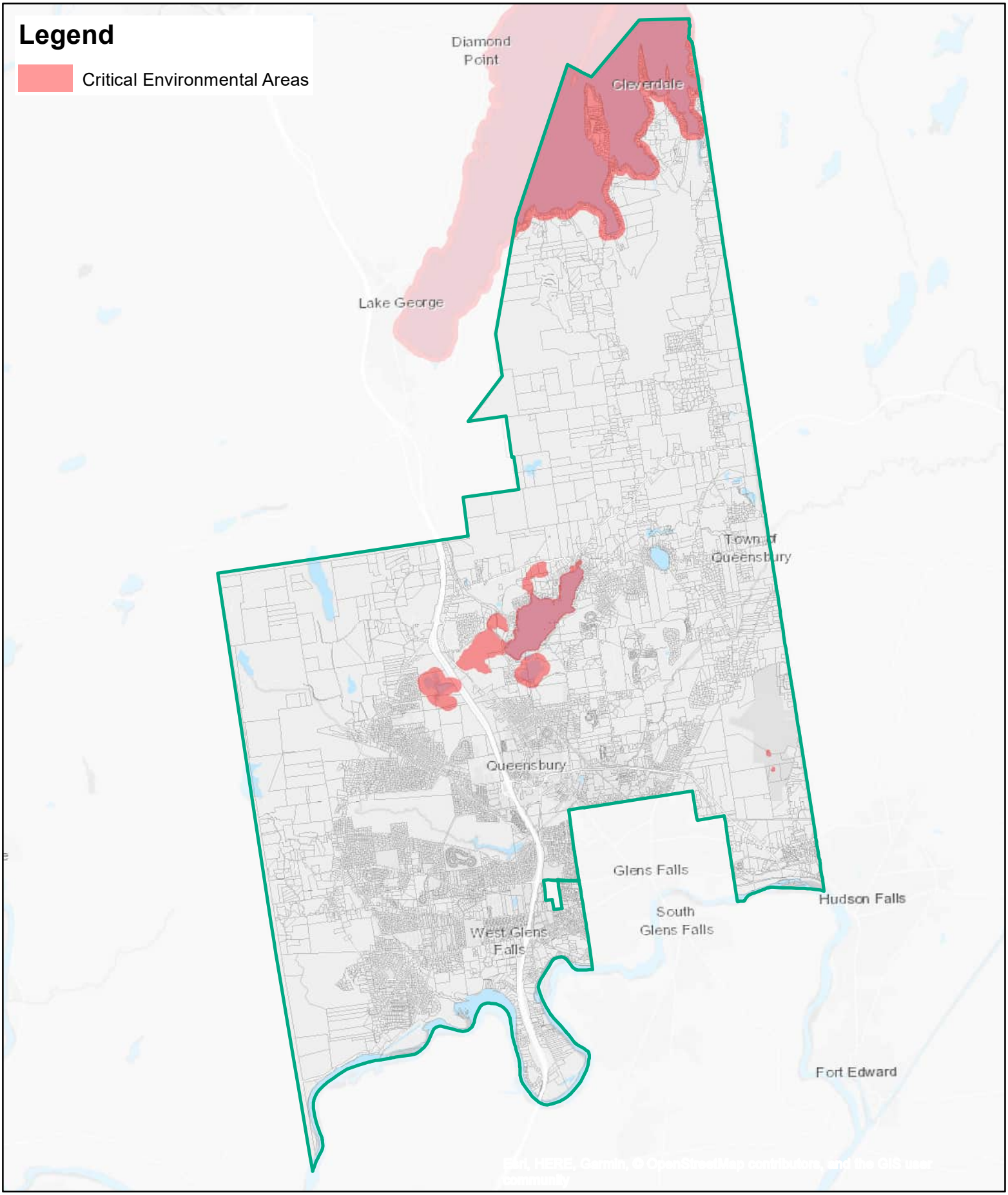
Town of Queensbury

Vacant Parcel Map

Warren County 2024 New York

Figure 4

Project No. 686.021



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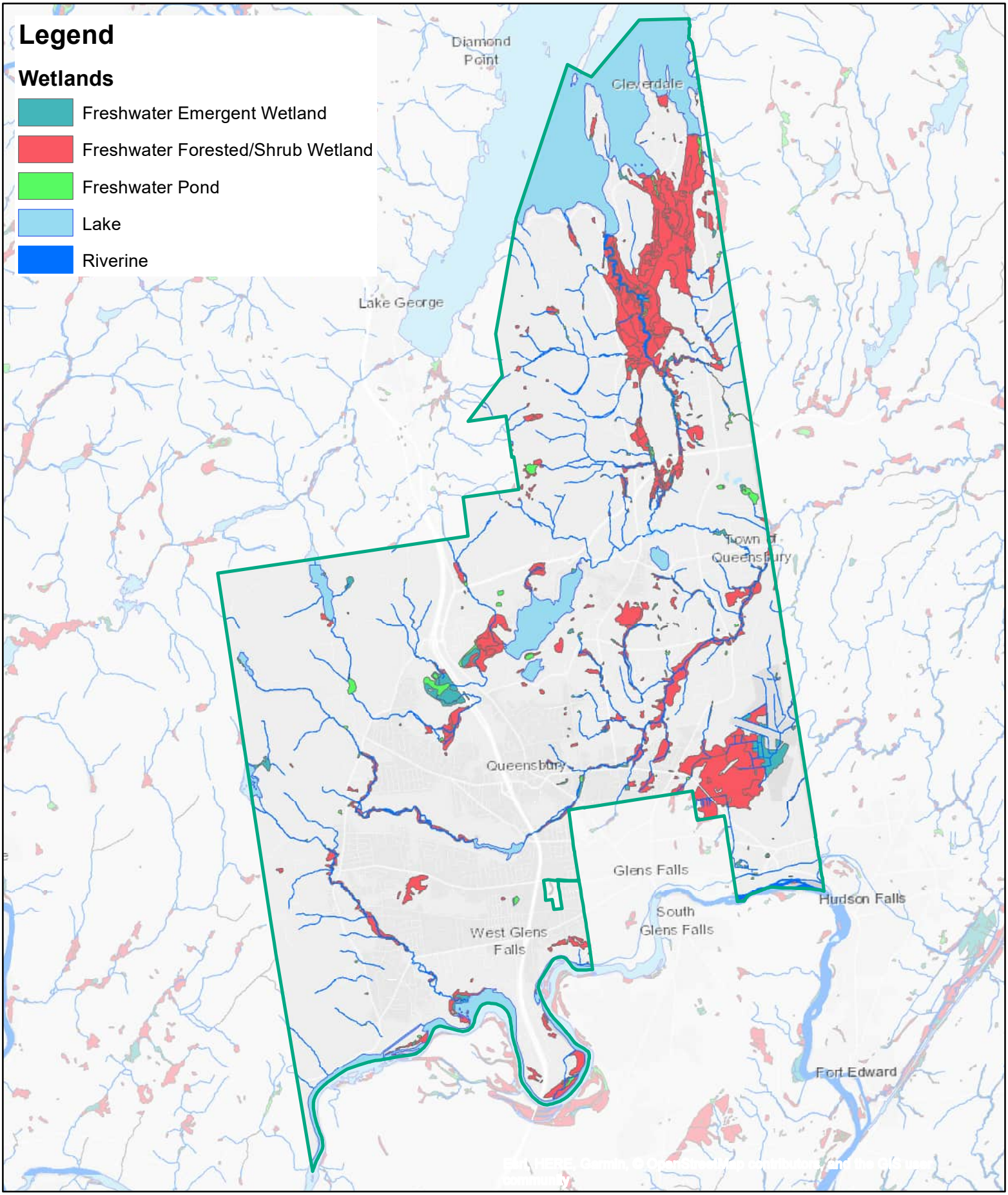
Town of Queensbury

Critical Environmental Areas Map

Warren County 2024 New York

Figure 5

Project No. 686.021



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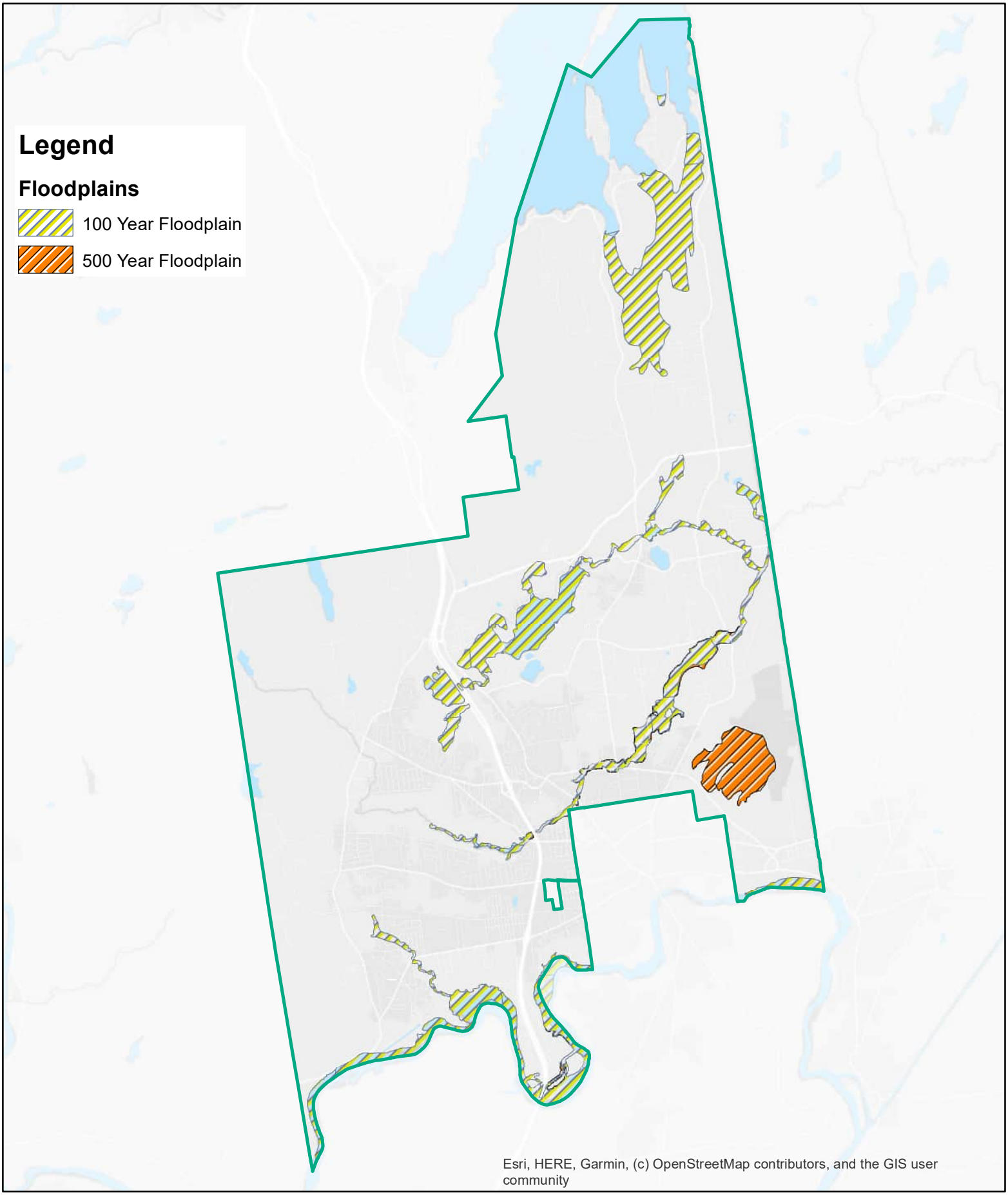
Town of Queensbury

Wetlands Map

Warren County 2024 New York

Figure 6

Project No. 686.021



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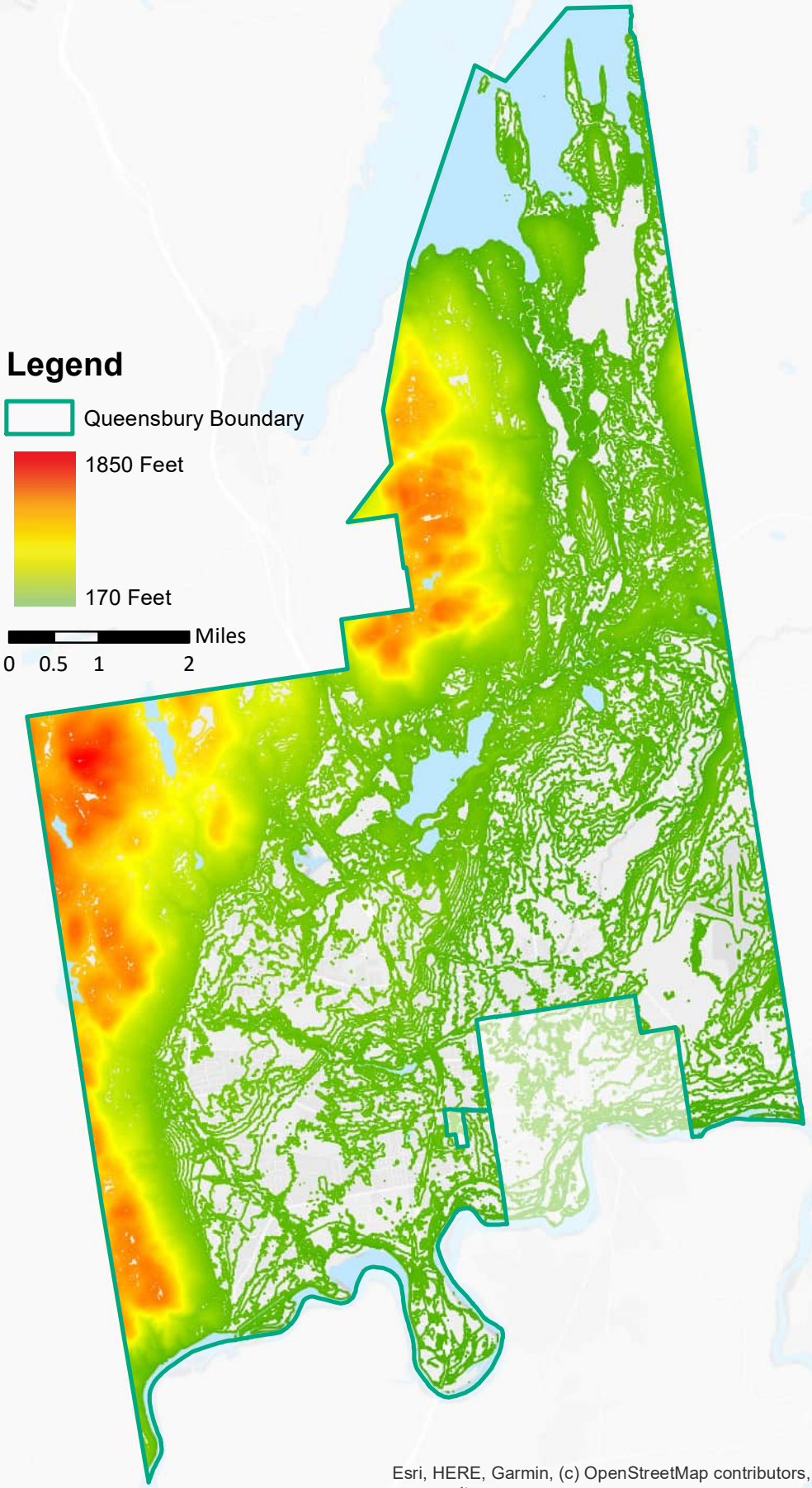
Town of Queensbury

Floodplains Map

Warren County 2022 New York

Figure 7

Project No. 686.021



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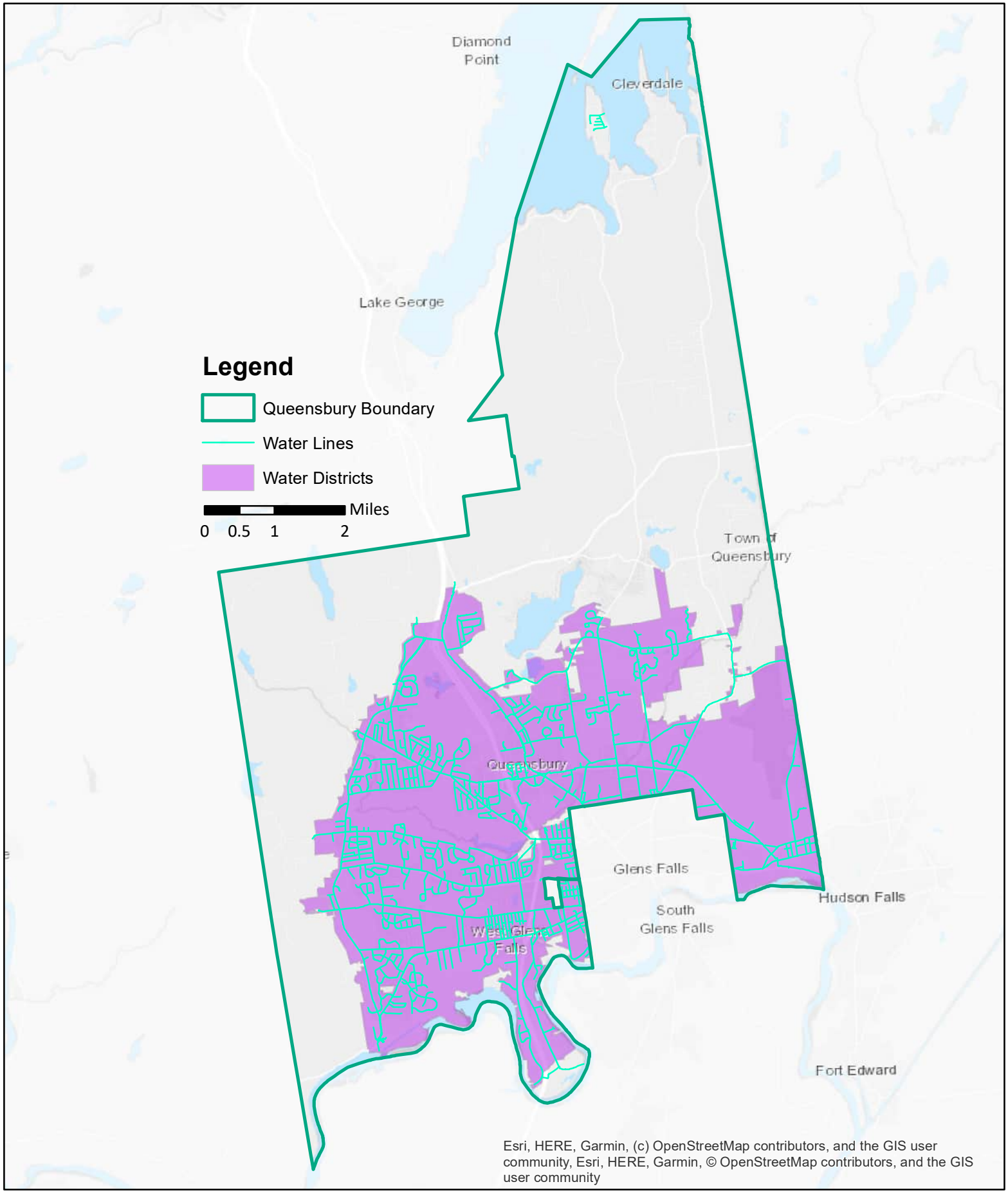
Town of Queensbury

Topography Map

Warren County 2024 New York

Figure 8

Project No. 686.021



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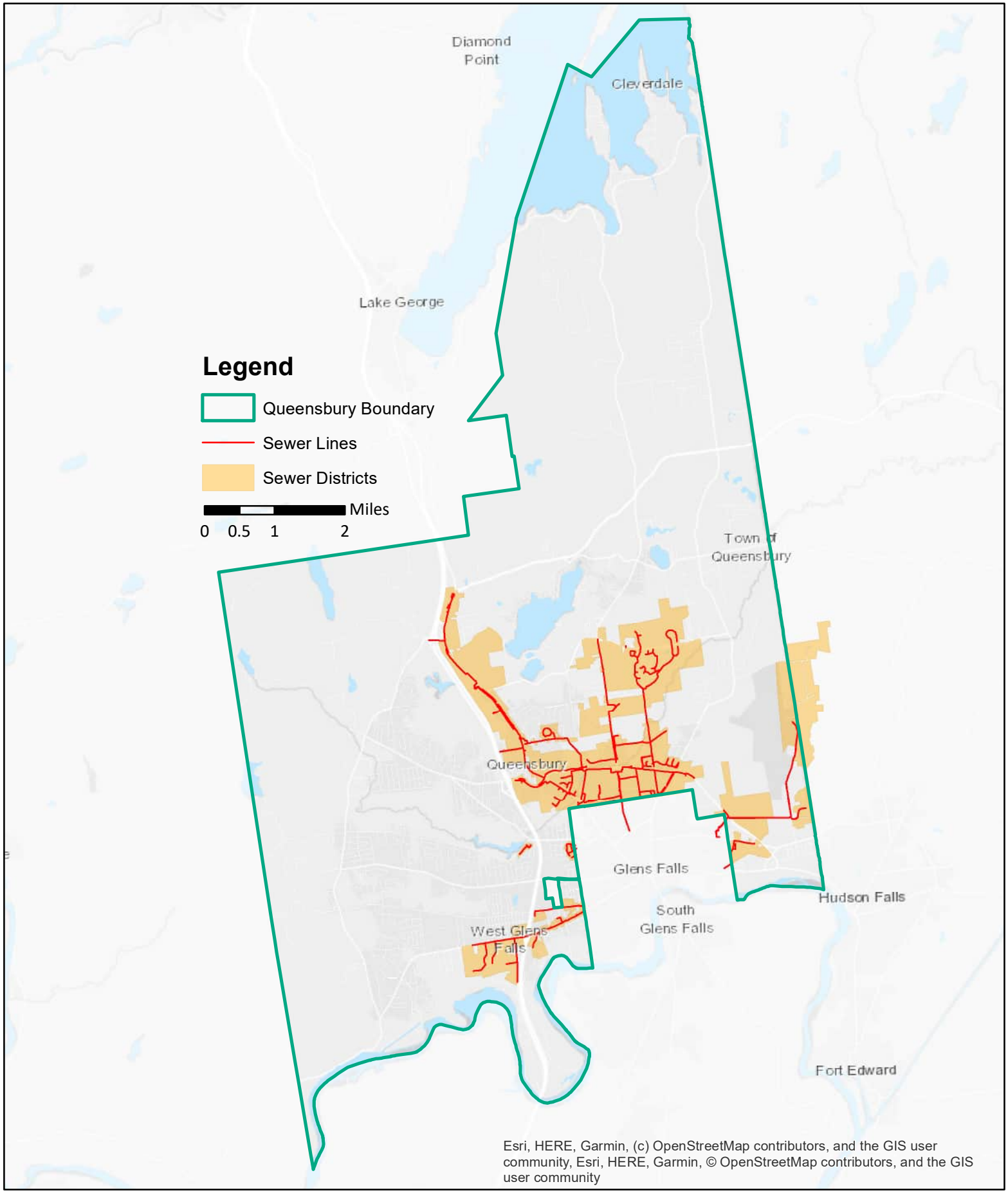
Town of Queensbury

Water Districts Map

Warren County 2024 New York

Figure 9

Project No. 686.021



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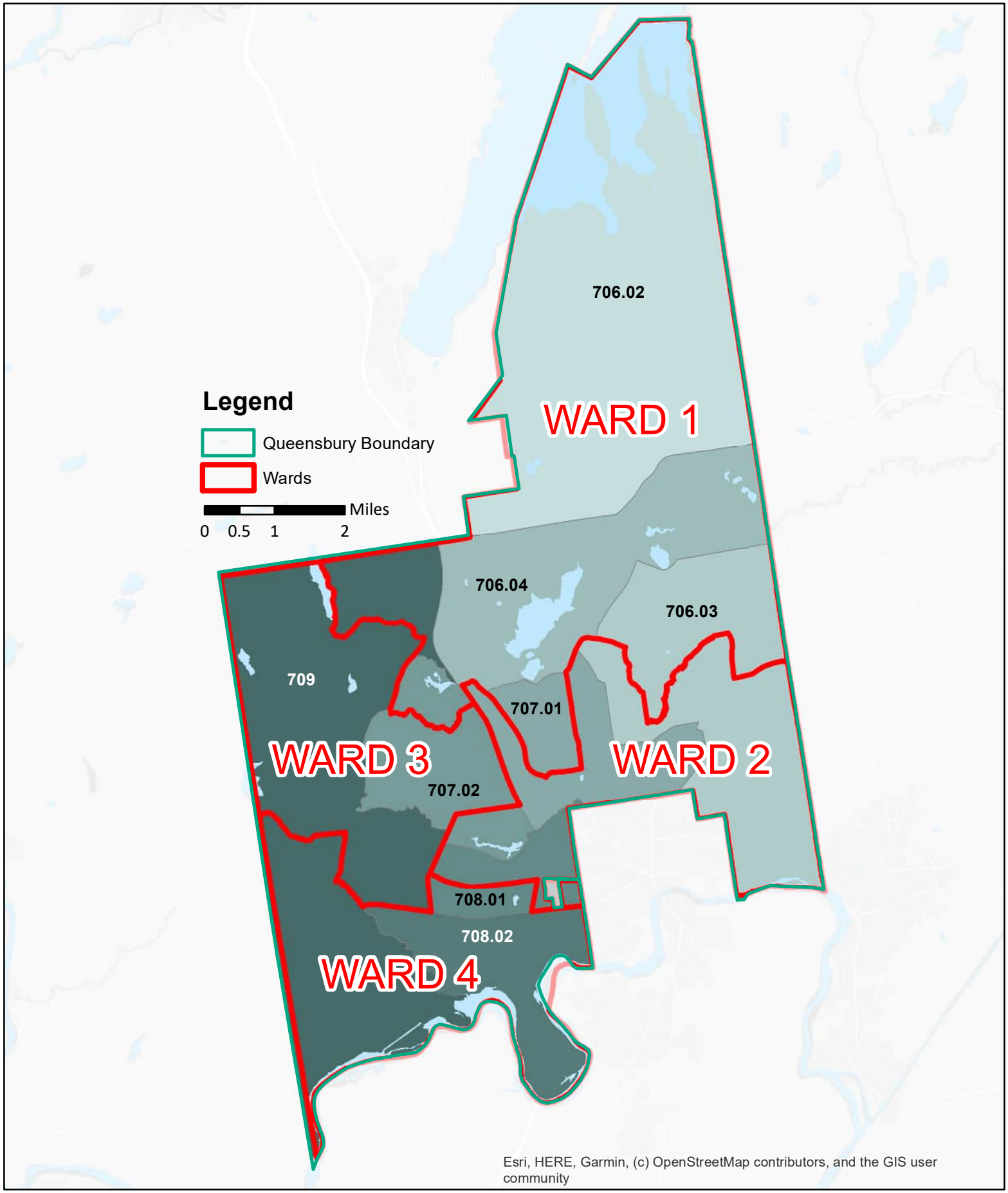
Town of Queensbury

Sewer Districts Map

Warren County 2024 New York

Figure 10

Project No. 686.021



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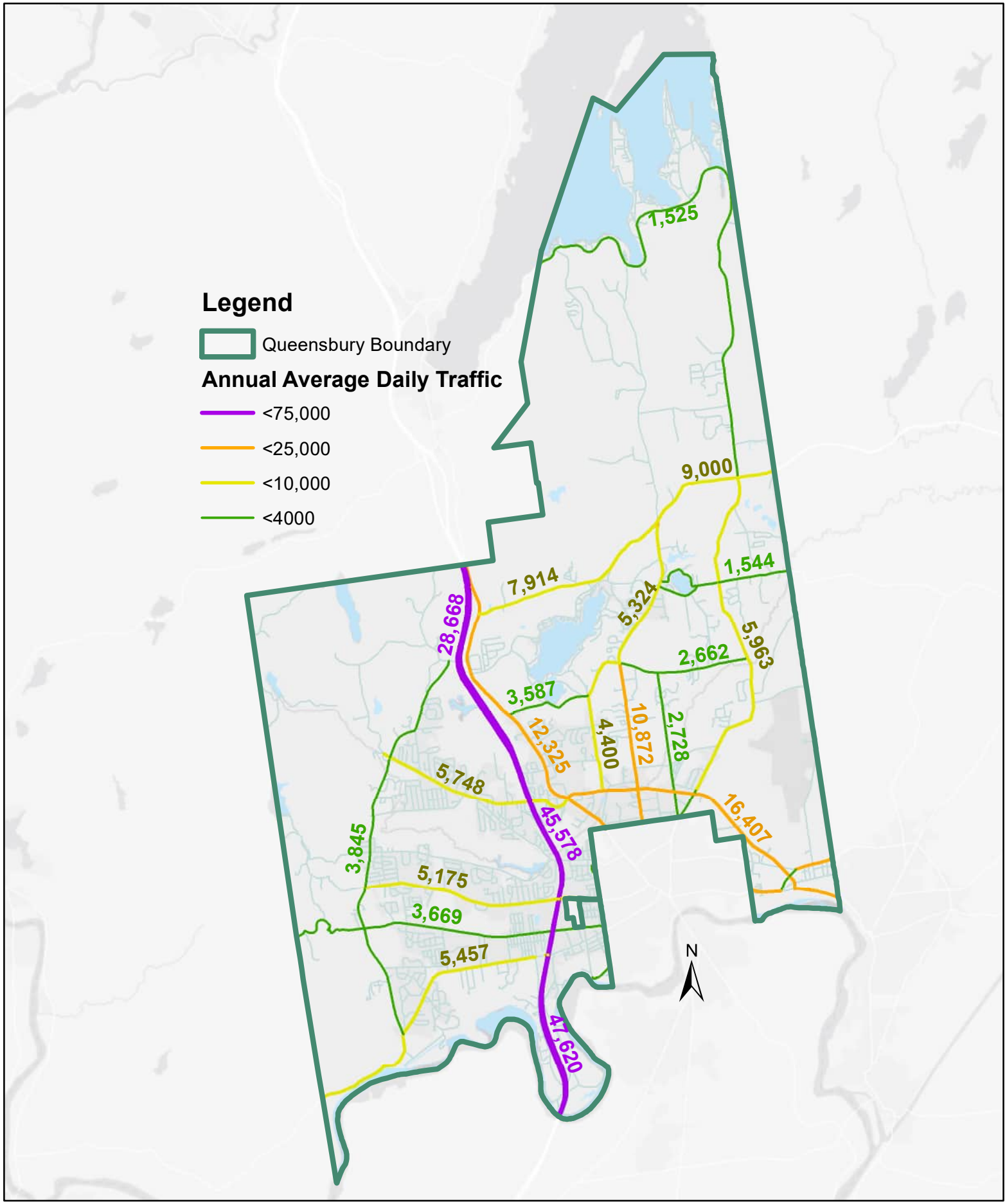
Town of Queensbury

Wards & Census Tracts Map

Warren County 2024 New York

Figure 11

Project No. 686.021



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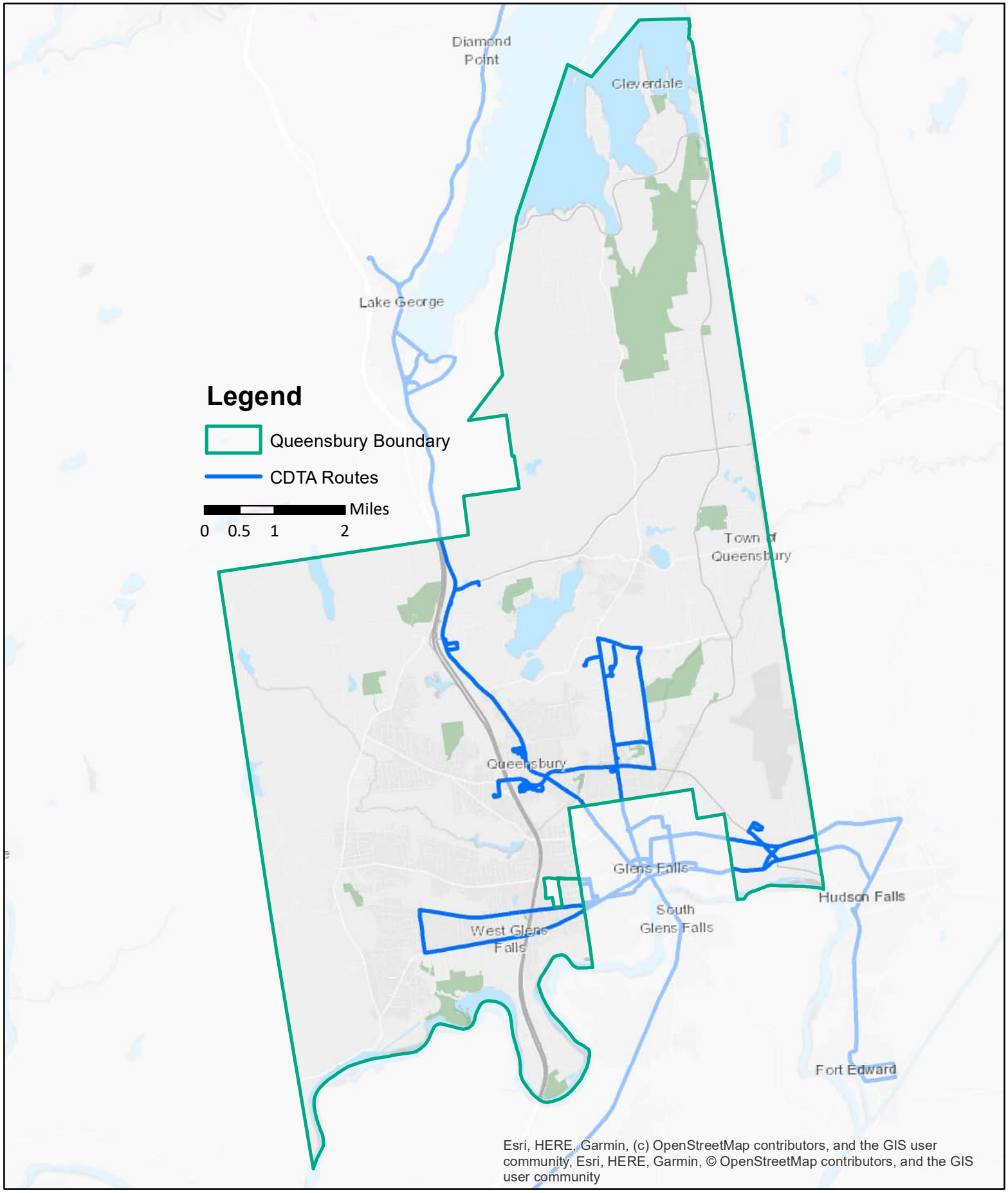
Town of Queensbury

Annual Average Daily Traffic Map

Warren County 2024 New York

Figure 12

Project No. 686.021



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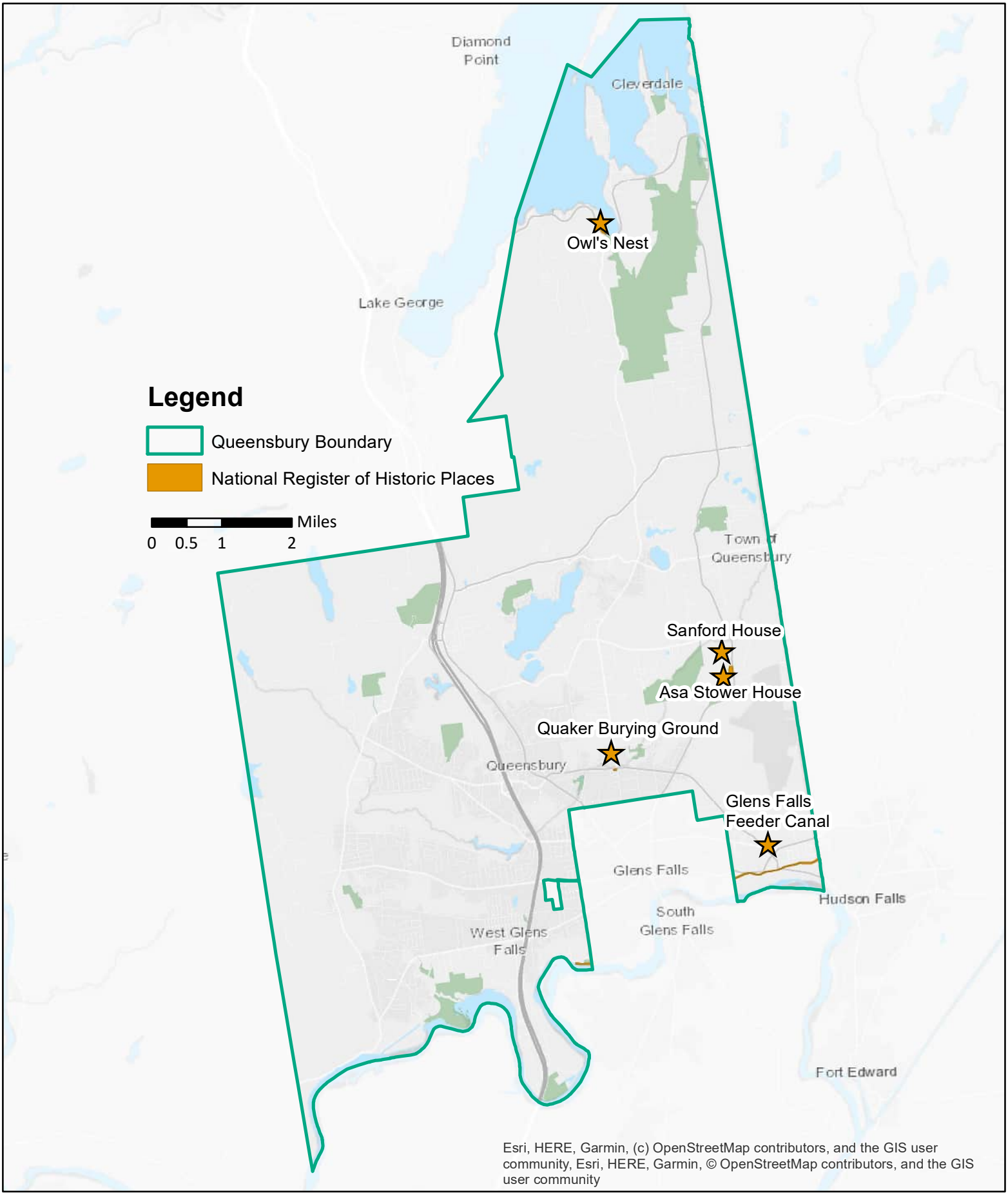
Town of Queensbury

CDTA Routes

Warren County 2024 New York

Figure 13

Project No. 686.021



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Town of Queensbury

Historic Resources Map

Warren County 2024 New York

Figure 14

Project No. 686.021

ENVIRONMENTAL FEATURES

Legend

- Critical Environmental Areas
- Areas of Steep Slope
  - 15% - 20%
  - > 20%
- Mapped DEC Wetlands
- Mapped APA Wetlands
- NWI Wetlands
- Phase II MS4 Boundary

WARRENSBURG
LAKE GEORGE
LAKE LUZERNE
FORT ANN
KINGSBURY
GLENS FALLS
MOREAU
Hudson Falls
South Glens Falls
FORT EDWARD
Lake George Village
Lake George
Glen Lake
Bear Pond
Mud Pond
Lake Sunnyside
Butler Pond
Willis Reservoir
Butler Storage Reservoir
Rockhead Pond
Round Pond
Keenan Reservoir
Halfway Brook Res.
Lake George CEA
Glen Lake CEA
Round Pound CEA
Rush Pond CEA
Bennett Field Fens CEA
Bennett Field Fens CEA
Warren County Airport
Cleverdale Rd.
Lockhart Mtn. Rd.
Bay Rd.
Sunnyside East
Haviland Rd.
Chestnut Ridge Rd.
Blind Rock Rd.
Country Club Rd.
Meadowbrook Rd.
Cronin Rd.
Sweet Rd.
Aviation Rd.
West Mountain Rd.
Potter Rd.
Dixon Rd.
Peggy Ann Rd.
Sherman Ave.
Luzerne Rd.
Pitcher Rd.
Corinth Rd.
Main St.
Dix Ave.
Boulevard
Queensbury Ave.
Curtiss Ln.
West Mountain Rd.
Pickle Hill Rd.
WASHINGTON COUNTY
WARREN COUNTY
HUDSON RIVER
WARREN COUNTY
SARATOGA COUNTY
WASHINGTON COUNTY
WARREN COUNTY
HUDSON RIVER
WASHINGTON COUNTY
SARATOGA COUNTY

This map was produced by the Town of Queensbury Community Development Department using ArcGIS and is for GENERAL REFERENCE PURPOSES ONLY. Data contained on this map was acquired by the Town of Queensbury from various sources to be used for DISPLAY PURPOSES ONLY. This map and the information displayed is provided "AS IS" and the Town of Queensbury makes no claim of the positional accuracy of the data represented on this map. The Town of Queensbury does not accept liability for any damages or misrepresentation as a result of reliance on the data displayed in this map.

N W E S

2,000 1,000 0 2,000 4,000 6,000 Feet

500 250 0 500 1,000 1,500 Meters

Critical Environmental Area Descriptions

CEA NAME	DESCRIPTION
Bennet Field Fens CEA	Marl Fens and 100' adjacent area as mapped by NYS Natural Heritage
Glen Lake CEA	100' from shore of Glen Lake
Lake George CEA	500' from shore of Lake George and adjacent wetlands
Round Pond CEA	500' from shore of Round Pond
Rush Pond CEA	500' from USGS 430' contour line

Sources:
Parcel data provided by Warren County Office of Real Property; APA Wetland Data provided by Adirondack Park Agency; DEC Wetland Data provide by NYS DEC; NWI Wetland Data provided by US Fish and Wildlife Service; Streams digitized from 1: 24 000 USGS Topo Maps; DEM data derived from USGS 10m DEM; CEA Data acquired from various sources and are provided for GENERAL REFERENCE PURPOSES ONLY; MS4 Boundary provided by NYS DEC

Map Produced by Town of Queensbury: June, 2016

Town of Queensbury
Town of Queensbury,
New York

Community Development Department
742 Bay Road
Queensbury, New York
12804
www.queensbury.net

APPENDIX D

Inventory Data

Population Data

	Queensbury		Warren County	Glens Falls Metro
	5,907			
1960	10,004	69%	44,002	
1970	14,506	45%	49,402	
1980	18,978	31%	54,854	
1990	22,630	19%	59,209	
2000	25,441	12%	63,303	124,345
2010	27,901	10%	65,707	128,923
2020	29,169	5%	65,737	127,039
2000-2020	12.8%		3.7%	2.1%

Age Data

	2010	2020			2010	2020	
Under 5 years	1,548	1,090		Under 19	7,023	5,212	-26%
5 to 9 years	1,604	1,152		20-34	3,567	4,414	24%
10 to 14 years	2,046	1,382		35-54	8,628	6,986	-19%
15 to 19 years	1,825	1,588		55-64	3,844	4,106	7%
20 to 24 years	1,382	1,515		65+	4,538	6,701	48%
25 to 29 years	996	1,369					
30 to 34 years	1,189	1,530					
35 to 39 years	1,604	1,596					
40 to 44 years	2,406	1,293					
45 to 49 years	2,295	1,982					
50 to 54 years	2,323	2,142					
55 to 59 years	2,406	1,853					
60 to 64 years	1,438	2,253					
65 to 69 years	1,272	2,201					
70 to 74 years	996	1,585					
75 to 79 years	996	952					
80 to 84 years	637	812					
85 years and over	637	1,151					
	27,639	27,446					
	2010	2020					
Under 19	7023	5,212	-0.257867				
20-34	3567	4,414	0.237454				
35-54	8628	6,986	-0.190311				
55-64	3844	4,106	0.068158				
65+	4538	6,701	0.476642				
Age Group		2010		2020			
Under 19	7,023	25%	5,212	19%			
20-34	3,567	13%	4,414	16%			
35-54	8,628	31%	6,986	25%			
55-64	3,844	14%	4,106	15%			
65+	4,538	16%	6,701	25%			

Race Data

	Town		County		Metropolitan Area	
	Estimate					
Total:	29,169		65,737		127,039	
White alone	26,568		59,911		115,073	
Black or African American alone	352		799		2,514	
American Indian and Alaska Native alone	77		170		344	
Asian alone	437		753		1,079	
Native Hawaiian and Other Pacific Islander alone	1		1		24	
Some other race alone	233		497		1,200	
Two or more races:	1,501		3,606		6,805	
Two races including Some other race	1,445		3,454		6,528	
Two races excluding Some other race, and three or more races	52		135		232	

Education Data

	2010			2020		
	County	Metropolian Area	Town	County	Metropolitan Area	Town
Population 25 years and over	46676	90515	19213	48,041	92,829	20,692
Less than 9th grade	3%	4%	2%	2%	3%	1%
9th to 12th grade, no diploma	8%	9%	6%	6%	7%	4%
High school graduate (includes equivalency)	33%	37%	30%	30%	34%	27%
Some college, no degree	18%	18%	17%	19%	18%	20%
Associate's degree	11%	11%	13%	11%	11%	11%
Bachelor's degree	15%	13%	17%	17%	15%	19%
Graduate or professional degree	12%	10%	15%	15%	12%	20%
Percent high school graduate or higher	90%	88%	92%	92%	90%	95%
Percent bachelor's degree or higher	27%	22%	32%	32%	26%	38%
		Town	County	Metro		
Less than high school	11%	11%	8%	10%		
High school or GED	27%	27%	30%	34%		
Some college, Associates degree	31%	31%	30%	29%		
Bachelors degree or higher	38%	38%	32%	26%		

Employment Data

	2020								
	Town		County		Metropolitan Area				
Estimate									
EMPLOYMENT STATUS									
Population 16 years and over	22,911		54,214		105,604				
In labor force	14,458	63%	33,456	62%	63,749	60%			
Civilian labor force	14,424	63%	33,416	62%	63,682	60%			
Employed	13,998	61%	31,937	59%	60,474	57%			
Unemployed	426	2%	1,479	3%	3,208	3%			
Armed Forces	34	<1%	40	<1%	67	<1%			
Not in labor force	8453	37%	20,758	38%	41,855	40%			
Civilian labor force	14,424	X	33,416	X	63,682	X			
Unemployment Rate	X	3%	X	4%	X	5%			
	Town		County		Metropolitan Area				
Median household income (dollars)	$ 74,031		$ 59,813		$ 57,035				
Mean household income (dollars)	$ 90,769		$ 77,328		$ 72,969				
	2020								
INDUSTRY	Town		County		Metropolitan Area			Town 2010	
Civilian employed population 16 years and over	13,998		31,937		60,474			9228	
Agriculture, forestry, fishing and hunting, and mining	7	<1%	182	<1%	1,419	2%		124	1%
Construction	788	6%	2,243	7%	4,510	8%		706	8%
Manufacturing	1040	7%	2,531	8%	6,545	11%		1286	14%
Wholesale trade	475	3%	809	3%	1,169	2%		301	3%
Retail trade	1702	12%	4,103	13%	7,991	13%		1162	13%
Transportation and warehousing, and utilities	574	4%	1,257	4%	2,463	4%		279	3%
Information	167	1%	457	1%	794	1%		409	4%
Finance and insurance, and real estate and rental and leasing	685	5%	1,444	5%	2,649	4%		620	7%
Professional, scientific, and management, and administrative and waste management services	1125	8%	2,590	8%	4,772	8%		833	9%
Educational services, and health care and social assistance	4434	32%	8,783	28%	15,530	26%		1892	21%
Arts, entertainment, and recreation, and accommodation and food services	1604	12%	4,157	13%	6,515	11%		475	5%
Other services, except public administration	513	4%	1,532	5%	2,659	4%		345	4%
Public administration	884	6%	1,849	6%	3,458	6%		796	9%
COMMUTING TO WORK	Town		County		Metropolitan				
Workers 16 years and over	13,608		31,194		59,028				
Car, truck, or van -- drove alone		85%		82%		82%			
Car, truck, or van -- carpooled		8%		9%		9%			
Public transportation (excluding taxicab)		<1%		1%		1%			
Walked		<1%		3%		3%			
Other means		1%		2%		1%			
Worked at home		4%		4%		4%			
Mean travel time to work (minutes)	22..2	(X)	22.6	(X)	24.5	(X)			

Housing Data

HOUSING OCCUPANCY	2010						2020									
	Town		County		Metropolitan Area		Town		County		Metropolitan Area					
Total housing units	12,999		38,726				14,328		39,928		68,926			Occupied housing units	12360	86%
Occupied housing units	11,483	88%	27,990	72%			12,360	86%	29,064	73%	53,574	78%		Vacant housing units	1968	14%
Vacant housing units	1,516	12%	10,736	28%			1,968	14%	10,864	27%	15,352	22%		Owner-occupied	9111	75%
														Renter-occupied	3125	26%

HOUSING TENURE	2010						2020					
	Town		County		Metropolitan Area		Town		County		Metropolitan Area	
Occupied housing units	11,473	11,473	28,533	28,533	53,136	53,136	12,236	12,236	29,034	29,034	53,088	53,088
Owner-occupied	8,181	71.3%	19,557	68.5%	37,761	71.1%	9,111	74.5%	20,516	70.7%	38,010	71.6%
Renter-occupied	3,292	28.7%	8,976	31.5%	15,375	28.9%	3,125	25.5%	8,518	29.3%	15,078	28.4%

YEAR STRUCTURE BUILT	2020					
	Town		County		Metropolitan Area	
Total housing units	13,747		40,119		69,681	
Built 2010 or later	929	6.7%	1744	4.4%	2,855	4.1%
Built 2000 to 2009	2,299	16.7%	5,433	13.5%	7,980	11.5%
Built 1990 to 1999	2,170	15.8%	443	11.1%	7,274	10.4%
Built 1980 to 1989	2,582	18.8%	5,559	13.9%	8,685	12.5%
Built 1970 to 1979	1,950	14.2%	4,693	11.7%	7,484	10.7%
Built 1960 to 1969	1,236	9.0%	3,861	9.6%	6,187	8.9%
Built 1959 or earlier	2,581	18.7%	14,386	35.8%	29,216	41.9%

VALUE	2020					
	Town		County		Metropolitan Area	
Owner-occupied units	9,111		20,516		38,010	
Less than $50,000	368	4.0%	826	4.0%	1,906	5.0%
$50,000 to $99,999	348	3.8%	1,380	6.7%	4,598	12.1%
$100,000 to $149,999	815	8.9%	3,085	15.0%	7,396	19.5%
$150,000 to $199,999	1,715	18.8%	4,449	21.7%	7,977	21.0%
$200,000 to $299,999	3,385	37.2%	5,774	28.1%	9,038	23.8%
$300,000 to $499,999	1,737	19.1%	3,100	15.1%	4,487	11.8%
$500,000 to $999,999	465	5.1%	1,197	5.8%	1,719	4.5%
$1,000,000 or more	278	3.1%	705	3.4%	889	2.3%
Median (dollars)	245,400	(X)	208,600	(X)	177,000	(X)

UNITS IN STRUCTURE	Town			
	2010		2020	
Occupied housing units	12,753	12,753	13,747	
1, detached	8,563	67.1%	9,772	71.1%
1, attached	771	6.0%	821	6.0%
2 apartments	390	3.1%	567	4.1%
3 or 4 apartments	512	4.0%	461	3.4%
5 to 9 apartments	839	6.6%	630	4.6%
10 or more apartments	973	7.6%	1,100	8.2%
Mobile home or other type of housing	705	5.5%	396	2.9%

Cost Burden Data

	2010					
	Town		County		Metropolitan Area	
Total	11,473		28,533		53,136	
Less than 20.0 percent	4865	42.4%	11,613	40.7%	21,149	39.8%
20.0 to 29.0 percent	2720	23.7%	6,677	23.4%	12,753	24.0%
30 percent or more	3660	31.9%	9,559	33.5%	17,801	33.5%
Zero or negative income	46	0.4%	143	0.5%	266	0.5%
No Cash Rent	173	1.5%	571	2.0%	1,223	2.3%

	2020					
	Town		County		Metropolitan Area	
	12,236		29,034		53,088	
	6,271	51.2%	13,965	48.2%	26,224	49.3%
	2,742	22.4%	6,646	22.9%	11,441	21.6%
	3,017	24.6%	7,750	26.6%	14,235	26.8%
	66	0.5%	176	0.6%	351	0.7%
	140	1%	497	1.7%	837	1.6%

income Data

		2010		**2020**	**% Change**
Town	$	61,009	$	77,633	27%
County	$	51,619	$	64,658	25%
Metropolitan Area	$	50,149	$	62,284	24%

Poverty Data

	2010	2019									
Town	12%	10%	-2%								
County	13%	14%	1%								
	2020										
	Town				County				Metropolitan Area		
	Total	Below Poverty Area			Total	Below Poverty Area			Total	Below Poverty Area	
Population for whom poverty status is determined	26,912	1,632	6.1%		63,303	5,361	8.5%		121,169	11,694	9.7%
AGE											
Under 18 years	4,549	255	5.6%		11,378	1,099	9.7%		22,482	2,624	11.7%
Under 5 years	1,090	135	12.4%		2,803	409	14.6%		5,627	842	15.0%
5 to 17 years	3,459	120	3.5%		8,575	690	8.0%		16,855	1,782	10.6%
Related children of householder under 18 years	4,524	230	5.1%		11,339	1,060	9.3%		22,306	2,448	11.0%
18 to 64 years	15,832	926	5.8%		37,978	3,419	9.0%		73,195	7,251	9.9%
18 to 34 years	4,823	375	7.8%		12,128	1,309	10.8%		23,213	2,733	11.8%
35 to 64 years	11,009	551	5.0%		25,850	2,110	8.2%		49,982	4,518	9.0%
60 years and over	8,775	654	7.5%		19,439	1,409	7.2%		35,053	2,653	7.6%
65 years and over	6,531	451	6.9%		13,947	843	6.0%		25,492	1,819	7.1%
	Town				County				Metropolitan Area		
SEX	Total	Below Poverty Level			Total	Below Povery Level			Total	Below Poverty Level	
Male	13,055	736	5.6%		31,207	2,540	8.1%		59,889	5,308	8.9%
Female	13,857	896	6.5%		32,096	2,821	8.8%		61,280	6,386	10.4%

APPENDIX E

Relevant Studies

- *Technical Investigations Memo*
- *Low Impact Development Study*
- *Smart Growth America*
- *Exit 18 Rezone Study*
- *Warren County Pathway Corridor Project*
- *Affordable Housing Strategy*
- *Hudson-Ciba Waterfront revitalization plan*
- *Pathways to Progress*

Barton & Loguidice

Memo To:	Town of Queensbury CPCSC	**Date:**	January 22, 2024
From:	Bob Murphy, Jr., AICP Barton & Loguidice, DPC	**Project No.:**	686.021.001
Re:	Technical Investigation Items		

During the Community Profile, Vision and Policy Framework, and Community Development Strategy and Implementation Plan Tasks, the B&L Team will work with the Town address following specific topic areas as indicated in the RFP:

Review of the 2007 Town of Queensbury Comprehensive Plan 2

Facilitation of Housing Development 7

2019 Affordable Housing Strategy and Feedback Analysis 7

Residential Zoning Considerations 8

Sustainability Elements in Accordance with Action PE6 of the NYS Climate Smart Communities Program 9

Performance-Based Zoning and Incentive Zoning 11

Consideration of the 2021 Low Impact Development (LID) Final Report: Recommended Code Amendments 13

Water and Sewer Infrastructure Capacity for Future Development 14

Wastewater Infrastructure 14

Water Infrastructure 15

Review of the 2007 Town of Queensbury Comprehensive Plan

The following table provides a list of all the recommendations from the 2007 Town of Queensbury Comprehensive Plan and the status of each action.

Label	Recommendation	Status
A.1	The existing street grid pattern should be strengthened in the neighborhood residential planning area.	**Attempted**. Through zoning and design guidelines.
A.2	In neighborhood residential areas, allow two-family homes in neighborhoods and multifamily dwellings where appropriate in scale or form, mostly likely along the major roads. Allow in-law apartments in neighborhood residential areas.	**Partially Complete**. Single-family, duplex, multi-family, and townhouses allowed. Residential ADU's not allowed.
We suggest grouping residential definitions under one housing umbrella. These are the current housing definitions: ***SINGLE-FAMILY DWELLING**: A building, not including a mobile home, of one or more stories of height above the main grade level, which is designed or used exclusively as the living quarters for one family, whether seasonal or year-round.* ***DUPLEX or DWELLING, TWO-FAMILY:** A detached building containing two dwelling units that are attached by a common wall.* ***APARTMENT HOUSE:** A multiple-family dwelling that is a building arranged in single dwelling units and intended or designed to be occupied by three or more families living independently of each other, which building may or may not have common services and entrances, and which units are rented.* ***TOWNHOUSE**: A dwelling unit which is one of a series of units, having a common party wall between adjacent units, each with a private outside entrance, each with its own separate lot of record.* ***MULTIPLE-FAMILY DWELLING (or MULTIFAMILY DWELLING):** A building arranged to house three or more single dwelling units, including but not limited to apartment houses, townhouse developments, certain condominium developments and the conversion of existing single-family dwellings.* ***CONDOMINIUM DEVELOPMENT:** A project of individual dwelling units or commercial, manufacturing or industrial units which may consist of one, a part of or more than one structure wherein the dwelling units are individually owned, each owner holding a title thereto, while retaining, together with all the other owners of units in the project, an undivided interest in the common facilities and areas of the buildings and grounds which are used by all the residents, through an offering prospectus. All condominium developments shall be reviewed as a subdivision.*		
A.3	In the neighborhood planning area, require developers to provide parks, trail connections and other greenway features in significant subdivisions.	**Complete**. Found in subdivision requirements in the following districts: Land Conservation; Rural Res; mod-density res; neighborhood res; waterfront res; parkland rec.
A.4	In the moderate density residential planning areas, require new subdivisions to make or plan for connections to adjacent properties, and develop a plan to increase automotive and pedestrian connections between existing subdivisions.	**Incomplete**. Not required in mod-dens districts but required in Office District and Northway Business Park District (Not on map)
Veterans Field Light Industrial Park/Northway Business Park District annexation into Queensbury; annexation agreement dated June 1, 2003.		

A.5	Developers should be required to provide sidewalks in all new subdivisions in the Neighborhood Residential planning areas. Sidewalks should be encouraged in all other residential areas where conservation subdivision design is required. The town should install sidewalks as it rebuilds roads in the moderate density residential area.	**Partially complete**. Site Plan Review encourages pedestrian activity with paths or sidewalks.
A.6	In the residential planning area, all new residential subdivisions should be required to be conservation subdivisions – an improved form of cluster design.	**Complete**. Conservation subdivisions required in the following districts: Land Conservation; Rural Res; mod-density res; neighborhood res; waterfront res; parkland rec.
A.7	In the moderate density residential area, maintain a moderate density of one unit for every two acres. Provide a density bonus for developers who connect their projects to public water and sewer.	**Complete**. Density: 2 acres per dwelling unit if not connected to public sewer and water systems. 1 acre per dwelling unit if connected to public sewer and water systems.
A.8	Maintain a rural density in the rural residential planning area. Provide density bonuses for certain community amenities.	**Partially complete**. No density bonuses.
A.9	Require conservation subdivision design for multi-unit projects that organizes open space around the protection of rural character in the rural residential planning area.	**Completed.** § 179-4-010 Residential design requirements. D. Rural design.
A.10	In the rural residential planning area, provide guidance to developers and planning board members so that the goal of site plan review for multi-unit residential development is the protection of rural character. Enact zoning regulation for individual home that specify such things as setbacks and general lot locations, which will preserve rural character. Clearly define in the zoning code what constitutes unbuildable land.	**Complete**. Table of Requirements and definition of Unbuildable Land.
A.11	Responsible and appropriately scaled composting of appropriate organic waste materials should be encouraged in all residential areas.	**Complete**. § 97-5 Composting Requirements.
A.12	The Planning Board should require detailed Good Neighbor Plans for commercial projects.	**Complete**. § 179-5-180 Good Neighbor Plan.
A.13	The Town Board should evaluate creating a one thousand (1,000) foot buffer zone along the Adirondack Northway (I-87) within which new residential subdivisions would be prohibited.	**Complete.** Development off Route 9 and adjacent to I87 requires a buffer. Residential development requires 500 feet around I87.
B.1	Use water and other townwide natural features as an organizing theme for development.	**?**
B.2	Establish an open space preservation program.	**Incomplete**. Opens space plan last updated 2003
B.3	Consider the creation of a town fund for open space conservation.	**Does the Town fund land trusts/conservancies?**

B.4	Expand the network of non-vehicular trails and connection, for example the Rush Pond trail system development plan. This recommendation echoes portions of the Town's 2003 Open Space Plan and endorses those previous findings.	**Ongoing**. The town has done a good job expanding its trails system.
B.5	Work with the City of Glens Falls to investigate avenues to develop an appropriate land use management plan for the Glens Falls watershed areas.	**Ongoing**. Halfway Brook Trail / Watershed Recreation Management Plan.
B.6	Conduct research to re-evaluate the environmental health of Glen and Sunnyside Lakes. Determine a fiscally prudent course of action to correct any problems.	**Partially Complete**. A stormwater retrofit project for Glen Lake was completed in 2009.
B.7	The Town Board should reactivate the dormant Open Space Committee or create a new advisory committee to manage certain recommendations of this comprehensive plan and the Town's Open Space plan.	**Incomplete**.
B.8	Create a waterfront overlay district to govern residential development along the shores of Queensbury's lakes and ponds.	**Complete**. 75 ft. waterfront setback overlay and waterfront residential district.
B.9	Require all new and replacement lights conform to "dark sky standards." Existing fixtures will have to be replaced after a 7-year amortization period.	**Discuss**. Has there been issues with lighting complaints? The lighting section (§ 179-6-020 Lighting) appears to be sufficient.
B.10	Incorporate green policies into as many aspects of Queensbury town business as possible making the community an environmental role model.	**Discuss**.
B.11	Make more locations along water accessible to the public.	**Ongoing**.
B.12	Noise should be an important factor in zoning rules.	**Partially**. There is no reference to decibel levels (except for firing ranges) but reducing noise through buffering is mentioned throughout the code. Has this been an issue?
B.13	The Board of Health should investigate the feasibility of requiring a septic system test when properties in Critical Environmental Areas change hands.	**Discuss**. Tests are required in the Waterfront Res. Zone upon transfer. Should this be expanded?
B.14	Add additional protection to Critical Environmental Areas by requiring site plan review by the Planning Board for all uses that either involve the expansion or relocation of a structure, any decrease in permeable area, or any increase in floor area ratio.	**Complete**. § 179-6-065 Construction within a critical environmental area requires site plan review. Should penalties for violators be increased?
C.1	Review and improve design guidelines in design areas	**Complete**. There are design standards: Article 7 Design Standards. Has this been satisfactory?
C.2	Implement pedestrian safety measures	**Complete**.

C.3	Create a Neighborhood Commercial Floating District.	**Complete**. It is not a *floating* district.
D.1	Require large new commercial development and major redevelopment projects to be walkable and built to "town center" scale.	**Complete**. Encouraged in Site Plan Review section and Design Standards.
D.2	Establish architectural standards that require new buildings to move toward the creation of a distinctive Queensbury community.	**Complete**. Article 7 Design Standards, § 179-7-040 Elements of design standards, C. Architectural Design
D.3	Parking lots should be placed behind buildings so that buildings address the streets. Eliminate minimum parking requirements and require shared parking. Require vehicular and pedestrians connections between adjoining projects and establishments.	**Complete**. Shared parking is allowed upon PB approval. There is a shared lot formula: § 179-4-090 Parking and loading regulations, Table 2.
D.4	Regulate the outdoor display of merchandise on landscaped areas within 50' of the edge of the paved surfaces of Route 9 and Route 254.	**Unclear**. Unable to find any reference to this in Town Law. There is reference to clutter on Route 9 South District.
D.5	In the Bay Road Professional Office and Quaker Road East Commercial Areas parking should remain behind buildings, but setbacks should reflect the more rural nature of the areas.	**Complete**. Addressed for commercial uses in: Commercial Intensive; Commercial Moderate; Office; Neighborhood Commercial.
D.6	Implement the design recommendations of the Main Street Plan. Continue the same design theme along Dix Avenue in southeastern Queensbury.	**Complete**. Design Standards
D.7	Alleviate the impacts of minimum lot requirements for commercial and office uses by adjusting setbacks.	**Complete**. Tables have been adjusted multiple times since 2008.
D.8	Allow the Commercial Mixed-Use Areas on Main Street and Dix Avenue to host denser and more varied housing than is found in other parts of Queensbury. However, residential uses should not be allowed on the first floors of buildings along streets.	**Complete**. Apartment house, condos, and multi-family are allowed in the Main Street District.
D.9	Maintain, or create as needed, appropriate buffers between Mixed-Use areas and residential neighborhoods near them.	**Complete**. There are buffer requirements between adjacent uses.
D.10	Revise sign regulations to reduce the number and size of signs in commercial areas. The regulations can vary depending on the neighborhood or commercial area within the community. Enforce the standards vigorously.	**Complete**. The sign section is comprehensive and has been updated multiple times.
E.1	Focus industrial businesses in and around the four, recently designated Empire Zones, and the Warren County Airport.	**Ongoing**. Empire zones is now the Excelsior Program.
E.2	Allow large-scale office and limited commercial uses in light industrial areas.	**Complete**.
E.3	Secure public access to the waterfront as owners change in industrial areas.	**Ongoing**. Businesses have shut down, recently.

E.4	Set site plan review and architectural design standards for industrial areas.	**Completed** § 179-7-080 All industrial zones.
E.5	Institute a brownfields program to reclaim contaminated land or land perceived to be contaminated.	**Complete / In-Process**.
E.6	Evaluate the extension of sewer lines to all industrial zones.	**?**. Has this occurred?
E.7	Increase broadband access in the community	**Complete**.
E.8	Create shovel-ready sites to allow for streamlined industrial permitting.	**In-process**. Via brownfield program
E.9	Ensure that land use regulations for the lands surrounding the Floyd Bennett Memorial Airport support the airport's continued growth and operations.	**Complete**. Light Industrial zone is adjacent to the airport.
E.10	The Town should systematically review both the capacity and impacts of existing public infrastructure Town-wide in order to have a more accurate understanding of the opportunities and limitations for future development town-wide.	**Ongoing**. This may be good to carry in this Comp Plan Update.
F.1	Work with the Town Historian to complete a town-wide inventory of historic and cultural resources.	**In-Process**.
F.2	Examine the possibility of becoming a Certified Local Government and look for ways to gain federal support for preservation efforts. Become a foundation for historically-based tourism and business development.	**Incomplete**.
G.1	Consolidate the number of zoning districts.	**Complete**. Districts were reduced from having 30 to 20, plus overlay districts (4).
G.2	Create a "smart growth" checklist or scorecard to help planning board members, developers and the public remember the community's vision and the tools in place to achieve it.	**In-Process**. Queensbury is a climate smart community and has completed actions.
G.3	Zoning and subdivision regulations should make it easy for landowners and developers to give the community what it wants.	**Unclear**.
G.4	Rezoning should be rare and only take place if it forwards the goals of the Comprehensive Plan.	**Completed**.
G.5	Variances should be rare.	According to SPP, too many variances.
G.6	Increase the enforceability of the zoning code and subdivision regulations.	**In-process**. Bad actors violating the code.
G.7	Review this Comprehensive Plan regularly.	**In-Process**.

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Facilitation of Housing Development

Zoning changes can help strike a balance between meeting the demand for housing, including workforce housing, while preserving the scenic landscapes, critical environmental areas, and unique characteristics in the Town of Queensbury. Below are strategies pulled from the 2019 Affordable Housing Strategy along with feedback gathered during the outreach process of the 2024 Comprehensive Plan Update. Following that analysis are zoning considerations for specific zoning districts with an emphasis on residential development.

2019 Affordable Housing Strategy and Feedback Analysis

Strategy Option 3 suggests possible zoning changes that would allow for a wider range of residential development within the Town by permitting more housing in areas that may not have been traditionally thought of for residential development.

- Feedback shows that the town wants to preserve the environmental setting and prioritize single-family housing.
- Interactive map feedback included ideas to focus multi-family housing toward commercial corridors and use zoning laws to require developers to build more dense owner-occupied housing.
- Many would like to see greater housing options at Aviation Road, Route 9, and Quaker Road area.

Strategy Option 2 suggests including Planned Unit Development (PUD) zoning to encourage workforce housing development.

- One specific policy option in this area would encourage (e.g. allow) projects to have higher unit densities per project by allowing housing developers to add units through density bonuses to a project.
- Residents do not want any more apartment complexes, but this strategy suggests allowing increased unit densities in order to utilize existing public water and waste water systems, as well as have proximity to public transit and other infrastructure capacity within the Town.
- This strategy suggests expanding affordable housing throughout the community, while doing so in an unobtrusive manner.

Strategy Option 4 recommends undertaking steps to facilitate the funding and completion of a collaborative and detailed housing market preference study.

- This may cover the following segments: unit types, degree of compactness, location, public infrastructure, possible interior design alternatives, and exterior design.
    - Feedback from the public indicates that the majority of respondents want to limit multi-family housing development and condominium / apartment structures.

- This study could be a foundational piece of research that would accelerate the development of critically important housing supply at the right price points and rental levels in the town.

Strategy Option 7 suggests creating a workforce housing advisory committee to oversee affordable workforce housing policies in the town.

Residential Zoning Considerations

Moderate Density and Neighborhood Residential Zoning Updates: The Moderate Density (MDR) and Neighborhood Residential (NR) zoning districts are similar with their differences lying in the bulk/area requirements and NR allowing townhouses. Explore opportunities to extend the NR district into MDR areas, where appropriate. Evaluate and update the Neighborhood Residential zoning to accommodate infill and high-density housing, ensuring that the district regulations align with the current development needs while preserving the traditional character of high-density neighborhoods.

Main Street Zoning Enhancements: Single-family homes and Apartment Houses (multi-family homes) are allowed in this district, but not duplexes (2-family homes). Consider allowing Duplexes in order to increase residential density and allow for the conversion of single-family homes to two-family.

Commercial Corridors Zoning Amendments: Commercial Moderate (CM) and Commercial Intensive (CI) do not allow any residential or mixed-use development. Consider revising these zoning districts to allow for mixed-use developments that incorporate housing along with commercial spaces. This approach promotes smart growth and can help meet housing demands in areas with commercial potential.

Incentives for Affordable Housing: Explore the implementation of zoning incentives or bonuses for developers who incorporate affordable and workforce housing units within their projects, encouraging the creation of diverse housing options.

Rezoning of Underutilized or Vacant Areas: Identify underutilized or vacant areas within commercial corridors or moderate density zones and consider rezoning them to allow for higher-density residential development, promoting efficient land use.

Streamlined Approval Processes: Implement streamlined approval processes for housing developments, particularly those aimed at meeting workforce housing needs, to encourage developers and reduce bureaucratic hurdles.

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Sustainability Elements in Accordance with Action PE6 of the NYS Climate Smart Communities Program

The objectives proposed in the Comprehensive Plan Update for the Town of Queensbury align with several of the sustainability elements outlined in Action PE6[1] of the NYS Climate Smart Communities Program. Below is a summary of how the proposed objectives either advance Action PE6 or may need further alignment with the sustainability elements.

The current objectives align with seven (7) of the twelve sustainability elements:

1. **Direct new development toward vacant or underused parcels (infill development):** The objective to reduce and contain commercial sprawl through regulatory tools supports smart growth principles, as it promotes more efficient land use and helps in conserving natural areas.
2. **Mixed-Use Development:** The emphasis on mixed-use development aligns with sustainability by creating walkable neighborhoods, supporting alternative modes of transportation, and promoting smart growth principles.
3. **Tourism Economy:** Fostering tourism growth while protecting the natural environment demonstrates a commitment to sustainable economic development and conservation of natural areas.
4. **Local Business Development:** Attracting and supporting local businesses within the town promotes green economic development, decreases dependence on fossil fuels, and fosters equity by enhancing local accessibility.
5. **Work-from-Home Accommodations:** Addressing the needs of the work-from-home labor force aligns with sustainability by potentially reducing commuting, supporting alternative transportation, and accommodating changes in transportation/mobility systems.
6. **Environmental Protection:** Objectives related to protecting critical environmental areas, promoting sustainable development practices, and advocating for renewable energy contribute to conserving natural areas and reducing dependence on fossil fuels.
7. **Infrastructure Investment:** Investing in municipal services, infrastructure, and disaster preparedness aligns with efficient resource use, sustainability, and climate change adaptation.

[1] To be in accordance with Action PE6, a community must have a comprehensive plan with sustainability elements, examples of those sustainability elements include: Support alternative modes of transportation; Promote smart growth principles in land-use policies; Conserve natural areas; Promote a healthy and safe community; Foster equity; Foster green economic development; Decrease dependence on fossil fuels and support energy efficiency and renewable energy production; Foster the efficient use of natural resources; local food systems; Minimize solid waste; Protect drinking water sources from pollution; and Promote adaptation to climate change.

The following sustainability elements could be strengthened through objectives in the Comprehensive Plan:

8. **Equity and Social Considerations:** While there is a mention of accommodating the work-from-home labor force, the objectives could be strengthened by explicitly addressing equity in housing, schools, transportation, and other aspects of community life.

9. **Water Conservation:** Although there is a mention of centralized water and sewer systems, explicit strategies for water conservation could be included to align with the efficient use of natural resources.

10. **Local Food Systems:** While attracting grocery options is mentioned, promoting local food systems and community gardens could enhance sustainability efforts related to food.

11. **Waste Minimization:** While there is a focus on solid waste management, more explicit strategies for minimizing solid waste, promoting recycling, and composting could be included.

12. **Citizen Participation in Sustainability:** While there is an objective to expand communication, there could be more emphasis on public education and engagement specifically related to sustainability and climate change.

The objectives proposed by Queensbury demonstrate a strong commitment to sustainability and align with many elements of Action PE6. To enhance alignment further, explicit strategies addressing equity, water conservation, local food systems, waste minimization, and citizen participation could be considered.

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Performance-Based Zoning and Incentive Zoning

Performance-based zoning and incentive zoning are tools that can help achieve specific community goals while allowing flexibility in land use regulations. Implementation of these strategies would require a careful balance between promoting those goals and providing that flexibility to developers. Performance-based zoning requires a certain performance metric for a project while allowing for flexibility in achieving it. An example of a performance metric could be a 'cooling factors' metric, e.g. tree preservation, new tree planting, ground-level vegetation coverage, green roofs, shade structures. This approach can provide a powerful way to achieve goals related to climate impact reduction while still allowing developers or property owners a range of options for implementation.

For Queensbury, performance based zoning aligns well with the **Rural and Conservation districts**. Performance standards that focus on preserving the unique characteristics of these areas, such as natural resource conservation, minimal environmental impact, and low-density development could be implemented. Developers could be required to adhere to specific guidelines to ensure minimal disruption to the environment. In the **Parkland Recreation district** developers could follow performance-based requirements to complement recreational activities and protect natural resources.

In residential neighborhoods, such as the **Neighborhood Residential** district, performance criteria could protect the traditional, high-density character. Standards could include guidelines for infill development that preserves the existing architectural style and promotes pedestrian-friendly design. The **Waterfront Residential** district could develop performance standards to ensure that developments contribute to the preservation of waterfront areas, with provisions for environmentally sensitive construction and limitations on impervious surfaces. In the Rural Residential district, standards can encourage responsible development, considering factors like maintaining the rural character, protecting open space, and promoting sustainable practices such as energy-efficient construction.

Finally, performance standards could be implemented in the **Main Street** district, where standards can be applied to create a traditional main street environment, focusing on design elements that encourage pedestrian activity, such as building setbacks, landscaping, and architectural style.

Incentive zoning is typically applied more in commercial and industrial zones. Incentive zoning provides a system of bonuses (e.g., density increases or expedited review) offered to a developer in return for a public amenity (e.g., affordable housing, open space, or green buildings). These zoning districts can benefit from incentive zoning to promote sustainable practices, improve aesthetics, and enhance the overall quality of the built environment.

Incentive zoning could be applied to encourage developers in the **Commercial Moderate and Commercial Intensive** districts to incorporate green building practices, provide public spaces, or contribute to community infrastructure improvements in exchange for certain benefits or exemptions. In the **Commercial Intensive / Exit 18** district it could be employed to promote economic development

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and enhance the appearance of this area. Developers could receive incentives for incorporating attractive building designs, improving pedestrian access, or contributing to beautification projects.

Incentive zoning could be used in the **Enclosed Shopping Center** district to encourage developers to create aesthetically pleasing shopping environments, enhance pedestrian circulation, or provide additional green spaces within shopping centers. Finally, it may encourage environmentally responsible practices in the **Commercial Light Industrial and Heavy Industry** districts, such as the use of green technologies or the provision of buffer zones between industrial and residential areas.

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Consideration of the 2021 Low Impact Development (LID) Final Report: Recommended Code Amendments

The Town of Queensbury formed a the Low Impact Development (LID) Committee in February 2020 in order to review and assess the Zoning Code with the thought that the Town could improve its zoning by encouraging Low Impact Development to protect the Town's water resources and improve water quality.

At the end of the project the committee recommended Code amendments for the Town Board to consider. They provided a separate document with language to assist in updating the code. None of the proposed amendments have been adopted. The following is a list of the proposed amendments and sections.

- Natural Resources Protection Plan (Application for site plan review - §179-9-050.L)
- Wetland/Stream Buffer Waiver (Shoreline Regulations - §179-6-050.B.1.d)
- Steep Slope Protection (Protection of Steep Slopes - §179-6-061)
- Tree Protection, Preservation and Reforestation (Extensive clearing of vegetation and grading - §179-6-010)
- Seawalls (Residential design requirements – Shoreline Alteration - §179-4-010.G.4.b.3)
- Restore Pre-existing Soil Conditions – (Stormwater Management - §147-11.I.1.e)
- Unapproved Development (Site Plan Review - §179-9-130)
- Coal-Tar Sealants (Environmental and Performance Standards - §179-6-100)
- Mulch (Definitions & word usage- §179-2-010)

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Water and Sewer Infrastructure Capacity for Future Development

The Barton and Loguidice consulting team met with Chris Harrington, the Water Superintendent & Director of Wastewater for the Town of Queensbury, on February 16, 2024. The intention of the meeting was to get an understanding of the Town's current wastewater / water infrastructure and its capacity to expand. Below is an analysis of the meeting based on the discussion with Mr. Harrington as well as the resources he provided after the meeting. The consulting team was provided with the 2024 Capital Improvement Plan following the meeting. Notes from the meeting are provided in Appendix A of the Comprehensive Plan.

Wastewater Infrastructure

The Town has three sanitary sewer districts: the Greater Queensbury Consolidated Sanitary Sewer District, the South Queensbury Sanitary Sewer District, and the Reservoir Park Sanitary Sewer District. The Glens Falls Wastewater Treatment Plant treats sewages from two of these districts. The current design capacity of the main lift station is 103,680 gallons per day. Queensbury's sewer system is intended to serve businesses and apartment complexes.

Adding capacity to existing sewer districts does not pose an issue, but there are challenges in expanding Queensbury's wastewater infrastructure due to DEC restrictions, primarily concerning combined sewer overflow issues. Additionally, limitations imposed by the tax cap hinder infrastructure expansion, especially for residential areas. Addressing water quality concerns at Glen Lake is feasible through a sewer district but poses challenges and cost considerations. Overall, if sewer districts are expanded, a new structure to the Water and Wastewater department will be needed given management involved at the new facilities.

Wastewater Expansion Constraints: DEC has prohibited the expansion of the wastewater district in the most recent requests due to combined sewer overflow issues. Specifically, expansion to 575 Bay Road (a Rich Schermerhorn project), but this was denied due to existing overflows at the plant. The wastewater department has had a resistance to expanding the sewer district due to the maintenance of grinder pumps which would be required in residential areas. The tax cap also poses a limitation on infrastructure expansion, hindering new growth opportunities.

Water Quality Concerns at Glen Lake: Resolving water quality issues at Glen Lake by extending the wastewater district would require a feasibility study. The wastewater department notes that an expansion of the district to Glen Lake would be challenging and costly due to its terrain. A Glen Lake sewer district would require additional operational staff at the wastewater department as well as oversight for grinder pumps.

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The 2024 Capital Improvement Plan outlines necessary projects to address infrastructure repair and reconstruction needs in Queensbury's wastewater system:

1. **Repair of Wastewater Infrastructure behind Della Honda:** Cost: $650,000, funded by Bond Anticipation Note.
2. **Inter Municipal Agreement with City of Glens Falls:** Contractual obligation for Wastewater Treatment Plant Reconstruction Costs. Annual Cost: $230,000.
3. **Upsizing City of Glens Falls Sewer on Broad Street:** Part of Carey Road Sewer District formation. Cost: $350,000.
4. **Reconstruction of 6000 feet of 12" Sewer Force Main:** Along with other related improvements. Cost: $1,750,000.

Upper Hudson Revitalization Plan (2020)

In 2020, an inflow and infiltration (I&) study was conducted at the Meadowbrook Pump Station Sewer Shed. The study found that infiltration rates in the Meadowbrook Pump Station sewer shed are estimated at 811 gpd/in. above the standard acceptable range of 250-500 gpd/in. It was recommended that further studies be conducted to identify the sources of this infiltration.

The Meadowbrook Pump Station (Greater Queensbury Consolidated Sanitary Sewer District) in the Town of Queensbury has a design capacity of 1.2 MGD. The existing average daily flow of the Meadowbrook Pump Station is 406,000 gallons per day. It is projected that the area contributing to the Meadowbrook Pump Station could grow and add an additional 182,000 GPD.

Water Infrastructure

There are approximately 9,100 connections served by the Town of Queensbury water treatment plant (WTP). The Queensbury Consolidated Water District serves a population of approximately 21,200. The system also serves the Town of Kingsbury, Town of Moreau, Village of Hudson Falls, and the Warren-Washington Industrial Park. The capacity of the treatment plant is fifteen million gallons per day.

Adding capacity to existing water districts within Queensbury's current system does not pose a threat to water usage and availability; the Town's primary water concern is the current inadequacy of water storage and lack of redundancy measures. The Town is vulnerable to risks associated with water supply disruptions. Addressing issues related to water storage, redundancy, and infrastructure efficiency is paramount to ensure the resilience and reliability of the water supply in the Town and the surrounding municipalities it serves.

Water Supply Capacity: Queensbury's WTP has a 15 million gallons per day (mgd) rating, but reaching this figure would put a strain on the WTP. There are significant fluctuations in water usage, ranging from 4 to 11 mgd depending on the season, with peaks of 10 to 11 mgd in the summer (in part, due to residential sprinkler usage). Current water storage capacity is insufficient with only 4 million gallons

available. In the event of a power outage, the Town can sustain water supply around an hour. Lack of redundancy in water supply is a major concern. Fire flow capacity is sufficient.

Infrastructure Challenges: The absence of pumping stations hampers the distribution system's efficiency. Expanding the water district without addressing existing storage and filtration limitations would strain the system. The responsibility to provide water extends beyond Queensbury and into Monroe, Kingsbury, and Hudson Falls, with capacity already sold to these entities.

Expansion Considerations: Adding multi-family housing to existing water districts is manageable for Queensbury's system. Increasing density within existing water districts would actually benefit the water system. However, expanding water access to low and medium density residential districts presents challenges due to higher water usage patterns in these areas. Industrial water usage is generally under control and predictable. Notable industrial water consumers like West Mountain Ski Resort and Great Escape Adventure have specific water usage patterns and limitations.

The 2024 Capital Improvement Plan outlines necessary projects to address infrastructure repair and reconstruction needs in Queensbury's water system:

1. **Water Storage Tank Asset Management and Maintenance Program:** Contract with Suez for inspections, repairs, cleanouts, and repainting of 5 water storage tanks ($145,000/annum).
2. **Replacement of Water Plant/Administration Building Roofs:** Remaining roofs of Water Filtration Plant and Administration Building need replacement ($200,000).
3. **Replacement of a 1974 Motor Control Center:** Upgrading outdated motor control center ($125,000).
4. **Improve Redundancy/Reliability of Finished Water Pumps:** Adding two new "summer" vertical pumps, rehabilitating VTP #2, and replacing VFDs ($450,000).
5. **Replacement of Heavy Construction Equipment:** Purchasing new skid steer ($250,000).
6. **Evaluating/Implementing Possible Increased Water Storage Options:** Exploring options to address storage inadequacy ($1,500,000).
7. **Complete Repair of 12" Cast Iron Water Main at the Rte9/Rte.254 Intersection:** Repairing a damaged water main and improving piping facilities ($Cost not specified).

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QUEENSBURY LID COMMITTEE
FINAL REPORT
JANUARY 11, 2021

Town of Queensbury LID Committee

Low Impact Development (LID) is an ecologically based land planning and engineering approach that emphasizes the conservation of on-site natural features to protect water quality. The goal of LID is to sustain a site's pre-development hydrology by using practices to manage water runoff close to the source, promoting infiltration, filtration, storage and evapotranspiratiom. These practices focus on runoff reduction and are often referred to Green Infrastructure. In early 2020, the Queensbury Town Board proposed a working committee to assess the existing Town Code, review practices and make recommendations to the Town Board for the protection of the Town's vital natural resources. The mission of the committee is:

> "To review and assess the Town of Queensbury Zoning Code with the thought that the Town could improve its zoning by encouraging Low Impact Development to protect the Town's water resources and improve water quality."

The Committee members were:

Michele Adams, P.E. – Meliora Design, Principal (FUND for Lake George consultant)
Lisa Adamson – Assembly Point Water Quality Coalition Outreach Director
Kathy Bozony – Town of Queensbury Environmental Consultant
Craig Brown – Town of Queensbury Zoning Administrator
Carol Collins, PhD – Assembly Point Water Quality Coalition, Executive Director
Michael Busch – Meliora Design (FUND for Lake George Consultant)
Paul Derby – Glen Lake Protective Association, Advisory Committee Chair
Michael Dixon – Town of Queensbury Planning Board Alternative Member
George Ferone – Ward 3 Councilperson (Resigned due to meeting conflict)
Harrison Freer – Ward 2 Councilperson, previous ZBA Chair
Bob Huntz – Lake Sunnyside District
Charles Kreitler, PhD – University of Texas Geology Department, Expert
Chris Navitsky, P.E. – Lake George Waterkeeper (Committee Chair)
Stephen Traver – Town of Queensbury Planning Board Chair

The Committee was formed in February 2020 and held a kickoff meeting on February 26, 2020 at the Queensbury Town Hall. It was determined to hold regularly scheduled monthly meetings at the Town Hall but the schedule and format was impacted by the Covid-19 pandemic. The format was changed to hold virtual meetings on the second Wednesday of each month, which occurred from April to October. Meetings were one and half hours long with agendas and meeting minutes were maintained and approved by the committee at the next meeting.

At each meeting, a section of the existing Queensbury Town Code was reviewed relative to LID goals for a given topic of discussion. Potential revisions were discussed and were agreed upon by general consensus or taken up again at the next meeting. This document summarizes:

- LID Certification topics;
- Recommended code revisions;
- Reasons for these recommendations;
- Suggested code language for recommended revisions; and,
- Potential topics for future consideration.

Committee Background

The Queensbury LID Committee was initiated from a recommendation of a prior Town Board Committee, Waterfront Residential Site Plan Committee, chaired by former Councilperson Catherine Atherden. That committee discussed the development of a Low Impact Development point system, similar to the one created by The FUND for Lake George, and consensus was the LID Certification Scorecard was a good checklist for properties as well as for Planning Board review. They also suggested a presentation to the Queensbury Planning Board for review and input, which was done on April 16, 2019. Comments from Planning Board members included the following:

- The certification system was a good minimum for Waterfront Residential (WR) residential development;
- Applicants should work with staff to incorporate LID into plans;
- LID is perceived as expensive; and,
- LID incorporation needed to be driven by the Town Board.

A presentation was made at a Queensbury Town Board workshop in September 16, 2019. Discussion points included the following:

- LID Certification meets the WR Zoning District requirement of providing improvement to water quality and property values;
- LID Certification can be a metric for Site Plan Review; and
- LID Certification could be a requirement for variances in the WR District.

An observation from Town staff was that the majority of the credits on the LID Certification Scorecard are already handled in Chapter 179, Town Zoning Ordinance.
A subsequent detailed assessment of Chapter 179 found many of the LID Certification Credits were referenced but only a quarter had metrics assigned to protect natural resources of the Town. This prompted Supervisor Strough to form the LID Committee to assess the Town Code and develop recommendations for the Town Board.

Committee Meeting Framework

Meeting agendas were prepared and circulated prior to each meeting. Discussion materials such as suggested code amendments were circulated to allow committee members to review ahead of meeting. A power point presentation was prepared for each meeting to

lead the discussion, provide existing language and suggested code amendments. A discussion on each topic was facilitated with detailed notes taken. There was a concentrated effort to encourage input from each committee member, especially Town staff and review board members who have greater interaction with the Code and how it is applied. Meeting minutes were prepared, circulated and approved by committee.

Discussion Topics

The discussion topics for agendas followed the LID Certification categories with associated credits in parenthesis:

- Protect Natural Resources (Protect wetlands, Protect stream and wetland vegetated buffers, Protect shoreline buffers, Protect drainage paths, Protect native trees, Protect contiguous forests, Protect steep slopes, Protect soils);
- Build Differently (Reduce impervious area, Reduce lawn areas);
- Restore Resources (Restore stream and wetland buffers, Restore shoreline buffers, Restore natural shoreline, Restore forested and naturally vegetated conditions, Restore pre-development soil conditions); and
- Maintenance (Eliminate salt use, Eliminate coal-tar based sealants).

Discussion by the committee initially focused on the identification of natural resources important to protect, "delicate areas in need of protection" and identifying and quantifying the protection measures in Chapter 179. These protection measures can either be a requirement to be mapped or a definition. Natural resources identified for protection and assessment of Town Code are:

- Drainage paths (existing runoff) – Protect with mapping;
- Buffers along streams and wetlands – Current stream buffer protection is strong but need to address current waiver for wetland buffer removal;
- Forests – Require tree survey and protection requirement;
- Shoreline buffer;
- Wetlands – Need more protection, perhaps improved definition;
- Perennial, intermittent and ephemeral streams – important and should be mapped; and,
- Steep slopes – Concern for protection due increased development pressures.

A commonly used method to assist applicants and review boards to identify natural resources that are of interest to the municipality to protect and preserve is the preparation of a plan delineating these resources, often referred to as Natural Resources Protection Plan or Site Analysis Plan. Meliora Design provided several examples of municipal ordinances and plans they prepared including one that being prepared for the review of the project in the Town of Bolton. The existing Queensbury Site Plan Review checklist was also reviewed to prevent duplication of requirements and it was found standards listed provided the basis for the need for a Natural Resources Protection Plan.

The Committee reviewed sections of the Code applicable to the natural resources of interest for protection and how metrics for protections could be implemented, perhaps

based on the LID Certification System. The following protection measures were discussed with a suggested Code revisions:

- Stream/wetland Buffer protection (§179-6-050.B.1.d) - There was concern about the waiver provision granted to the Planning Board in the Code and lack of submission requirements or protective and restoration mitigation measures required for buffer removal. After discussion, committee agreed on suggested language change to require additional plan submission material including tree survey, cutting plan and specific revegetation requirements based on basal area.
- Steep Slope Protection – It appeared there was discrepancy in the Town Code regarding steep slopes since slopes greater than 20% were removed from density calculations as not usable but were still allowed to be disturbed for development. Draft code amendment was prepared (§179-6-061) and reviewed by the committee to provide metrics to limit steep slope disturbance. Comments included lowering slope consideration from 20% (current Code reference) and possible examples.
- Wetland Verification – The lack of definition for determining wetlands and whether the Code could be improved to include wetlands that may not meet APA or DEC jurisdictional requirements or vernal pools. Comments included concern to expand definition from that of regulatory bodies and there was a good deal of education materials provided by Town staff at pre-application meetings. It was decided by the committee to include wetlands identified on the National Wetlands Inventory Map prepared by the United States Fish & Wildlife Service.
- Tree Protection – Upon review of the Town Code, the importance of stands of trees and mature trees were referenced but not required on plans or considered as part of the review process. Another concern of the committee was language in §179-6-010 that allowed the removal of up to 1 acre of trees without site plan review, which appeared the Town supported unreviewed clearing. Code amendments were proposed to address the clearing limits and to propose metrics for reforestation. It should be noted an ordinance from the Town of Mt. Pleasant (Westchester County, NY) was used as a model, which was adopted in 1988 and has held the test of time. Committee comments included review and input from Warren County Soil & Water Conservation District and increasing forest diversity to reflect natural Adirondack forest conditions.
- Natural Shoreline Restoration – The hardening of shorelines can have significant impacts to water quality and to shoreline properties. Currently, the Town Code (§179-4-010) discourages the addition, expansion or replacement of seawalls but since NYSDEC continues to grant permits for seawalls, there was not consensus by the committee to restrict their installation. However, code revisions were suggested to reduce the negative effects including riprap and shoreline buffers.
- Restore Pre-Development Soil Conditions – The importance of restoring soil characteristics and conditions was recognized as important for water quality protection and stormwater reduction. The Town Code addresses stabilization

(§179-6-070) but fails to address how to build/restore healthy soil and the use of only natural products. There was recognition the Code could be improved.

- Reduce Impervious Cover – Impervious cover has the greatest impact on water quality as documented through the infamous graphic comparison between percent of impervious cover and stream quality by the Center for Watershed Protection. There was discussion about modifying the Town Code maximum percent impervious cover per Zoning District (§179-3-040) and the basis of the 25% maximum impervious cover in the WR District, which seemed excessive for water quality protection. It was determined by the committee amendments to this section of the Code would require extensive support and validation and the intent of the Committee was to focus initially on the WR District.
- Reduce Lawn and Turf Areas – Revegetation with native plantings promotes infiltration and protects water quality with deeper rooted plantings. Assessment of the Town Code is there is language to reduce lawn with detailed metrics for the shoreline buffers installation (§179-6-070) and the Town also has a fertilizer restriction ordinance (§107). There was discussion on addressing the negative impacts of mulch, which is not defined with specifications to reduce excessive nutrients.
- Unapproved development – Unapproved development has been recognized by the Town and was the topic of a committee chaired by Planning Board Chair Stephen Traver. Impacts from unapproved development could offset any protection benefits provided through LID Certification implementation. Code amendment was prepared for committee discussion (§179-9-130) and was generally supported by the committee with concerns on whether the approach would effectively stop unapproved development and to improve definition between Level 1 and 2 offenders.
- Reduce/Eliminate Road Salt – Science has documented the increased chlorides in Lake George and its tributaries, primarily a result from road salt applications that prompted The FUND for Lake George Road Salt Reduction Initiative. This has initially focused on municipal highway departments and the development of a SWiM® (Sustainable Winter Management) Certification. It is recognized that private property salt application may contribute as much as 50% of the total salt loading and there is a desire to reduce road salt from the private sector. But at the current time, there was no feasible means to place metrics in the Town Code that would be enforceable by Town Staff and the Town should continue to support the basin-wide initiative.
- Coal-Tar Sealants – The water quality and health impacts from coal-tar products is widely documented and there was support for the committee to address. Code amendment was proposed (§179-6-100) that was drafted to match the current legislation passed by the New York State legislature and awaiting action from the Governor. This would eliminate the application of a coal-tar pavement product on a driveway, parking lot or roadway surface.

- Septic Systems – The water quality impact from septic systems is well documented and the committee felt strongly this issue needed to be addressed by the Town sooner than later before there was greater effect to the community. Initial results from the Town's Septic Inspection Upon Property Transfer Law has documented the high percentage of failures and substandard systems providing greater concern to address the issue. An inspection program was referenced by several committee members and encouraged the Town to take urgent action especially in light of the recent Harmful Algal Bloom on Lake George.

The following is a list of the recommended Code amendments for the Town Board to consider:

- Natural Resources Protection Plan (Application for site plan review - §179-9-050.L)
- Wetland/Stream Buffer Waiver (Shoreline Regulations - §179-6-050.B.1.d)
- Steep Slope Protection (Protection of Steep Slopes - §179-6-061)
- Tree Protection, Preservation and Reforestation (Extensive clearing of vegetation and grading - §179-6-010)
- Seawalls (Residential design requirements – Shoreline Alteration - §179-4-010.G.4.b.3)
- Restore Pre-existing Soil Conditions – (Stormwater Management - §147-11.I.1.e)
- Unapproved Development (Site Plan Review - §179-9-130)
- Coal-Tar Sealants (Environmental and Performance Standards - §179-6-100)
- Mulch (Definitions & word usage- §179-2-010)

It should be noted that the list of recommended Code amendments may not have unanimous support from Committee members but there was a general consensus from the Committee to have the Town Board consider the proposal to protect vital natural resources important to the Town. Town staff was represented by Craig Brown, Zoning Administrator, who is of the opinion much of the recommendations are duplicative of existing Code language or may be excessive regulation. The language proposed is to provide the intent of the committee for defining metrics for protection, realizing the Town Board should consider legal and staff advise on final language.

Not all topics suggested by committee members that would assist the Town of Queensbury protect its vital natural resources were actively discussed due to various reasons – complexity of subject, potential budgetary concerns, ability to put in code language to name a few. But these are topics the Town Board should be aware of and possibly consider discussion under a separate subcommittee, workshop agenda or other means. The "parking lot" topics include:

- Enforcement (increased staffing, plan requirements);
- Develop Local Waterfront Revitalization Plan (LWRP) and become Certified Community;
- Ice-eaters and shoreline ice management; and,
- Parking lot design to reduce impervious surface.

LOW IMPACT DEVELOPMENT (LID) COMMITTEE
FINAL REPORT
RECOMMENDED CODE AMENDMENTS

NATURAL RESOURCES PROTECTION PLAN

Application for site plan review §179-9-050.L

L. ~~A landscape plan showing all existing natural land features that may influence the design of the proposed use such as rock outcrops, stands of trees, single trees eight or more inches in diameter, forest cover, and water sources, and all proposed changes to these features, including sizes and types of plants. Water sources include ponds, lakes, wetlands and watercourses, aquifers, floodplains, and drainage retention areas.~~

A Natural Resources Protection Plan showing environmentally sensitive areas including, but not limited to, steep slopes, ponds, lakes, streams, wetlands, hydric soils, vernal pools, buffers (stream and shoreline) and hydrologic soil groups. The following are requirements for a Natural Resources Protection Plan:

1. Include topography, the contour lines of which shall be at two-foot intervals, determined by photogrammetry with clear differentiation of all steep slopes (>20%);
2. Identify the location and extent of lakes, ponds, streams (perennial and intermittent), natural drainage swales, one-hundred-year floodplains and wetlands. Wetlands identified in the field by soil-testing, the presence of hydrophytic plants, or observation of standing water or other indicators shall be include. Boundaries between drainage areas should be indicated;
3. Identify 75-foot buffers along streams and wetlands, and 35-foot buffers along lakes and shorelines;
4. Identify the extent of existing forest canopy (i.e. forest edge);
5. Identify location, species, caliper, and canopy extent of trees of 4” or greater diameter within the limit of disturbance;
6. Identify soil series, types, limitations, and phase, as mapped by the U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS)
7. Identify known groundwater features or aquifers and identify existing residential wells;
8. Identify underlying geology and note any bedrock outcroppings;
9. Existing land uses shall be indicated;
10. Areas of known existing or potential environmental impact (e.g. failed septic systems, leaking underground storage tanks, eroded stream banks, dumps, etc.) shall be indicated;
11. Existing buildings, structures, roads, ruins, and landscape features shall be indicated;
12. Historic resources shall be identified, if existing; and,

13. A description of the types and diversity of biological resources present on the property including known rare, threatened and/or endangered species including plants and animals, and habitats that may be identified as unique or in need of special protection.

Amend existing definition for "STREAM" under §147 -Appendix A and add to §179-2-010

STREAM – ~~Includes~~ ~~a~~Any permanent or intermittent watercourse,~~.~~ which is a channel or conveyance of surface water, wither natural or man-made, having a defined bed and banks.

WETLAND/STREAM BUFFER WAIVER

Shoreline regulations §179-6-050.B.1.d

d. Cutting plan. As an alternative to the above subsections, a special cutting plan allowing greater cutting into the 75-foot buffer detailed in Subsection B.1.a may be permitted by the Planning Board. An application shall include a ~~sketch~~ survey of the lot and scaled drawing of proposed improvements and provide information on the topography of the land (2-foot contours), tree survey locating existing vegetation within 75' buffer and understory locations, a proposed cutting plan of all vegetation to be removed and a proposed revegetation plan. The proposed revegetation plan shall require a 2:1 basal area for proposed vegetation to replace removed vegetation. Calculate basal area of trees >1" to be removed and multiply by two to determine required basal area. The Planning Board may request the Soil & Water Conservation District ~~Service~~ to review the plan and make recommendations. The Planning Board may approve such plan only if it finds that such special cutting plans:

[1] Will not cause undue erosion or destruction of scenic beauty.

[2] Provide that natural vegetation is preserved as far as practicable and, where removed, it is replaced with other vegetation that is equally effective in retarding runoff, preventing erosion and preserving natural beauty.

[3] Provide substantial visual screening from the water of dwellings, accessory structures and parking areas. Where the plan calls for replacement plantings, the Zoning Administrator shall require the submission of a bond which will guarantee the performance of the tree or shrubbery replacement by the lot owner.

[4] Will not violate the land clearing standards of this section or the shoreline restrictions of other governmental agencies with jurisdiction, such as the Adirondack Park Agency or Department of Environmental Conservation. The following general standard shall be utilized by the Planning Board in reviewing a proposed cutting plan: Within 35 feet of the mean high-water mark, no vegetation may be removed, except that up to a maximum of 30% of the trees in excess of six inches in diameter at breast height existing at any time may be cut over any ten-year period; and within six feet of the mean high-water mark, no vegetation may be removed, except that up to a maximum of 30% of the shorefront may be cleared of vegetation on any individual lot.

ADD "BASAL AREA" TO §179-2-010 DEFINTIONS:

Basal Area – Cross-sectional area of a tree in square feet measured at breast height (4 ½ feet), used as a method to measuring the volume of a tree in a given stand.

AMEND 'WETLAND" DEFITION UNDER §179-2-010:

WETLANDS - Any land that is regulated as a wetland by the Adirondack Park Agency, the New York State Department of Environmental Conservation and/or the United States Army Corps of Engineers or depicted on the National Wetlands Inventory Map (https://www.fws.gov/wetlands/data/Mapper.html

STEEP SLOPE PROTECTION

§179-6-060 - Construction on Slopes

A. Site plan review required.

(1) In any zoning district, site plan review shall be required for the following:

(a) Any detached structure proposed to be constructed on any lot, parcel or site having a slope of 15% or more within a fifty-foot radius of the proposed location of said structure; or removal or excavation of 100 cubic yards or more of rock, soil or vegetation from such site.

(b) Proposed construction of a privately owned driveway, road or right-of-way on a slope of 10% or more.

(2) The Zoning Administrator, at his/her discretion, may require site plan review for residential construction projects where cut or fill activities are six feet or more from existing grade to finish grade.

B. Stormwater, soil and erosion standards. Site plan review for any construction on slopes under this section shall include measures for stormwater drainage and soil and erosion control pursuant to §§ 179-6-070 and 179-6-080. In addition, the Planning Board may require more protective measures than what is provided in the aforesaid sections, if the Planning Board deems such measures are warranted given the nature and location of the site

§179-6-061 - Protection of Steep Slopes

A. Definitions:

Steep Slopes: A ground area, natural or man-made, with a 20% gradient or greater (a ratio of 20 feet or greater of vertical distance to every 100 feet of horizontal distance) covering more than 500 square feet.

B. Regulated Activities:

[1] No construction, grading, excavation or other disturbance activity that results in a site disturbance of steep slopes greater than 625 square feet or 5% of the total disturbed area, whichever is greater. This is as per §A183-26 of the Town Code that states “Slopes in excess of 20%, to include both natural and man-made slopes are considered as unusable …”

[2] As am alternative to the above subsection, a special steep slope grading plan allowing greater disturbance may be permitted by the Planning Board. An application shall include a survey of the lot and scaled drawing of proposed improvements and disturbance limits and topographic information at 2-foot contour intervals, proposed grading plan detailing erosion and sedimentation control measures and stabilization details and justification for the disturbance of steep slopes. The Planning Board may request the Soil & Water Conservation Service to review the plan and make recommendations. The Planning Board may approve such plan only if it finds that such special steep slope grading plan:

a. Will not cause undue erosion or destruction of scenic beauty;

b. Provide that natural vegetation and grade is preserved to the greatest extent practicable, and where disturbed, vegetation is replaced with other vegetation that is equally effective in retarding runoff, preventing erosion and preserving natural beauty; and,

c. Provide substantial visual screening from the water of dwellings, accessory structures and parking areas. Where the plan calls for replacement planting, the Zoning Administrator shall require the submission of a bond which will guarantee the performance of the vegetative replacement by the lot owner.

[3] The following activities are exempt from this regulation:

a. Any planting or installation of landscape material which do not require the disturbance of existing terrain;
b. Emergency situations where disturbance of steep slopes is required to protect persons or property from imminent danger;
c. Farming activities using sound management practices in accordance with New York State Department of Agriculture.
d. Timber harvesting using NYS Forestry Best Management Practices for Water Quality.
e. Routine repair and maintenance of an existing driveway, but not to include construction.
f. Construction, maintenance and repair of existing utilities.
g. Town/City water and sewer installations.

TREE PROTECTION, PRESERVATION AND REFORESTATION PLAN

§179-6-010 – Extensive Clearing of vegetation and grading

A. Purpose and intent. It is the purpose of this section to prevent the clear-cutting, extensive clearing and grading of lots except in association with an approved site plan and to prevent clearing associated with Site Development in the Waterfront Residential District and defined Critical Environmental Areas without an approved Tree Protection and Preservation Plan. The Town Board of the Town of Queensbury believes that the preservation of trees and similar plantings is of paramount importance in maintaining the quality of life within the town. Trees are recognized as a valued asset, providing a healthier and more beautiful environment in which to live. They provide oxygen, shade, improve aquatic habitat, aesthetics and a priceless psychological counterpoint to the man-made urban setting. Trees aid in preventing erosion, siltation of streams, aid in pollutant removal, reduce runoff and protect water resources through the filtering of stormwater runoff. Therefore the following will deal with regulating the planting, maintenance and removal of trees on public and private property.

B. Application. Clearing and Grading Not Associated with a Site Development Plan. Within a ten-year time period, all extensive clearing of vegetation and/or grading over an area of land greater than 5,000 square feet~~one acre~~ that is not associated with site development for an approved subdivision or site plan development is prohibited without first obtaining site plan approval. Clearing and grading activity of smaller land areas may be subject to the requirements of Chapter **147** of the Town Code. For the purpose of this ~~s~~Section B, “extensive clearing of vegetation” shall mean the removal of more than 50% of trees over six inches in diameter at the height of 4 1/2 feet or the removal of more than 75% of all vegetation.

[Amended 1-28-2011 by L.L. No. 2-2011]

[1] Any person proposing to undertake extensive clearing of vegetation or grading over an area of land greater than one acre must follow the procedures for and obtain site plan approval in accordance with Article 9, Site Plan Review, of this chapter. This requirement applies to timber harvesting involving tree removal from land areas greater than 5,000 square feet ~~specified above~~. Clearing and grading activity of smaller land areas may be subject to the requirements of Chapter **147** of the Town Code. These activities may be subject to additional requirements of other regulating agencies. Forest roads and/or skid trails up to but not exceeding 15 feet in width shall be excluded from the above calculations.

[Amended 1-28-2011 by L.L. No. 2-2011]

[2] This regulation does not apply to bona fide forest management activities conducted on the City of Glens Falls Watershed properties.

[3] Stormwater management and erosion and sediment controls as required by Chapter **147** of the Town Code shall be followed.

[4] This regulation is not meant to apply to normal mowing operations of already developed areas.

C. Application: Clearing and Grading Associated with a Site Development Plan in the Waterfront Residential (WR) District and designated Critical Environmental Areas. Where projects propose the clearing of trees and grading within the WR Zoning District and designated Critical Environmental Areas, all plans must follow the following Tree Protection, Preservation and Reforestation requirements and prepare a Tree Protection and Preservation Plan, except for trees removed that are determined by a qualified professional to be dead, diseased, dying or removed to protect damage to life or structure. The removal of trees that are non-native invasive species are not subject to this ordinance.

1. Definitions :

DFS (DENSITY FACTOR SITE) – The required density factor for the site

EDF (EXISTING DENSITY FACTOR) – The number of trees remaining on site and protected during the construction phase.

RDF (REPLACEMENT DENSITY FACTOR) – The number of trees that must be replanted on site to replace those that are removed or cut down.

TDF (TREE DENSITY FACTOR) – A unit of measurement used to prescribe and calculate tree coverage on a site. Unit measurements are based on tree size.

TREE PROTECTION, PRESERVATION AND REFORESTATION PLAN – A plan identifying and showing the location, size and health of trees, stating the ultimate disposition of trees, showing the type, size and location of any trees to be planted and setting forth measures to protect trees before, during and after construction.

2. Review of Site Plan Review Applications and Land Use Applications:
   a. The Planning Board or other review board shall use this section in its review of applications for Site Plan Review, Special Use Permits, variances, and land use plans.
   b. Application requirements
      i. The applicant shall provide the Planning Board or other review board with a Tree Protection, Preservation and Reforestation Plan containing at least the following information unless deemed not pertinent or necessary by the reviewing board approving the plan:
         a. An inventory of existing trees showing type, location, size (DBH) and condition. The inventory shall include

specimen trees, protected trees and specimen tree stands.

b. An integrated site plan showing the trees to be saved and those to be removed, utilities to be installed, grading, the approximate location of all structures, driveways and curb cuts and proposed tree plantings and other landscaping.

c. A detailed plan to protect and preserve trees before, during and for a period of three years after construction. This shall include a written statement setting forth those steps to be taken to protect trees, roots and crowns from damage during site clearance, excavation, grading, installation of utilities, paving and construction.

ii. The above items may be integrated into the normal application requirement and submittals.

c. Standards. The reviewing board shall apply the following standards in reviewing all applications and shall attach such conditions and safeguards to any application as are, in its opinion, deemed necessary.

i. Specimen trees, protected trees and specimen tree stands noted as protected shall be preserved and additionally, specimen trees, protected trees and specimen tree stands may be required to be preserved at the discretion of the reviewing board.

ii. Prior to the commencement of any development activity on any part of a site, the Building and Codes Department and/or Planning and Development Department shall meet with the developer and his construction manager to ensure:

a. That those trees designated to be preserved are physically identified on the site so as to be easily recognizable as trees to be protected: and

b. That agreed-to measures to protect trees before, during and for a period of three years after construction are implemented.

iii. Reforestation plans shall conform to the following:

a. Step 1. Calculate the required density factor for the site (DFS) by multiplying the number of site acres by 15.

b. Step 2. Calculate the existing density factor (EDF) of trees which will remain on the site to be protected during construction. Existing density factor is determined by converting the diameter at breast height of individual existing trees to density factor units, using Table 1. These units are then totaled to determine the EDF for site.

TABLE 1

Conversion from dbh to Existing Density Factor (EDF)

Dbh (inches)	Density Factor(units)
10	0.6
12	0.8
14	1.1
16	1.4
18	1.8
20	2.2
22	2.6
24	3.1
26	3.7
28	4.3
30	4.9
32	5.5
36	7.0
38	7.5
40+	8.0

c. Step 3. Calculate the required replacement density (RDF) by subtracting the EDF (Step 2) from the DFS (Step 1).

RDF = DFS – EDF

d. Step 4. The RDF can be converted back to caliper inches using Table 2. Any number or combination of transplantable size trees can be used so long as their total density factor units will equal or exceed the RDF.

TABLE 2

REPLACEMENT TREE DBH CONVERSION TO DENSITY FACTOR

DBH (inches)	Density Factor (Number of Trees)
1	0.4
2 to 3	0.5
4 to 5	0.7
6	1.0

e. To ensure plant diversity, plant no more than 10 percent of any species, no more than 20 percent of any genus, and no more than 30 percent of any family.

f. In selecting locations to plant trees, priority should be given to that section of the lot between the structure and the shoreline

or along existing canopy/tree stands. Priority should be given to tree planting across the longitudinal axis of the shoreline. Planting in a row or near perpendicular axis of property lines does not meet the intent of the tree density requirement. Tree should act to make the buildings substantially invisible, intercept precipitation, buffer shorelines and mitigate runoff.

g Credit towards the reforestation requirements shall be at a ratio of one preserved healthy specimen or protected tree or other tree deemed significant for one required planting.

h. Reforestation plans shall achieve 100% survival rate and plan submissions shall contain maintenance plan to achieve survival in a three (3) year period. The Planning Board and/or Town staff shall have the ability to require financial assurances according to Section 3 to achieve survival rates.

3. Financial Assurances

a. When deemed necessary by the Planning Board, appropriate security or guarantees shall be provided by the applicant to ensure proper implementation of the reforestation plan as approved. The guarantee may be in the form of a performance bond, trust fund, irrevocable letter of credit, or other financial assurance mechanisms acceptable and payable to the Town for a three (3) year period. The amount of financial assurances shall be determined by the Planning Board and/or Town staff. When the Planning Board and/or Town staff determines that under the particular circumstances planting of trees or vegetation would not be prudent before a certificate of occupancy or certificate of completion is issued, the applicant may post a performance bond with the Town, in a form acceptable to the Town. The performance bond shall be in an amount no less than 125 percent of the estimated cost of all trees and vegetation to be planted, plus labor. The performance bond shall be received and accepted by the Town prior to the issuance of the certificate of occupancy or certificate of completion.

EXAMPLE:

STEP 1: A 2.2-acres site has a DFS of 2.2 x 15 = 33.

STEP 2: A total of 15 trees will remain on the 2.2-acre site in Step 1. These trees included:

Number	Size (inches)	Species

7	12	pines
3	14	pines
3	18	Oaks
1	20	Hickory
1	30	Oak

When converted to density factor units using Table 1, we arrive at the following values:

Dbd (inches)	Units		Number		Value
12	0.8	x	7	=	5.6
14	1.1	x	3	=	3.3
18	1.8	x	3	=	5.4
20	2.2	x	1	=	2.2
30	4.9	x	1	=	4.9
					21.4

The sum total of units, 21.4, is the EDF.

STEP 3: RDF = 33 – 21.4
RDF = 11.6

STEP 4: On the 2.2-acre site the following number and size of trees will be planted:

Number	Size (Inches) Factor	Species	Density		
12	1	Pines	12 x 0.4	=	4.8
10	2	Red Maples	10 x 0.5	=	5.0
2	6	Oaks	2 x 1.0	=	2.0
					11.8

11.8 is greater than the RDF of 11.6, thus the minimum requirements have been met.

SEAWALLS

Residential design requirements - §179-4-010.G.4.b.3

3. Seawalls. Seawalls and hardening of the shoreline are destructive actions that can cause impact to lake ecosystems through creating wave scour of the lakebed suspending sediments; redirecting wave energy sideways causing erosion on adjoining properties; loss of plant community; loss of fish and wildlife and creating barriers. The addition, expansion or replacement of any type of seawall shall be discouraged, except in the case where the alternative of shoreline restoration to a natural state is impossible due to excessive slope or severe erosion problems, a condition to be determined by the Zoning Administrator based on written justification statement from the applicant detailing site conditions preventing alternative restoration. Construction of seawalls shall not be permitted for only aesthetic reasons. When permitted, seawalls shall not exceed 16 inches in height, as measured from the stationary mean high-water mark, and shall be constructed of native stone or wood. To reduce negative effects of a seawall, a shoreline buffer shall be installed as per §179-8-040 to offer habitat and water quality benefits. . Treated lumber shall not be used below the mean high-water mark. Seawalls greater than 100 square feet in area shall also require a shoreline setback variance

RESTORE PRE-EXISTING SOIL CONDITIONS

§147-11.I.1.e - Stormwater Management / Supplemental requirements for projects within Lake George basin / General requirements for major and minor projects

e. Restore Pre-Existing Soil Conditions. ~~Applicant shall restore healthy soil conditions to pre-disturbance~~, ~~conditions~~ ~~to reduce runoff and promote infiltration and oxygen exchange.~~ The intent of this section is to restore healthy soils conditions that have been compacted and impacted from construction and land use activities and to restore the soil to pre-construction, natural, undisturbed conditions to promote infiltration and oxygen exchange. A Soil Amendment Management Plan/Narrative shall be prepared that will include soil testing results, amendment information (compost type and specifications, chemical type and amount), and mechanical methods (tiling, aeration, scarifying).

Add "Compost" definition to §147-5 Definitions:

Compost: Compost shall be a well decomposed, stable, weed free organic matter source. It shall be derived from: agricultural or food residuals; and yard trimmings. The product shall contain no substances toxic to plants and shall be reasonably free (<1% by dry weight) of man-made foreign matter. The compost will possess no objectionable odors, all materials will be dark brown, and shall not resemble the raw material from which it was derived. The organic content shall be 35-65%, Carbon to Nitrogen Ration (C:N) shall be in the range of 14-20; screening 99% to pass ¾"; moisture content shall be 35-55% and salt conductivity shall be <2.0dS/m.

UNAPPROVED DEVELOPMENT

§179-9-130 – Unapproved development

A. Intent and Purpose. It is recognized that unapproved development projects can have significant impacts to the natural resources of the Town and place unnecessary burdens on Town staff for enforcement and Town review boards for additional review time. It has also been stated that the impacts from a single unapproved project can outweigh the benefits from Code amendments adopted for environmental protections.

B. Definitions:

Level 1 Unapproved Development: This is when a landowner makes what they believe is a small or minor change to the site without realizing the change may result in environmental impacts and/or required a Town Permit or Site Plan Review.

Level 2 Unapproved Development: This is when an applicant applied for and received a site plan review approval and decides on changes to the approved plan are desired and implements those changes without going through the required site plan review modification approval process. A second case is when a landowner undertakes a project of sufficient size and scope that Town permits and/or site plan review would obviously be required or a contractor knowledgeable of the Town permit process undertakes such a project without a permit and in neither case, approval is sought.

C. Process. Unapproved development will require an "After the Fact" Permit from the Town of Queensbury and where construction has commenced prior to issuance of required permits and/or necessary Site Plan Reviews, the Permit Fee shall be as follows:

1. For Level 1 Unapproved Development, double the normal fee plus a $100 Environmental Mitigation Fee. For subsequent offense to the same landowner, consultant or contractor, the fee shall be five times the normal permit fee plus a $100 Environmental Mitigation Fee.
2. For Level 2 Unapproved Development, triple the normal fee plus $200 Environmental Mitigation Fee. For subsequent offence to the same landowner, consultant or contractor, the fee shall be ten times the normal permit fee plus a $200 Environmental Mitigation Fee.
3. All increased permit fees shall be placed in a Town of Queensbury Environmental Mitigation Fund to be used by the Town of Queensbury for environmental projects to mitigate impacts from development.
4. All Unapproved development projects that require Site Plan Review approvals or modifications shall require a supermajority of the Review Board for approval.

COAL-TAR SEALANTS

§179-6-100 – Coal-Tar sealants

A. Intent: This section will prohibit the use of pavement products that contain coal tar in the WR Zoning District and Critical Environmental Areas.

B. Justification: Coal tar based sealcoat used in parking lots and playgrounds is a potent source of polycyclic aromatic hydrocarbons (PAHs), a known human carcinogen that is also acutely toxic to fish and other aquatic life. According to the United States Geological Survey, coal tar-based pavement sealcoat typically contains about 100 times more PAHs than used in motor oil and about 1,000 times more PAHs than in sealcoat products with an asphalt (oil) base. When sealcoat wears off, PAHs are carried away by stormwater and high concentrations of PAHs from coal tar-based sealants have been found in soils, house dust, and waterbodies in areas surrounding their use. Studies have identified dangerous levels in homes, where dust can be accidently ingested by small children through crawling through the toxic dust.

C. Definitions:

   a. "Coal tar" means a viscous substance obtained by the destructive distillation of coal and containing levels of polycyclic aromatic hydrocarbons (PAHs) in excess of ten thousand milligrams per kilogram.

   b. "Pavement Product" means a material that is for use on an asphalt or concrete surface, including but not limited to sealcoat.

D. A person shall not apply a pavement product that is labeled as containing coal tar on a driveway, parking lot or roadway surface within the WR Zoning District or an area designated as a Critical Environmental Area.

MULCH

§179-2-010 – Definition and word usage

MULCH Natural landscape layer of compost, plant residue, such as shredded leaves, or chipped or shredded wood (arborist chips) or other materials, such as sand. Mulch shall be uniform in color and appearance and free of sticks and trash. Bark is less preferable, because it does not feed the soil as readily, may seal the surface preventing water entry and may inhibit plants' growth. Mulch will possess no objectionable odors and shall be free off animal manures.

Smart Growth America
Making Neighborhoods Great Together

Technical Assistance for Sustainable Communities:
Building Blocks

Technical Assistance Tool: Planning for Fiscal and Economic Health
Town of Queensbury, NY

To: Stuart Baker, Senior Planner, Community Development Department
From: Christopher Zimmerman and Roger Millar, Smart Growth America
Date: May 15, 2014
Re: Report and Suggested Next Steps

Introduction: Purpose of this Memo

Pursuant to our technical assistance award with the Town of Queensbury, NY, this Memorandum constitutes our final report summarizing the workshop on Planning for Fiscal and Economic Health and proposing some specific strategies that emerged as possible options to help the Town achieve its goals for growth that are both environmentally and fiscally sustainable, specifically in the Main Street corridor.

On April 16 and 17, 2014 Smart Growth America provided assistance under the Planning for Fiscal and Economic Health tool, supported by a grant from the US EPA's *Building Blocks for Sustainable Communities* Program. This included conducting a Technical Assistance Workshop in conjunction with the Queensbury Community Development Department, which involved presentations Wednesday evening and Thursday, as well as the facilitation of a "brainstorming" session and development of alternatives with the invited group.

The Wednesday April 16 presentation was attended by a diverse group of prominent community stakeholders. The April 17 workshop brought together a wide range of professional staff and elected officials, private sector representatives including the real estate community, local residents, the non-profit community, as well as representatives of state government and the US EPA.

The Planning for Fiscal and Economic Health presentations provided an overview of the fiscal and economic impacts of different development patterns, focusing on the differences between sprawling patterns and more compact "smart growth" patterns. Through the two-day program, Queensbury Town leadership was able to engage community stakeholders around the ways in which smart growth approaches can make the municipality more competitive and reduce taxpayer burdens.

The intent of the workshop was neither for Smart Growth America to create a plan nor bind the community to any particular course of action, but to assist community efforts to create a more vibrant, successful Main Street consistent with the goals of their adopted plan.

Background – Context for the Technical Assistance Workshop

The current challenges on which this technical assistance is focused center on the Town's goals for redevelopment of the Main Street corridor from I-87 to the Glens Falls City line. Those goals are articulated in the 2002 Main Street Plan (map of plan area attached), which aimed for the creation

of a modest-scale, walkable built environment. The Plan included as "essential elements":

- A specific build-to line
- Development of two- and three-story buildings in scale with the roadway
- Development of commercial activities at the first level with offices and residential uses at the upper level
- Accessibility from sidewalks provided along both sides of the street
- Highway access management control strategies
- Coordinated parking and service access
- Parking to the side or rear of buildings

Such hoped-for redevelopment has not yet transpired, and in the aftermath of The Great Recession and a period of weak recovery, the Town finds itself confronted with proposals that do not reflect the aims of the Plan.

A major aim of the technical assistance was to facilitate thinking about strategies that might help to energize appropriate redevelopment activity and foster the realization of the intended vision for Main Street. The "Planning for Fiscal and Economic Health" workshop sets the stage by presenting information about factors driving economic change across the nation.

Smart Growth and Fiscal and Economic Health

Communities around the nation are always concerned about their fiscal and economic health. By *fiscal* health, we mean a local government's bottom line: Does the life-cycle cost of new development – upfront infrastructure, ongoing service provision and eventual repair and maintenance – cost more to the town than it brings in tax revenue? By *economic* health, we mean the general economic well-being of the community: How does new growth and development add to or detract from the creation of jobs, wealth, retail sales, economic competitiveness and fiscal sustainability?

In approaching these questions in the Queensbury area, as in any area of the country today, it is important to bear three trends in mind:

1. Our nation's demographics are changing in a way that is profoundly affecting the housing market.

Demographic trends are moving the housing market strongly away from conventional suburban housing. The two biggest demographic groups in the nation – retiring Baby Boomers and so-called Millennials (18- 30-year-olds) are both expressing a strong preference for a more walkable, urban/village lifestyle. Indeed, a growing percentage of Millennials prefer to live without cars altogether or to live a "car-lite" lifestyle. The vast majority of net new households being formed have no children at home, and most of them are one and two-person households – which are much more likely to prefer a walking lifestyle.[i]

2. The formula for economic growth is changing.

Business growth used to be driven by large corporations that operated in a fashion that was both private and linear. In the past, new research breakthroughs occurred in sealed research

laboratories controlled by the companies. Manufacturing and other business processes occurred in assembly-line situations. These conditions led to communities that featured large, sealed-off campuses and tended to be linear in their arrangements.

Today, business growth is driven by collaboration among many types of entities – private companies, research institutions, universities, and others – that must interact frequently and work together creatively. This trend requires cities and communities that encourage interaction and collaboration – the opposite of the older model just described. How communities are designed directly impacts their ability to create interactive and collaborative environments.

Most significantly, the "Knowledge Economy" depends heavily on skilled workers. The companies that are driving innovation are pursuing highly-educated talent, especially among the 'Millennial' generation. Increasingly, companies find it necessary to locate in places that the work force wants to live in; and this means walkable communities.

Similarly, the market for retail is changing. The suburban shopping malls and "power centers" that thrived for decades are struggling as a result of oversupply, and a shift in preferences. With online buying playing a bigger role for consumers (especially for bargain hunters), many are looking for a more "authentic" experience when they shop in person. This is bringing new value to traditional walkable Main Streets.[ii]

3. Suburban development patterns are making it more difficult for local governments to balance their budgets.

Suburban development patterns require extensive investments in capital infrastructure and on-going service delivery. Low-density development requires more infrastructure to serve fewer people and requires service providers such as firefighters and school buses to travel farther. More compact development patterns reduce both life-cycle infrastructure costs and operating costs.

A 2013 study by Smart Growth America, *Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development*[iii], concluded that, compared to conventional suburban development, smart growth patterns can save up to one-third in upfront infrastructure cost and 10% annually in ongoing operating expenses. Smart growth development patterns can generate approximately 10 times more revenue on a per-acre basis.

Not all of these trends will be completely relevant in every situation. But it is important to bear all three in mind in considering the fiscal and economic health of any community.

These concepts were elaborated upon in the presentation portion of the workshop, which was followed by a "brainstorming" session among all participants, and the discussion of a number of ideas that could form the basis of an "action plan." The purpose was not to establish consensus on a specific plan, but to identify obstacles and promising possibilities.

Local Concerns – Participant Viewpoints – Policy Options

Issues and Potential Solutions

A major challenge confronting Queensbury is insufficiency of development response to the goals of the Main Street Plan. Specifically, the corridor has not attracted development of new commercial

buildings of two to three stories, a major plan goal. Some recent applications have sought waiver of zoning requirements to enable single-story construction. Addressing this question was a major focus of the workshop discussion. A number of participants questioned the desirability of maintaining the "two-story minimum" requirement, expressing a preference to opt for development proposals that are available now. Others argued for holding on to the Plan vision, and waiting for better applications. In the view of some, "the market isn't here yet."

Participants were asked to offer their thoughts about the obstacles that may be impeding development in the desired form from coming forward. Based on the discussion of obstacles to realization of the Main Street vision, the issues were organized under the headings of regulatory reform, incentives, and education/cooperation, and the participants were convened in three separate groups, to discuss the respective problems, and possible options. Each group was asked to identify the most promising policy ideas for addressing the problems. These were reported at the closing plenary discussion.

Group 1 – Regulatory Reform

Issues.

Boundary of the Main Street zone
Floor Area Ratio (FAR) and height requirements
Use restrictions
Design standards
Parking and circulation

Top ideas.

Application of the Main Street zone:

"Grandfather" residences within the zone, so that they can remain residences / expand / resell as residences, without needing special approval. (While maintaining their status within the zone, for ultimate conversion to mixed-use development, subject to regular approval.)[iv]

Narrow the boundary for a portion of the corridor on the northeast quadrant, pulling the district back from Luzerne Road.

Zoning regulations:

Relax floor area ratio restrictions (or replace with lot-coverage limitation) to allow a FAR of 0.7 for Main Street zoned lots. (There was some discussion that this could perhaps be allowed as a bonus for use of shared private parking or stormwater management facilities.)

Allow greater flexibility in zoning, so that non-conforming uses / structures have some ability to expand and improve. (The "Irish Pub" suggestion became a metaphor for the desire to see some new uses/services facilitated sooner, rather than later.)

Parking and transportation:

Interconnect parking lots to take traffic off Main Street (while keeping parking in rear); promote shared parking; join lots (provide incentive).

Explore opportunities for a parallel road (or alley) to facilitate construction initially, and delivery movements and parking traffic after build-out.

Group 1 was split on the question of allowing one-story structures in the Main Street zone, but was agreed on the desirability of maintaining design guidelines and architectural provisions of current zoning.

Group 2 – Incentives

Issues.

Market data
Parcel assembly
Cross streets / connectivity
Density bonus
District parking
District stormwater

Top ideas.

Municipal parking (with or without user fees).

Incentive zone (deal with current FAR).

Tax
Streamline review ("Pre-can" – that is, making sites more-or-less "shovel ready," through some kind of advance entitlement or use of Form Based Code.)
Micro Enterprise funding (Local Development Corporation (LDC))
LDC assemble land (not that positive)
Lot improvements fund / strategy

Help with outreach and marketing by Town.

Assistance with pro forma preparation
Grant writing support (NYS Consolidated Funding Application, US Department of Housing and Urban Development, or other sources)

Improve connectivity.

Park & Ride with bus to Capital Region
Bike on side streets
Trail or road to connect Media Tribune to local shops

Create a density bonus.

Group 3 – Education / Cooperation

Issues.

- Development community learning curve
- Community education
- City/Town cooperation
- Relationship of Main Street to housing base[v]

Top ideas.

Meet with successful developers & communities (especially from further south, e.g., Saratoga Springs, Malta). Try to learn from their experiences.

Communicate incentives to real estate professionals & developers. Meet with the Adirondack Regional Chamber of Commerce.

Market the corridor. Use resources of Warren County Economic Development Corporation.

Supervisor – Mayor communication (and Town Board – City Common Council). Work with City of Glens Falls to improve coordination, align efforts in the corridor.

Establish desired theme(s)/character and/or uses. Meet with design professionals to get feedback on plans, strategies. Meet with neighborhood and communicate with community groups (show visionary maps!); do a TV 8 presentation.

Consider amending the FAR definition/calculation for uses on Main Street to exclude basement areas.

And speed the design/approval process!

Additional Recommendations – Realizing the Vision for Main Street

The recommendations that follow are based on the discussions that occurred during the April 17 workshop and brainstorming session.

Through the course of the workshop, Queensbury participants have identified a number of good ideas, as indicated above, which the Town may wish to purse further. If there is interest in an overall strategy to kick-start implementation of the Main Street Plan, we offer following additional recommendations.

Develop a master plan for Main Street. This would be more detailed than the current vision plan, and would directly tie to zoning and to elements of the comprehensive plan.)

While the 2002 plan presents a good overall concept for the Main Street corridor, achieving the vision may require more than a zoning ordinance to guide its implementation. Many communities have found success by establishing master plans that are specific to an area or district designated on the general land use plan. The master plan would provide more detailed guidance than a

general concept plan and identify a set of policy tools to facilitate plan implementation. Within this framework, zoning ordinance provisions become tools for the implementation of the master plan for the area.

Employ a public charrette. If the decision is made to conduct a master plan process for the corridor, implementing the decision through a properly structured charrette with strong public participation is most likely to result in a successful outcome. Fully engaging the public through the process of plan development generates more good ideas, enables problems to be addressed as early as possible, and most importantly, helps to build strong support within the community that will sustain commitment to the resulting plan over time.

Consider using a form-based code. This can be an effective way to reduce uncertainty generated by the approval process, both for prospective developers, and for the neighboring community.

As part of a planning exercise, explore the role of "anchors" and nodes. The span of the Main Street zone is actually quite long, from the standpoint of walkability. Some strong pedestrian destinations are necessary for it to be successful. Are such places identified explicitly, and are there strategies and tools to develop them? Should Main Street be planned/developed/referred to as one "place" or as a number of distinct, vital places? Related to this:

> Find a way to tie in the Media Tribune site to Main Street, perhaps creating a pathway for employees to walk to businesses.
>
> On the south side of Main Street, there may be an opportunity to better promote existing bicycle/pedestrian connectivity to the Feeder Canal Trail, via Richardson Street (a distance of $\pm$ 0.7 miles).
>
> If (as suggested by Group 1), it is decided to explore opportunities for roads or alleys parallel to Main Street (both to facilitate construction initially, and to accommodate delivery movements and parking traffic after build-out, easing pressure on Main), consideration should be given to adjusting the zoning boundaries. (For instance, on the south side for properties between Main Street and Linda Avenue.)
>
> Consider the impact of I-87: Is it a problem or can it be an opportunity? What is the best way to capture the benefit of major highway access and the traffic it generates? How can sites near the highway intended for more intense development contribute to the vitality of Main Street as a walkable thoroughfare?
>
> Could development of a transit hub aid in generating more pedestrians, while relieving local traffic pressures? Could it be combined with enhanced service along the Main Street corridor, connecting with Glens Falls?

Find ways to reduce the cost of the kind of development that is desired. Some of these costs derive from government-imposed requirements. While these requirements generally serve an important purpose, it may be possible to lower the costs of compliance, and so render desirable projects financially viable. For instance, meeting stormwater and parking needs on a parcel-by-parcel basis – especially for smaller lots – can be cost prohibitive and effectively

impractical. Finding ways to meet them across parcels can be more efficient and make the difference between parcels remaining fallow or redeveloping according to the Plan.

> Specifically, we recommend that the Town explore the possibility of **reducing the costs associated with stormwater detention**, by initiating a collective, or district basis for the associated infrastructure. As part of such an effort, the Town should seek to take advantage of New York State's "green innovation grant program" through the Environmental Facilities Corporation, which can provide grants for up to 90 percent of funding for innovative stormwater projects.
>
> Similarly, municipally-supported parking facilities can be used to meet requirements efficiently, while easing the burden on project development, especially on smaller parcels.

Consider creating a public-private partnership. Some communities have found that even a small but organized effort can be extremely helpful in fostering revitalization efforts. A non-profit with a mission aimed at marketing and promotion of the corridor can serve a number of key functions, including: creation and reinforcement of an "identity" for the corridor; mediating among various interests; organizing special events (festivals, farmers markets, etc.); and aiding with facilitation of the planning process. Such an organization could be run by a board composed of representatives of the municipality, business and property owners, and neighboring residents. The Town could offer to provide a portion of funding, with the balance to be contributed by business and property interests. Ultimately, if revitalization efforts are successful, it may evolve into a full-fledged place-management organization (such as a business improvement district, or 'BID').

Consider limited tax incentives, targeted at early developments (and then phased out, as the initial development takes hold, and subsidy is no longer necessary).

Work toward an explicit collaboration agreement with Glens Falls, to plan and coordinate efforts jointly for the corridor from Exit 18 into the City.

Examine the width of existing travel lanes. Even within existing curbs, it may be possible to reallocate space to create new possibilities for on-street parking (which would greatly aid the pedestrian environment, as well as boost the prospects for retail business) and/or bicycles.

---

[i] "Suburbs Try to Prevent an Exodus as Young Adults Move to Cities and Stay," Joseph Berger, New York Times, April 16, 2014
"See ya, suburbs: More want to live in the big city," Greg Toppo and Paul Overberg, USA TODAY, March 27, 2014.
"Why urban demographers are right about the trend toward downtowns and walkable suburbs," Kaid Benfield, bettercities.net, February 28, 2014.
"Realtors® Report Americans Prefer to Live in Mixed-Use, Walkable Communities," National Association of Realtors, October 31, 2013.

[ii] See: "Business Performance in Walkable Shopping Areas," Gary Hack, Robert Wood Johnson, Technical Report, November 2013.

"DC: The WalkUP Wake-Up Call" (2012) and "The WalkUP Wake-Up Call: Atlanta" (2013), Christopher B. Leinberger, George Washington University School of Business.
"What to Do with Empty Big Box Stores," F. Alan Shirk, sustainablecitynetwork.com, February 12, 2014.
"Walking the Walk: How Walkability Raises Home Values in U.S. Cities," CEOs for Cities, August 2009.
Real Estate Economics: "The Walkability Premium In Commercial Real Estate Investments," Gary Pivo and Jeffrey D. Fisher, Working Paper, Responsible Property Investing Center, University of Arizona, and Benecki Center for Real Estate Studies, Indiana University, February 2010.
"The Built Environment and Travel: Evidence from the United States," Robert Cervero, European Journal of Transport and Infrastructure Research, 3, no. 2, (2003).

[iii] Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development. Smart Growth America, May 2013. Full report. Executive Summary.

[iv] There are a number of different ways "non-conforming" uses can be allowed to continue. For some specific code language, see for example City of Portland, Oregon Zoning Code, Chapter 33.258 – Nonconforming Situations.

[v] The question of what constitutes sufficient density to support walkable retail is complex. Some studies indicate that densities of around 20-22 units per acre are necessary to generate significant walk-to-shop activity. For say, a 50,000 sq. ft. neighborhood retail center, this would imply around 2,700 housing units within a quarter mile. Two considerations should be kept in mind, however. One is that neighborhood shopping will also draw from beyond the quarter-mile "walk-shed." (I.e., shops will not be 100 percent dependent upon walk traffic; some customers will drive, or arrive by bus or bicycle.) Secondly, achieving an average density that approaches the >20 units/acre threshold does not mean only having high-density housing within a quarter mile. If only a small fraction of the land within the walkable area is "densified," that level can be achieved fairly quickly. To illustrate with an example, note that within a quarter-mile radius of a given point there are about 126 acres of land. If about 10 percent of that area (ideally, closest to the center, presumably on the "main street") is devoted to 4-story apartments, it would be possible to achieve about 140 units to the acre on that tenth of the land, or something like 1,700 units. The remaining 90 percent of the land could be planned for single-family detached homes, at say, 6 units to the acre, yielding another 600 or more housing units. Together, the two "zones" would average close to 20 units to the acre. The numbers can of course be varied, with different combinations of housing types and varying densities. Including a portion for townhouses (perhaps as a transition between apartments and single-family homes), could reduce the amount of higher density apartments needed to reach the threshold, and so on.

JOHN SALVADOR-Spoke to the board noting he put a letter in their mailboxes concerning Sweet Road, it is self-explanatory. Spoke to the board regarding the applications submitted for the Ethics Board, he asked if one of the applications is from a Town Official?

SUPERVISOR STROUGH-In 1997, the Town passed a Local Law Revising Chapter 14, Code of Ethics taking out that aspect, this law superseded the General Municipal Law 808-Paragraph 3.

TOWN COUNSEL, HAFNER-The Municipal Home Rule Law they enacted in 1997 to supersede that portion of the law, it says that in our Code.

MR. SALVADOR-It is in the best interest of you and your employees to have a representative on the board.

SUPERVISOR STROUGH-If this is the way this board wants to go, we will remove the old law and make it part of the new law.

MR. SALVADOR-Spoke to the board regarding Director of Planning and Zoning, Craig Browns decision with the proposed zip line at Wild West Ranch. Thinks they have failed to recognize Section 267A-6 of Town Law the issue of motorized verses non-motorized vehicles with regard to open space use. Spoke to board regarding the Park Commissions mandatory boat inspection and hot water pressure washing program which will go into effect on Lake George starting May 15th.

MR. LINEHAN-Asked if the board was going to forward the law to the DEC?

SUPERVISOR STROUGH-They already have the law.

MR. LINEHAN-Asked the Town to send to the DEC the discussions from the last law that was adopted.

SUPERVISOR STROUGH-If they require them we will.

MR. LINEHAN-Asked if DEC asked for public comment?

TOWN COUNSEL, HAFNER-They reviewed it and they approved it in 2011.

SUPERVISOR STROUGH-Recommended to Mr. Linehan to send the information to them.

JIM MACKEY, QUEENSBURY-Presented to board members his application for the Queensbury Ethics Board.

4.0 RESOLUTIONS

RESOLUTION ESTABLISHING AND ADOPTING SUSTAINABLE COMPLETE STREETS POLICY

RESOLUTION NO.: 121, 2014

INTRODUCED BY: Mr. William VanNess
WHO MOVED ITS ADOPTION

SECONDED BY: Mr. Doug Irish

WHEREAS, "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users or public transportation, and seniors, and

WHEREAS, "Sustainable Complete Streets" are defined as Complete Streets with elements of design, construction and operation that also serve environmental sustainability, and

WHEREAS, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and public transportation, are more conducive to public life and efficient movement of people than streets designed primarily to move automobiles and trucks, and

WHEREAS, promoting pedestrian, bicycle and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter, and

WHEREAS, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gas emissions, and improve the general quality of life, and

WHEREAS, many studies show that when roads are better designed for bicycling walking and transit use, more people do so, and

WHEREAS, the design and construction of new roads and facilities in the Town of Queensbury should anticipate future demand for biking, walking, and other alternative transportation facilities, and

WHEREAS, "Sustainable Complete Streets" are supported by the Institute of Traffic Engineers, the American Planning Association, the American Public Health Association, the State of New York, and many other transportation, planning and public health professionals,

NOW, THEREFORE, BE IT

RESOLVED, that the Town of Queensbury shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in the Town of Queensbury and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system, and

BE IT FURTHER,

RESOLVED, that this Resolution shall take effect immediately

Duly adopted this 7th day of April, 2014, by the following vote:

AYES : Mr. Strough, Mr. Metivier, Mr. Clements, Mr. Irish, Mr. VanNess

NOES : None

ABSENT : None

RESOLUTION APPROVING YEAR 2013 SERVICE AWARD PROGRAM RECORDS FOR QUEENSBURY VOLUNTEER FIRE COMPANIES

RESOLUTION NO.122, 2014

INTRODUCED BY: Mr. Doug Irish
WHO MOVED ITS ADOPTION

SECONDED BY: Mr. Anthony Metivier

Exit 18 Rezone Study

Town of Queensbury

Warren County, New York

February 2016

Prepared for:
Adirondack / Glens Falls Transportation Council

Prepared by:
CHA
III Winners Circle
Albany, NY 12205
CHA File: 30230

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1.0 INTRODUCTION

A. Study Background, Overview, and Purpose

The Adirondack/Glens Falls Transportation Council (A/GFTC) initiated this study to provide a technical analysis of the transportation system impacts associated with proposed changes in commercial zoning in the area of the I-87 (Adirondack Northway) Interchange 18 in the Town of Queensbury, Warren County, New York. The Commercial Intensive Exit 18 (CI-18) District proposed by the Town of Queensbury is intended to provide for flexible development opportunities on key sites, creating economic development while encouraging the overall improvement and appearance of these areas, including attractive building designs and enhanced pedestrian access.

The Corinth Road/Main Street corridor, which is the primary east-west arterial route serving the study area, was reconstructed in 2011 (PIN 1753.80). This reconstruction involved capacity and safety enhancements including construction of a two-way center left-turn lane, intersection improvements, pedestrian/bicycle accommodations and new traffic signal systems. The basis of design for this road reconstruction included projections of traffic growth associated with a land development scenario within the study area that considered more than 1.6 million square feet of new commercial and industrial uses and approximately 1,200 new residential units. The timeline for that projected growth was 2015. The basis of the roadway design for the reconstruction also considered additional traffic growth to a 2025 planning horizon.

This *Exit 18 Rezone Study* identifies the changes in traffic that has occurred over the past 10 years since the original design studies were conducted, including documentation of traffic volumes, turning patterns, and pedestrian/bicycle activity in the corridor, and provides analysis of traffic operations to identify the transportation improvements recommended to support anticipated development under the proposed CI-18 zoning.

The study includes the following:

- Land use and development assessment of properties within the rezone area
- Documentation of existing traffic volumes and transportation system operations
- Projections of future travel demand generated by development under the proposed rezone
- Identification of traffic impacts of the potential development
- Identification of mitigation alternatives and implementation strategies

B. Study Area

The project study area is located in the vicinity of the I-87 Interchange 18 with Corinth Road/Main Street (Warren County Route 28), in the southern part of the Town (See Figure 1). The proposed CI-18 District comprises approximately 65 acres of land around the interchange, extending north and south of Corinth Road/Main Street from Big Bay Road (west of I-87) to Big Boom Road (east of I-87), as shown in Figure 2.

The limits of the study of the transportation system extend further east to the municipal boundary of the City of Glens Falls, and includes the following intersections (see also Figure 3):

- Corinth Road (CR28) and Big Bay Road
- Corinth Road (CR 28) and I-87 Exit 18 Southbound ramps
- Corinth Road (CR 28) and I-87 Exit 18 Northbound ramps
- Main Street (CR 28) and Big Boom Road/Media Drive
- Main Street (CR 28) and Pine Street
- Main Street (CR 28) and Richardson Street

Figure 1: Study Location Map

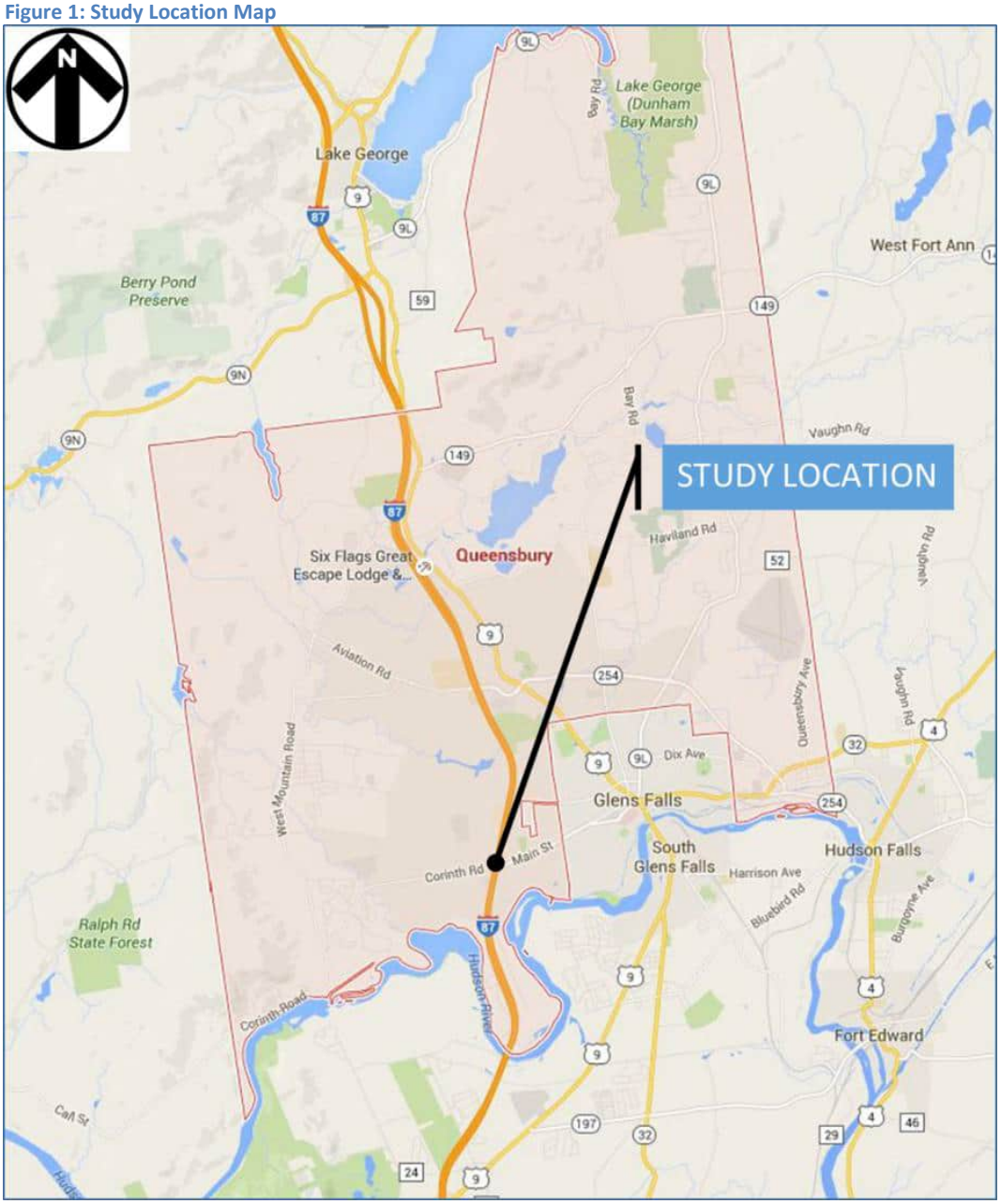
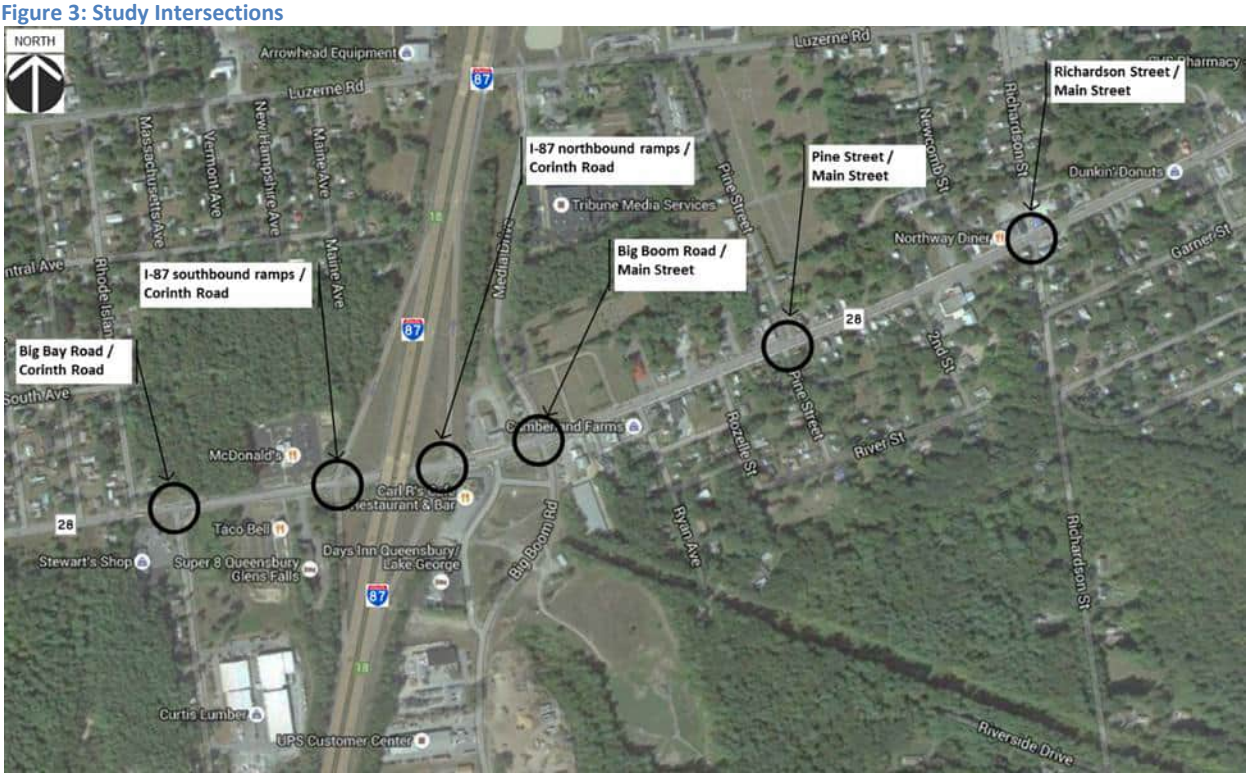


Figure 2: Exit 18 Rezone Area

Figure 3: Study Intersections



Aerial Image Source: Google Maps

C. Study Objectives

The objectives identified for this study are to:

- Quantify the estimated traffic impacts resulting from development allowable under the proposed zoning changes on the function and capacity of the transportation system, including considerations of motorized and non-motorized traffic.
- Recommend modifications to the proposed zoning changes that would allow for the preservation of surface transportation capacity while still fostering the Town of Queensbury's goals to encourage desirable new development.
- Recommend conceptual transportation system improvements that would be required to maintain acceptable transportation system operations with the forecasted development conditions.
- Identify alternative funding mechanisms that are permissible under State and local regulations that could be used to leverage transportation system improvements.

D. Study Approach

The study approach employed to complete this technical study consisted of:

- Inventory of existing transportation and land use conditions, and environmental constraints.
- Development of future land use and transportation conditions, considering planned/approved projects and local development trends.
- Assessment of impacts to the transportation system, and evaluation of mitigation strategies including transportation system management, capacity enhancements, and land use alternatives.
- Assessment of potential funding and implementation strategies.
- Town, A/GFTC and agency coordination.

This technical study is consistent with the foundational aspect of A/GFTC's Planning Principles for planning and program development by providing a coordinated assessment of land use and transportation. The alternatives for mitigation strategies were similarly developed in accordance with these principles to maximize utilization of available system capacity, and to consider mobility, access and safety for all modes and users.

2.0 EXISTING AREA CONDITIONS

A. Roadway Network

County Route 28 is an Urban Principal Arterial and is owned and maintained by Warren County. West of the Exit 18 interchange this road is named Corinth Road, and east of the interchange it is named Main Street. As mentioned previously, this roadway was recently reconstructed to improve mobility and safety for motorized and active transportation. The segment of the corridor (Corinth Road) between Big Bay Road and the I-87 southbound ramps has a basic typical section of one 12-foot travel lane for each direction, with a 5-ft. sidewalk on the north side of the road. The segment of the corridor through the interchange consists of two lanes in each direction (a through travel lane and a left-turn lane in each direction), and sidewalks on both sides of the street. East of the interchange, Main Street transitions from the four-lane section to a three-lane section comprised of a single 14-foot shared travel lane in each direction and a center two-way left turn lane (TWLTL). At the signalized intersections of Main Street at Big Boom Road, Pine Street and Richardson Street, the TWLTL becomes a dedicated directional left-turn lane. Five-foot sidewalks are provided on both sides of Main Street from the I-87 interchange to beyond the Richardson Street limits of the study area. The posted speed limit along CR 28 throughout the study area is 35 mph.

Main Street from I-87 to its termination at US 9 in Glens Falls is part of the National Highway System and is a Designated Truck Access Highway in New York State. The corridor is a mix of commercial and residential uses. With the exception of the interchange area, access to the corridor is uncontrolled, meaning that driveway access to abutting properties is permitted.

Study Area Intersections

All six of the study area intersections are controlled by multi-phased, traffic-actuated traffic signals. The NYSDOT owns and maintains the coordinated signals at the I-87 Exit 18 northbound and southbound ramps and at the adjacent intersection of Main Street, Big Boom Road and Media Drive. The current signal timing and phasing plans for these intersections were obtained from NYSDOT. Although Warren County owns and maintains the roadway infrastructure for the remaining segments of the study corridor, the traffic signals at the three other study intersections are locally managed through an agreement between the Town and the City of Glens Falls. The traffic signal timing and phasing data for these three locally-managed signals was obtained by field observations. The reconstruction of the corridor included provision for the interchange ramp signals to also operate in coordination with the signal at Big Boom Road, but currently they do not operate in this coordinated mode.

The geometry of the intersections are as follows:

- Big Bay Road / Corinth Road – This is a "T" intersection controlled with a traffic signal. The Corinth Road eastbound approach consists of a shared through /right-turn lane while the westbound approach provides an exclusive left turn lane and an exclusive through lane. The Big Bay Road northbound approach provides a shared left / right turn lane. A crosswalk with pedestrian accommodations exists on the west leg of the intersection. The traffic signal is fully-actuated and operates in a 3-phase sequence, including permitted/protected turn movements.

- I-87 Exit 18 Southbound (SB) Ramp / Corinth Road – This is a four-way intersection operating under traffic signal control. The Corinth Road eastbound approach provides two exclusive through lanes and an exclusive right turn lane while the Corinth Road westbound approach provides an exclusive left turn lane and an exclusive through lane. I-87 Exit 18 SB Ramp approach (north leg) provides two lanes; a shared left-turn / through lane and an exclusive right turn lane for southbound vehicles exiting I-87 while the south leg provides a single, one-way travel lane for vehicles to access I-87 southbound. Crosswalks and pedestrian accommodations exist on the north and east legs of this intersection. This signal is owned and maintained by the NYSDOT and is coordinated with the I-87 Exit 18 Northbound Ramp / Corinth Road intersection using a single controller to mutually operate both ramp intersections.

- I-87 Exit 18 Northbound Ramp/ Corinth Road – This is a four-way intersection operating under traffic signal control. The Corinth Road eastbound approach provides an exclusive left-turn lane and an exclusive through lane while the Corinth Road westbound approach provides an exclusive through lane and a shared through / right turn lane. The I-87 Exit 18 northbound approach provides an exclusive left turn lane, a shared through / right-turn lane and an exclusive right turn lane while the north leg provides a single, one-way travel lane for vehicles to access I-87 northbound. Crosswalks and pedestrian accommodations are provided on both the I-87 on and off ramps. This signal is owned and maintained by the NYSDOT and is coordinated with the I-87 Exit 18 Southbound Ramp / Corinth Road intersection using a single controller to mutually operate both ramp intersections.

- Big Boom Road / Media Drive / Main Street – This is a signalized four-way intersection. The Main Street eastbound approach provides an exclusive left-turn lane, an exclusive through lane and a shared through / right-turn lane. The Main Street westbound approach provides an exclusive left-turn lane and a shared through / right-turn lane. The Big Boom northbound approach provides a

shared left-turn / through / right-turn lane while the Media Drive southbound approach provides an exclusive left-turn lane and a shared through / right-turn lane. Crosswalks and pedestrian accommodations exist on the north, east, and west legs of this intersection. The traffic signal is fully-actuated and operates in a 4-phase sequence, including permitted/protected turn movements.

- Pine Street / Main Street - This is a signalized four-way intersection. The Main Street eastbound and westbound approaches provide an exclusive left-turn lane and a shared through / right-turn lane. The Pine Street northbound and southbound approaches each consists of a shared left-turn / through / right-turn lane. The north leg (southbound approach) is offset to the east from the south leg (northbound approach) and therefore, has split phasing for the northbound and southbound approaches. The Speedway (formerly Hess) gas station driveway exists opposite the Pine Street northbound approach. Crosswalks and pedestrian accommodations exist on the north and south legs of this intersection.

- Richardson Street / Main Street - This is a signalized four-way intersection. The Main Street eastbound and westbound approaches provide an exclusive left-turn lane and a shared through / right-turn lane. The Richardson Street northbound and southbound approaches each consists of a shared left-turn / through / right-turn lane. Crosswalks and pedestrian accommodations exist on all four legs of this intersection. The traffic signal is fully-actuated and operates in an 8-phase sequence, including permitted/protected turn movements.

B. Traffic Volumes

Traffic volume data compiled from the New York State Department of Transportation (NYSDOT) Traffic Data Viewer provides the Average Daily Traffic (ADT) on Corinth Road / Main Street as shown in Table 1:

Table 1: NYSDOT AADT volumes

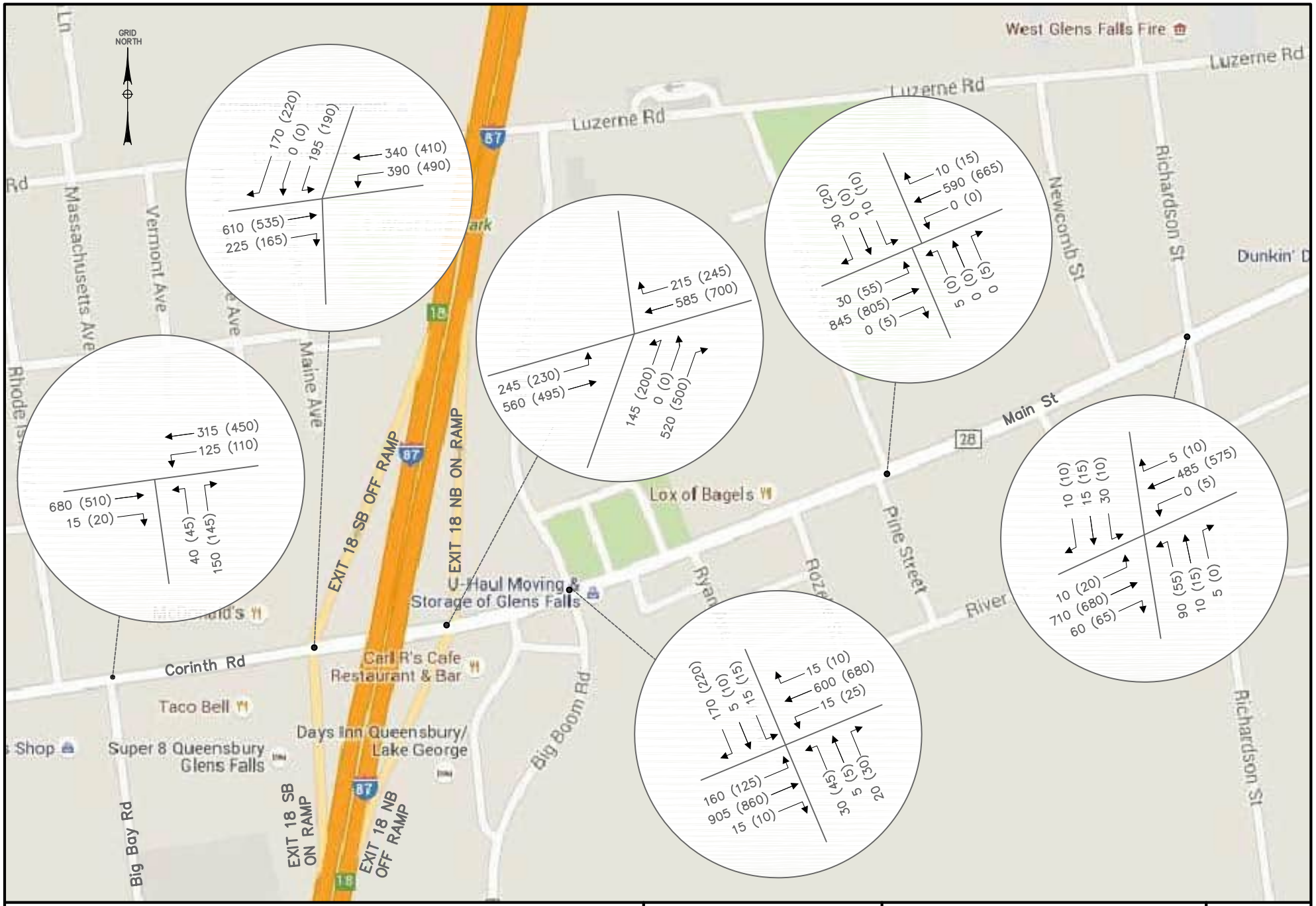
Location	From	To	Existing (2011) (vehicles per day)	Existing (2011) Peak Hour Volume (vehicles)		Forecasted (2013) (vehicles per day)
				AM	PM	
Corinth Rd.	Pinewood Rd.	I-87	8,020	664	711	8,011
Main St.	I-87	Richardson St.	Not provided	NA	NA	21,347
Main St.	Richardson St.	City Line	13,753	1,037	1,107	13,727
I-87	Southbound off ramp	Corinth Rd	6,500 (2009)	493	611	Not provided
I-87	Northbound off ramp	Corinth Road	5,021 (2009)	430	543	Not provided

Traffic volumes were counted at the six study intersections to document the current volumes and patterns of traffic movement during peak-hour conditions. These counts were conducted on Wednesday, May 20, 2015 and Thursday, May 21, 2015 for the weekday AM peak period (7 am to 9 am) and weekday PM peak period (4 pm to 6 pm). The existing traffic volumes were summarized and a monthly seasonal adjustment factor applied, based upon NYSDOT published factors, to reflect peak design conditions. The 2015 Existing Design Hour Volumes (DHV) are shown on Figure 4 (next page). The two-way traffic volumes on the study area roadways are shown on Table 2.

Table 2: 2015 Two-Way Design Hour Volumes

Segment		Two-Way Peak Hour Volume (vehicles)	
		AM	PM
West of Big Bay Rd. / Corinth Rd.	-	1,050	1,025
Big Bay Rd. / Corinth Rd.	Exit 18 SB ramps	1,345	1,330
Exit 18 SB ramps	Exit 18 NB ramps	1,535	1,625
Exit 18 NB ramps	Big Boom Rd. / Media Dr. / Main St.	1,880	1,940
Big Boom Rd. / Media Dr. / Main St.	Pine St. / Main St.	1,570	1,620
Pine St. / Main St.	Richardson St. / Main St.	1,545	1,500
East of Richardson St. / Main St.	-	1,235	1,280

Trucks and other heavy vehicles comprise 4-7% of the total traffic volumes on Corinth Road / Main Street during the AM peak hour and 3-5% during the PM peak hour. This count data is provided in Appendix A.



LEGEND
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(XX) – PM PEAK HOUR

MAP IMAGE SOURCE: GOOGLE MAP

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WEEKDAY PEAK HOUR TRAFFIC VOLUMES
2015 – EXISTING CONDITIONS

EXIT 18 REZONE STUDY
QUEENSBURY, NY

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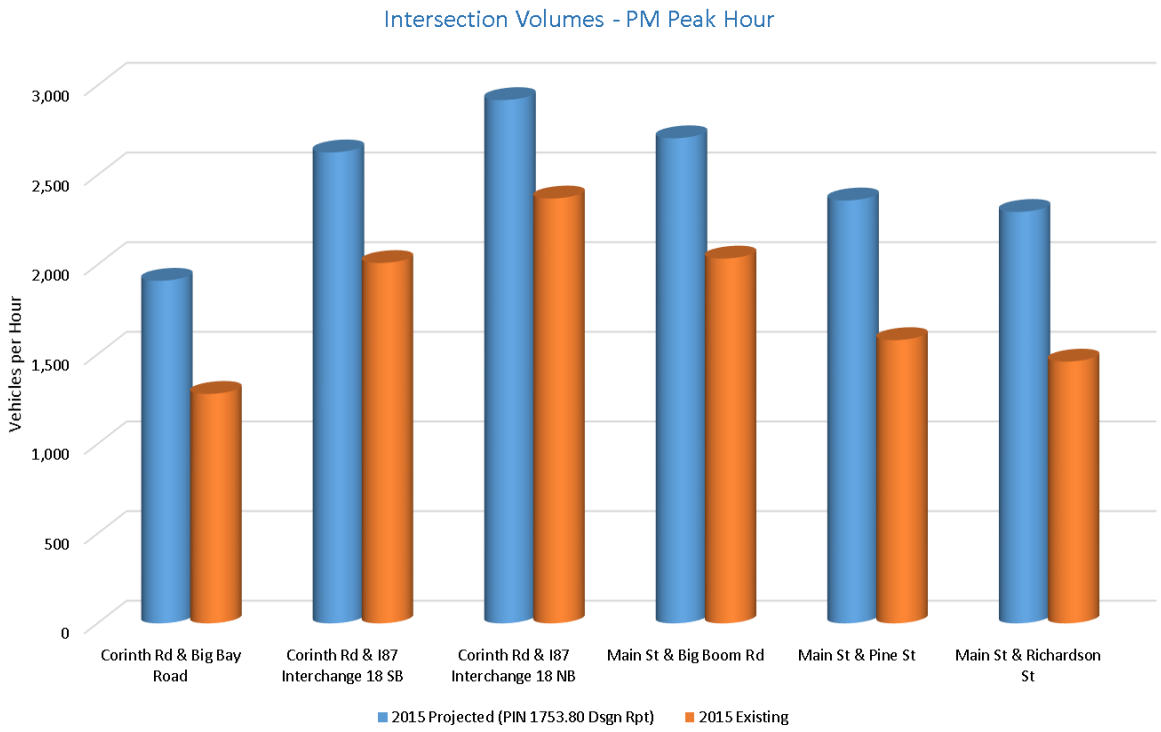
The current 2015 DHV intersection volumes in the study area were compared to the forecasted 2015 Design Volumes that had been developed as the basis of design for the Corinth Road Reconstruction project. The data shows that the actual volumes are lower than the volumes that were used as the design condition for the reconstruction project. A comparison of volumes for the PM peak hour is provided in Figure 5.

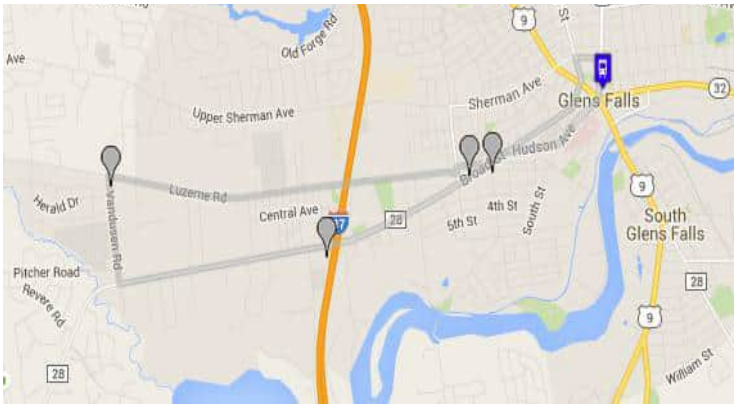
Figure 5: 2015 Intersection Volume Comparison



C. Transit Service

Greater Glens Falls Transit (GGFT) currently operates transit service in the study area via Bus Route 7 (West Glens Falls). The service operates weekdays from 7:00 a.m. to 5:05 p.m. and on Saturdays from 9:00 am to 5:10 pm, with average service headways of approximately 2 hours. A bus stop is located at the McDonald's on Corinth Road, just west of the I-87 southbound ramps, although there is no shelter or bus turn-out.

Figure 6: GGFT Bus Route 7



D. Pedestrians and Bicyclists

A sidewalk is provided along the north side of Corinth Road/Main Street throughout the limits of the study area. A sidewalk is also provided on the south side of the street from the I-87 southbound ramps to beyond the eastern limits of the study area. Crosswalks and pedestrian signals are provided at all of the signalized intersections, as noted in the intersection descriptions above. Pedestrian crossings of Main Street are also provided at two non-signalized intersections: at Ryan Avenue and at Rozelle Street.

Bicycles are accommodated in the shared 14-ft wide travel lanes on Main Street east of Big Boom Road. Because of the constraints of the interchange bridge structure, bicyclists either share the travel lanes or utilize the sidewalk to move through the interchange area. The facility was intentionally designed for this level of accommodation.

Unsignalized pedestrian crossing at intersection of Main Street and Rozelle Street

Counts of pedestrians and bicyclists were recorded at each study intersection during the weekday AM and PM study periods concurrently with the vehicle traffic counts in May 2015. The pedestrian/bicyclist volumes occurring during the AM and PM peak hours are shown in Table 3. The total number of pedestrians shown in the table includes the total number across all legs of the intersection. This summary shows there was minimal pedestrian and bicycle movements at the time of the counts. This is not to imply that the infrastructure supporting these transportation modes is not vital to the corridor, but these volumes provide a basis for understanding the effect of pedestrian and bicycle activity in the analysis of vehicle traffic operations.

Table 3: 2015 Peak Hour Pedestrian and Bicycle Volumes

Intersection	Pedestrians		Bicyclists	
	AM	PM	AM	PM
Big Bay Rd. / Corinth Rd.	0	0	0	0
Exit 18 SB ramps	2	1	0	0
Exit 18 NB ramps	1	1	2	2
Big Boom Rd. / Media Dr. / Main St.	0	1	0	1
Pine St. / Main St.	0	1	0	0
Richardson St. / Main St.	0	1	0	1

3.0 NO-BUILD TRAFFIC VOLUMES

In order to assess the traffic impacts associated with rezoning within the project area, it is first necessary to estimate the traffic volumes on the adjacent roadways for the future condition without the project (No-Build Condition) and then apply the traffic generated from the proposed project to obtain the future conditions with the project (Build Condition).

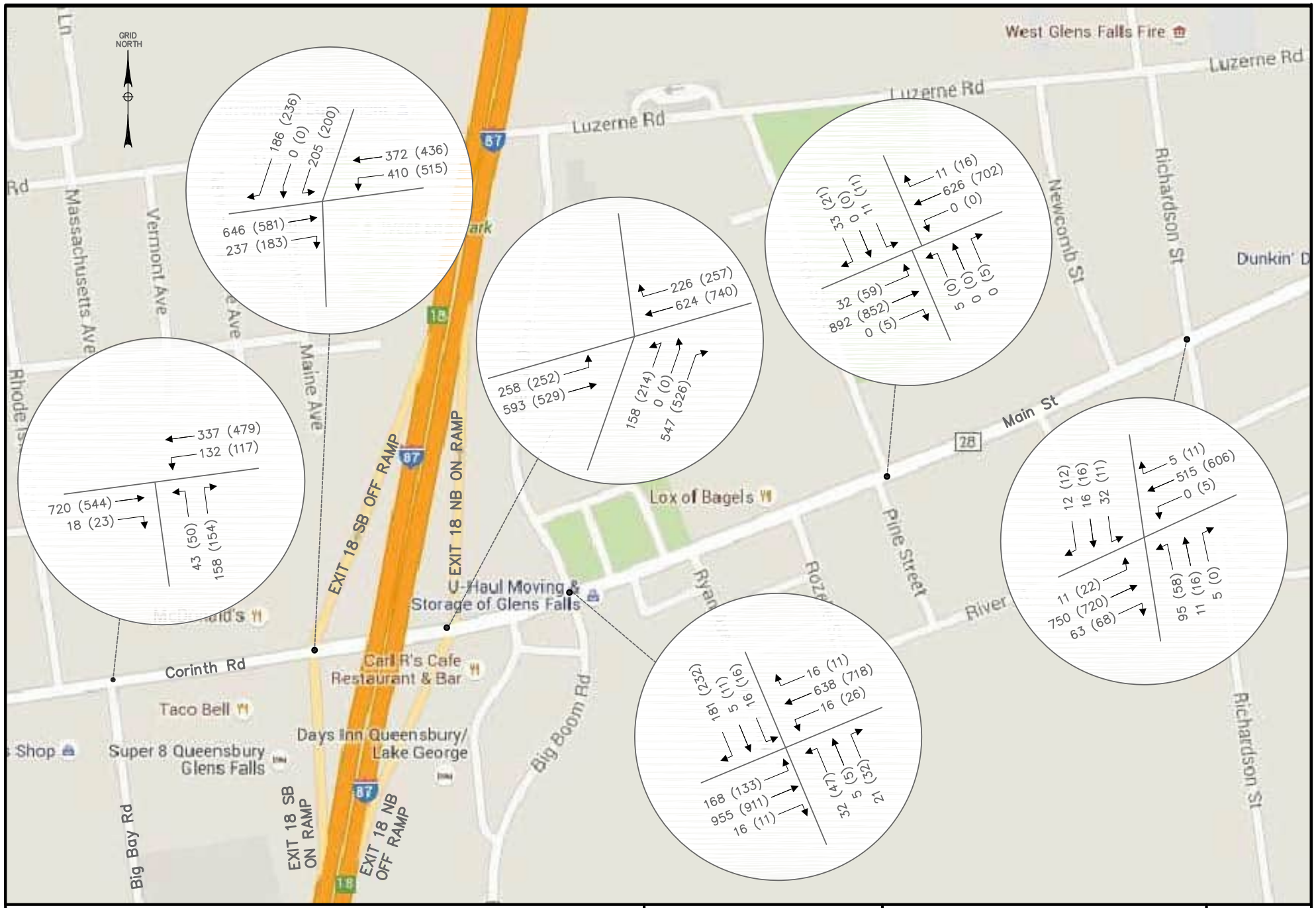
The Final Design Report (FDR) for the Corinth Road/Main Street Reconstruction project (PIN 1753.80), was reviewed to obtain historic baseline intersection traffic volumes for the project area. Comparison of the 2015 Existing Design Hour volumes and the 2004 traffic volumes contained in the FDR indicates that the traffic volumes within the project area have generally been relatively stable with 0% to 2% per year growth, depending on location. Intersections at the westerly project limits have experienced more growth than the intersections at the easterly project limit. For the purposes of this study, an annual growth rate of 1% was applied to adjust the 2015 Design Hour volumes to the 5-year 2020 planning horizon established for the study.

The Town Planning Department identified three approved development projects that would add future traffic volume to the study area:

- Parillo Mixed Use: 2,832 s.f. Fast Food and 20,000 s.f. of office/retail
- 30,300 s.f. expansion of existing 30,502 s.f. warehouse (approved 12/2013).
- Four (4) 200' x 30' self-storage buildings and associated site work (approved 4/15).

Based on the traffic projections developed for each of these projects, it is estimated they will add a combined 28 vehicle trips during the weekday AM peak hour and 39 vehicle trips during the weekday PM peak hour through the I-87 Exit 18 interchange.

The traffic generated by these developments were combined with the general background growth to represent the future No-Build volumes, which will be the basis for evaluating the impact of the projected development under the proposed CI-18 zoning. The resulting 2020 No-Build traffic volumes are shown on Figure 7 (next page). The No-Build intersection volumes for the PM peak hour are shown in comparison to the volumes that were used as the design condition for the Reconstruction project and the 2015 current volumes on Figure 8 (page 14).



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WEEKDAY PEAK HOUR TRAFFIC VOLUMES
2020 – NO BUILD CONDITIONS

EXIT 18 REZONE STUDY
QUEENSBURY, NY

FIGURE
7

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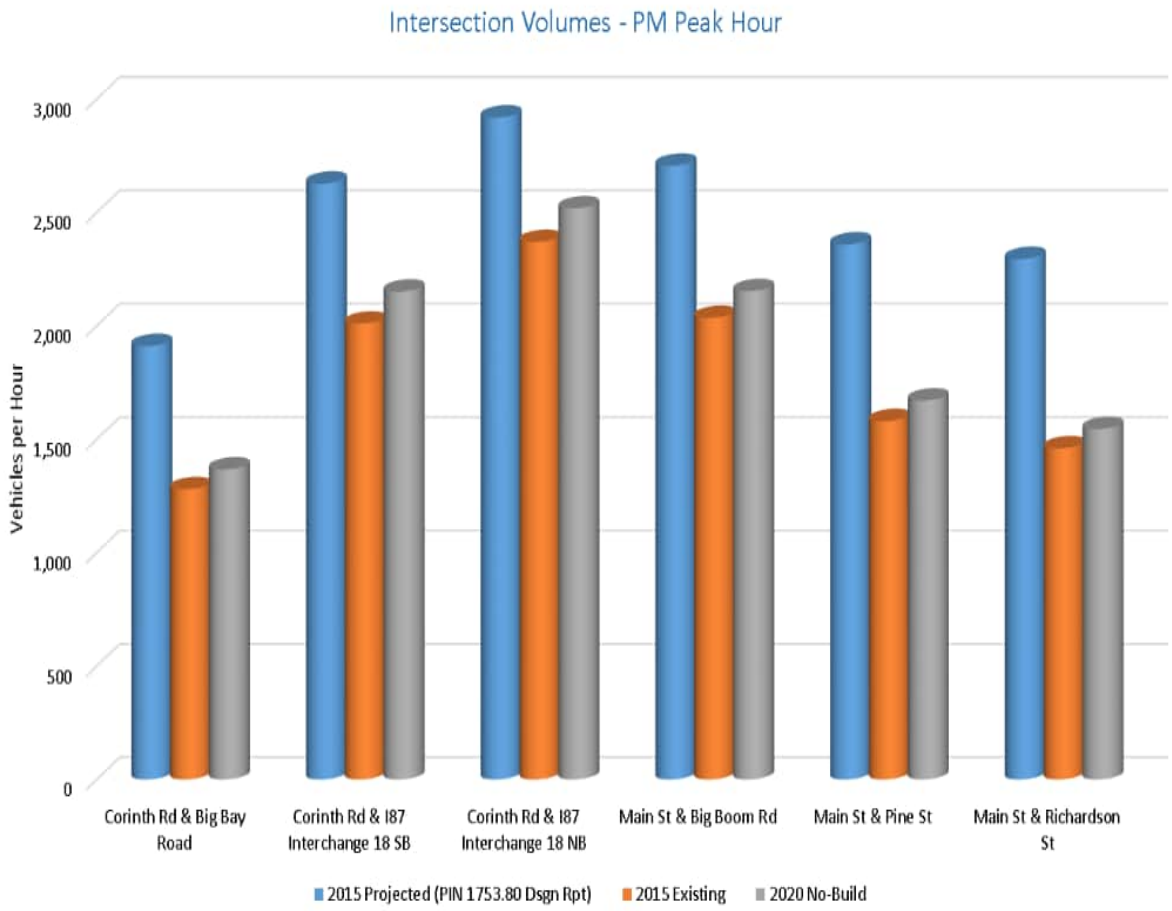
Figure 8: Intersection Volume Comparison - Existing/No-Build



4.0 LAND USE

The proposed CI-18 rezone area is approximately 65.5 acres. Land use within the boundaries of the proposed CI-18 zone includes undeveloped parcels and a variety of small-scale commercial and service uses, as follows:

Restaurants
Carl R's Café, Restaurant & Bar
McDonalds
Subway
Taco Bell

General Commercial
U-Haul Moving and Storage

Convenience/Fuel Services
Capital Food and Fuel
Cumberland Farms

Lodging
Days Inn Queensbury/Lake George
Super 8 Queensbury

The current zoning of the proposed CI-18 district includes Commercial Intensive (CI), Commercial Light Industrial (CLI) and Main Street (MS) zones. The land area associated with each of the current zones is shown in Table 4:

Table 4: Existing Zoning

Zone	Size (acres)
Commercial Intensive (CI)	28.93
Commercial Light Industrial (CLI)	7.14
Main Street (MS)	29.43
Total	65.5

The statement of intent for the proposed CI-18 zone is to take advantage of an area of Queensbury that already has intense commercial development proximate to the Exit 18 Interchange with US Interstate 87 (Adirondack Northway) by allowing for flexible development opportunities on key sites, creating economic development while encouraging the overall improvement and appearance of these areas, including attractive building designs and enhanced pedestrian access

The CI and MS zones allow many of the same uses. One difference is the listing of Enclosed Shopping Center as an allowable use in the proposed CI-18 zone; a use that is not allowed in the existing zones in the study area. The second "new" use is Amusement Center which is allowed in the proposed CI-18 zone,

the existing CL but not in the CLI or MS zone. Many of the most intensive uses allowable only under the existing CLI zone are not included in the proposed CI-18 zone.

The proposed CI-18 zone also will allow buildings up to 70 feet depending on the building setback. Existing zoning allows for a maximum height of 40 in the CI and MS zone and 60 in the CLI zone. Finally to further encourage well planned and attractive projects, language to be included in 179-7-050 Design Districts has been developed for the proposed zone. This will address issues such as facades, rooflines entrance design and location, building materials within the context of overall site planning.

The development potential of the CI-18 zone was evaluated based on considerations of existing physical constraints (such as wetlands, steep slopes and floodplains) and the proposed zoning criteria. The evaluation also incorporated approved projects not yet built in the Study Area. A review of National Wetlands Inventory (NWI) wetlands mapping, U.S. Department of Agriculture (USDA) soils mapping and Federal Emergency Management Agency (FEMA) floodplain mapping did not identify resources that would constrain development within the proposed CI-18 zone.

The proposed CI-18 zone consists of approximately 20 separate parcels varying in size from approximately 1 acre to over 17 acres. The buildable acreage of the proposed CI-18 zone was determined by deducting land necessary to accommodate the infrastructure for roads (access and traffic circulation) and utilities, and considering the adjustments for zoning requirements related to lot coverage, landscaping/greenspace, and permeable surfaces. Typically the road and utility infrastructure for development will comprise 15-20% of a site. For the purposes of this analysis, 15% was used to provide a higher estimate of the development potential of the area.

The Town of Queensbury zoning code requires site development to provide a minimum of 30% landscaping/30% permeable surfaces. In addition, the use of permeable pavement earns a 50% bonus that is used to meet the landscaping/permeable pavement requirements. It is assumed that over the entire study area approximately 20% of parcels will utilize permeable pavement, reducing the required landscaping/permeable pavement requirements.

Based on these considerations of infrastructure and zoning criteria, it is estimated that the CI-18 rezone area will support approximately 38 buildable acres.

Available acreage calculation	**65.5 acres total**
Subtract roads, utilities (15%)	9.83
Subtract constraints (wetlands/steep slopes/floodplains)	0
Subtract landscaping/permeable surfaces requirements [1]	17.69
Approximate acreage available for development	**37.98**

[1] It is assumed that over the entire study area approximately 20% of parcels will utilize permeable pavement

A land use scenario for this buildable area was developed for a 2020 planning horizon for the purpose of the transportation analysis. Prior to identifying conceptual land uses for this development scenario, parcels within the study area were consolidated to ensure that parcels meet the acreage requirements of the proposed zoning and thus will be developable. This parcel consolidation concept is shown on Figure 9. It is noted that the geographic location of Parcel F (Capital Food and Fuel) does not allow it to be

combined with any other parcel. Because of this, Parcel F was considered to remain an undersized lot with a non-conforming use (convenience/fuel services) under the proposed zoning.

Gas stations are not identified as an allowable use in the proposed zoning language resulting in a second non-conforming use on the south side of Main Street (Parcel K). Again, for the purpose of this analysis, two undersized adjoining parcels are proposed to be combined. The undersized lots are not adjacent to any other parcels in the study area.

The Parcel Consolidation and Concept Development Table (Table 5) identifies the estimated maximum build-out focused on high traffic generators. Alternative uses have been identified for some parcels, which were also considered for the purpose of identifying a development scenario for the transportation analysis.

Figure 9: Parcel Consolidation Concept

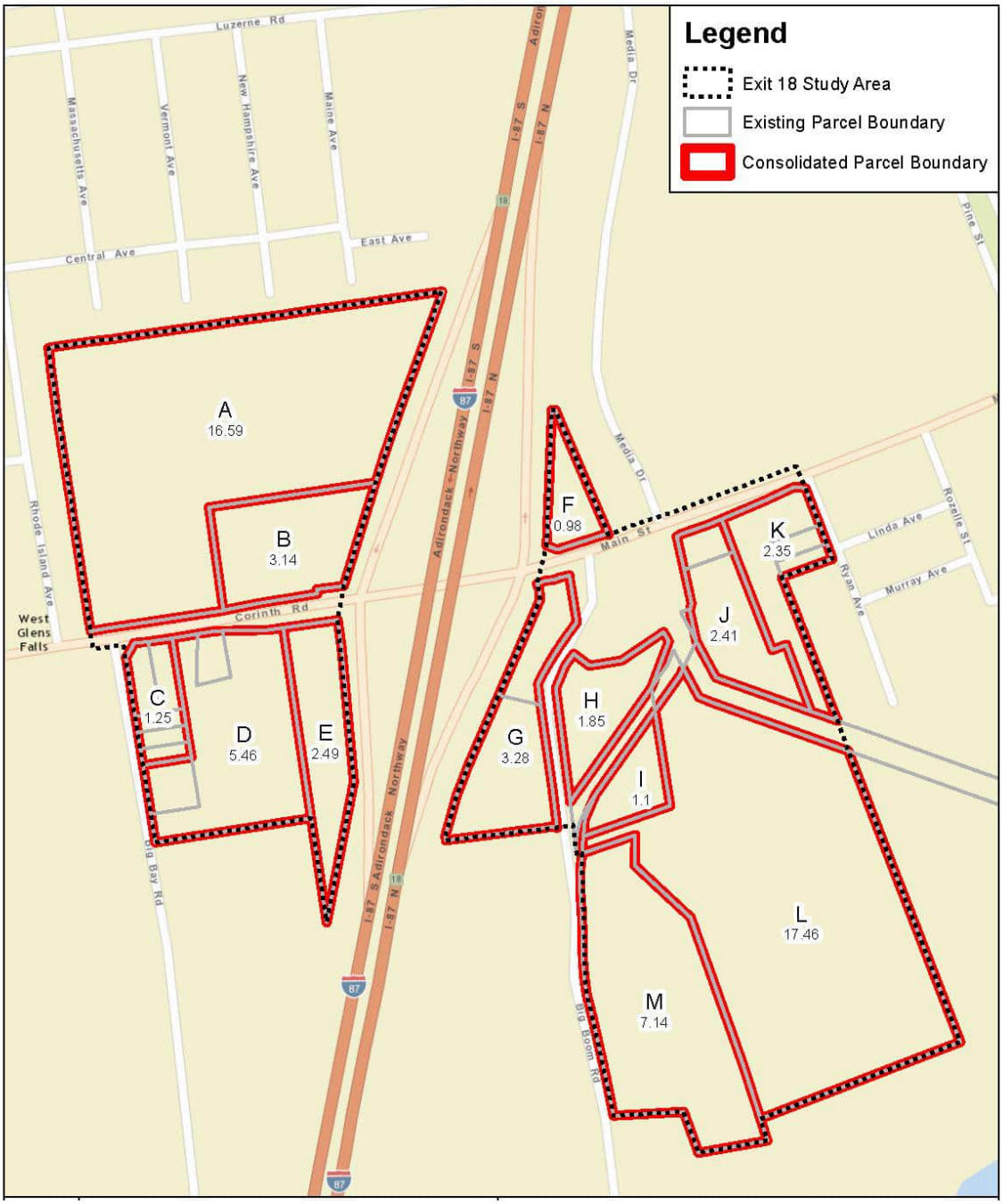


Table 5: Parcel Consolidation and Development Concept

Parcel	Size (Acres)	Existing Zoning	Proposed Zoning	Estimated Buildable Area (Acres)	Estimated Build-out Land Use
A	16.59	CI	CI-18	9.62	Hotel with meeting rooms: 170 rooms Office: 60,000 sq. ft. Bank or other service use with drive-thru: 7,000 sq. ft.
B	3.14	CI	CI-18	1.82	Maintain existing use - fast food with drive thru: 4,000 sq. ft. [1]
C	1.25	CI	CI-18	0.73	Business commercial (service)/small retail/food strip: 12,000 sq. ft.
D	5.46	CI	CI-18	3.16	Commercial office: 50,000 sq. ft.
E	2.49	CI	CI-18	1.44	Expansion of existing Hotel: 110 added rooms
F	0.98	MS	CI-18	0.57	Existing use to remain
G	3.28	MS	CI-18	1.91	Expansion of existing Hotel: 120 rooms
H[2]	1.85	MS	CI-18	1.07	Commercial Office: 11,000 sq. ft.
I[2]	1.10	MS	CI-18	0.64	Commercial Office: 7,000 sq. ft.
J	2.41	MS	CI-18	1.40	Retail/fast food: 9,000 sq. ft.
K	2.35	MS	CI-18	1.36	Existing use to remain; redevelop as expanded convenience/fuel services or similar use & include adjoining non-conforming parcels[3]
L	17.46	MS	CI-18	10.12	Hotel w/meeting rooms & restaurant: 200 rooms Commercial office: 80,000 sq. ft. [4]
M	7.14	MS	CI-18	4.14	Retail Shopping Mall/Plaza: 80,000 sq. ft.
	65.5			**37.98**	

[1]Site currently does not meet proposed landscape or percent permeable requirements; site redevelopment to meet these requirements.
[2]H and I represent one parcel divided by Big Boom Road.
[3]Gas stations are not an allowable use in the proposed CI-18 zone; redevelopment/expansion of this use will require a variance. The 2 adjacent parcels do not meet minimum lot size in the CI-18 zone and therefore were combined and included in Parcel K.
[4]Alternate concept- possible 100,000 GLFA SF shopping mall/plaza with outparcel, 500-550 parking spaces.

5.0 BUILD TRAFFIC VOLUMES

A. Trip Generation

The transportation impacts associated with development of the proposed CI-18 zone was based on a development scenario for the 2020 planning horizon established in coordination with the Town and A/GFTC. This Build development scenario consists of the following uses:

Land Use	Size
Hotel	294 rooms*
Office	128,000 sq. ft.
Bank with Drive-thru service	7,000 sq. ft.
Fast food Restaurant with Drive-thru service	4,000 sq. ft.
Specialty/Neighborhood Retail	17,000 sq. ft.
Shopping Center Retail	180,000 sq. ft.

**this is in addition to the 106 existing hotel rooms in the zone*

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th edition, is the industry standard for determining trip generation for various land uses and is based on data collected at case study sites throughout the United States. The applicable ITE Land Use Codes (LUC) corresponding to the land uses for the Build scenario are as follows:

- ITE LUC 310: Hotels
- ITE LUC 710: General Office
- ITE LUC 912: Bank with Drive-Thru
- ITE LUC 820: Retail
- ITE LUC 934: Fast Food Restaurant w/ Drive-Thru

The traffic generated by the development with the CI-18 zone will be composed of the following basic trip categories; primary trips and pass-by trips. **Primary trips** represent motorists whose primary destination is within the zone and travel along the adjacent road is not linked to additional purposes. **Pass-by trips** are secondary trips that are attracted from traffic passing the individual development sites on an adjacent street that offers direct access to the generator.

The ITE *Trip Generation Handbook, 3rd Edition,* which provides pass-by trip rates for the various land uses, was used to assess the number of new trips that would be associated with each of the proposed developments as pass-by trips. The following pass-by trip rates were estimated for the development, based on the ITE information and engineering experience/judgement:

- Bank with Drive-Thru: 30% pass-by trips
- Shopping Center retail: 35% pass-by trips
- Fast-food and smaller retail sites: 50% pass-by trips
- Hotels and offices: are not uses that would include pass-by trips.

Internal capture is another trip generation concept, which is related to travel between parcels within the CI-18 zone. ITE has limited information pertaining to this effect, but what information does exist shows that the interaction between the proposed uses would not be significant. In the case of the CI-18 zone, many of these trips would also still involve travel on the public street network. Consequently, the trip

generation estimates for the Build condition did not consider a trip reduction for these types of trips between parcels.

Based on the ITE information, it is estimated that the Build development scenario will generate 1,048 vehicle trips during the AM peak hour and 2,123 trips during the PM peak hour. Of these trips, 794 trips are estimated to be new to the network during the AM peak hour and 1,503 trips will be new during the PM peak hour. Although transit service is provided in the corridor, existing ridership characteristics discussed with GGFT suggest that transit will not significantly influence the trip generation characteristics of travel to the study area, so the trip generation estimates were not reduced for transit use for the purpose of this study.

Table 6 summarizes the estimated site traffic generated by the Build scenario, grouped by land use. Appendix B provides the detailed trip generation and distribution estimates for each parcel within the CI-18 zone.

Table 6: CI-18 Development Trip Generation

Parcel	Build Use	LUC	Size	Trip Type	Weekday			AM Peak Hour			PM Peak Hour		
					Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
SUMMARY OF BUILD OUT USES													
A, E, G, L	Hotel	310	294 rooms	Total	1,202	1,200	2,402	92	64	156	91	85	176
				Pass-By	0	0	0	0	0	0	0	0	0
				Primary	1,202	1,200	2,402	92	64	156	91	85	176
A, D, H, I	General Office	710	128,000 s.f.	Total	933	930	1,863	234	31	265	53	253	306
				Pass-By	0	0	0	0	0	0	0	0	0
				Primary	933	930	1,863	234	31	265	53	253	306
A	Bank w/ Drive-Thru	912	7,000 s.f.	Total	519	518	1,037	48	37	85	85	85	170
				Pass-By (30%)	155	156	311	13	13	26	25	26	51
				Primary	364	362	726	35	24	59	60	59	119
B, J	Fast Food Restaurant w/ Drive-Thru	934	4,000 s.f.	Total	992	992	1,984	93	89	182	68	63	131
				Pass-By (50%)	496	496	992	45	46	91	33	33	66
				Primary	496	496	992	48	43	91	35	30	65
C, J	Retail	820	17,000 s.f.	Total	1,341	1,341	2,682	42	26	68	108	117	225
				Pass-By (50%)	670	670	1,340	17	17	34	56	56	112
				Primary	671	671	1,342	25	9	34	52	61	113
L, M	Shopping Center	820	180,000 s.f.	Total	6,333	6,332	12,665	181	111	292	536	579	1,115
				Pass-By (35%)	2,216	2,217	4,433	51	52	103	195	196	391
				Primary	4,117	4,115	8,232	130	59	189	341	383	724
TRIP GENERATION SUMMARY													
Total of All Parcels				**Total**	**11,320**	**11,313**	**22,633**	**690**	**358**	**1,048**	**941**	**1,182**	**2,123**
				Pass-By	**3,537**	**3,539**	**7,076**	**126**	**128**	**254**	**309**	**311**	**620**
				Primary	**7,783**	**7,774**	**15,557**	**564**	**230**	**794**	**632**	**871**	**1,503**

B. Site Trip Distribution

The traffic generated by the Build scenario was distributed to the network based on the overall traffic flow patterns in the study area and considering the type of use, and proximity of the site to other regional activity centers and residential populations. The trips were distributed to the network for each of the parcels. The overall distribution for all new primary trips resulted in the following general distribution:

To/From:	Main Street East	23%
	Corinth Road West:	23%
	I-87 North:	20%
	I-87 South:	20%
	Media Drive North:	13%
	Big Bay Rd South:	1%
	TOTAL	100%

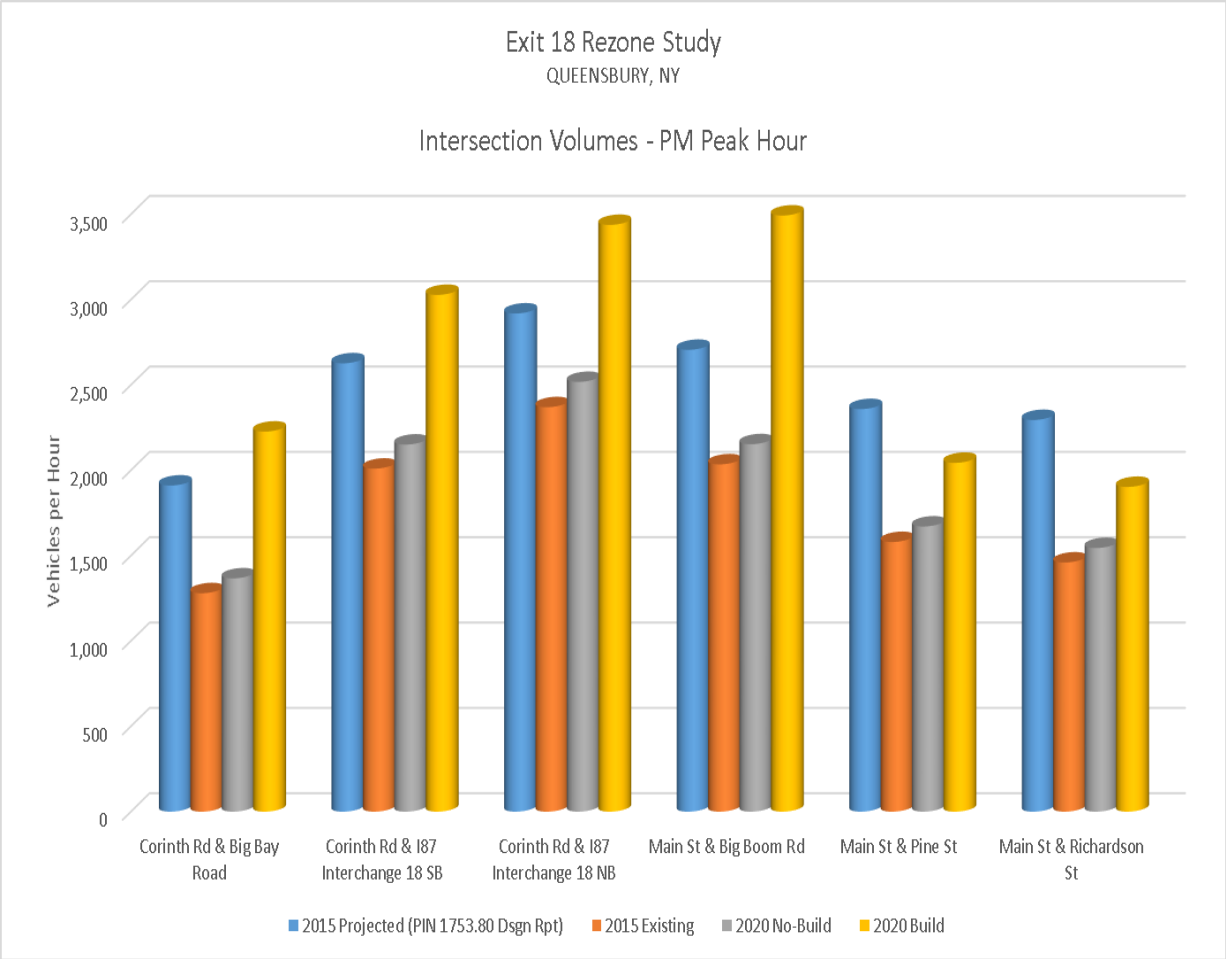
The distribution and turning movement assignments of site traffic to the study area roadways for pass-by and primary trips is provided in Appendix B.

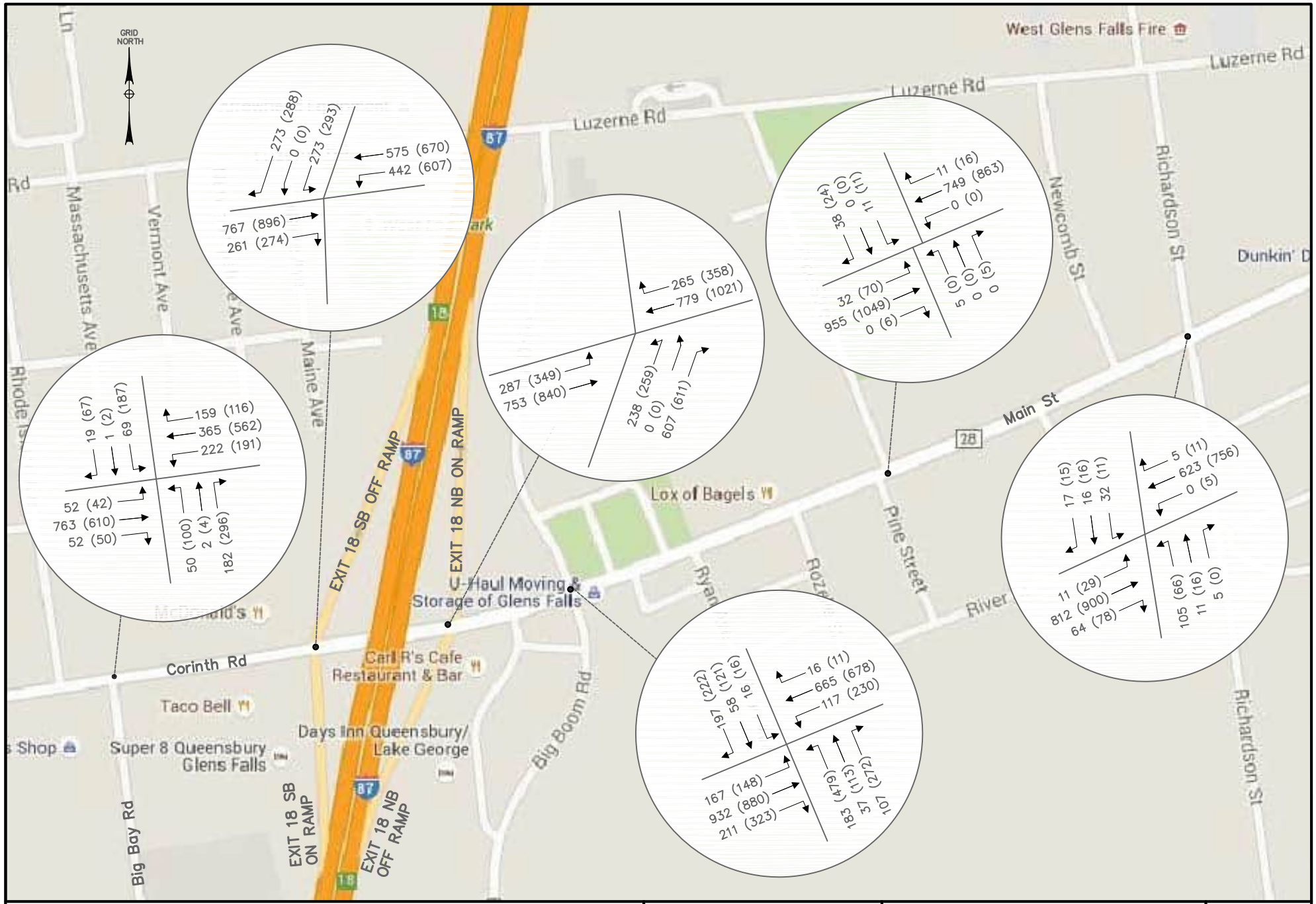
C. Future Build Volumes

The site generated traffic was combined with the 2020 No-Build volumes to represent the estimated future volume conditions for the project area with the rezone development. The future 2020 Build volumes are shown on Figure 11 (next page).

A comparison of the intersection volumes for the 2020 Build Condition to the 2015 Design Volumes that had been developed for the Corinth Road Reconstruction project (FDR, 2004) are shown in Figure 10. This data shows that the 2020 Build volumes for the four intersections between Big Bay Road and Big Boom Road are substantially higher (15%-30%) than the volumes that were used as the design condition for the Reconstruction project. The Build volumes for the intersections east of Big Boom Road are projected to be lower than the design volumes used as the basis of the reconstruction project design.

Figure 10: Intersection Volume Comparison – Existing/No-Build/Build





LEGEND
XX – AM PEAK HOUR
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MAP IMAGE SOURCE: GOOGLE MAP

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WEEKDAY PEAK HOUR TRAFFIC VOLUMES
2020 – BUILD CONDITIONS

EXIT 18 REZONE STUDY
QUEENSBURY, NY

FIGURE
11

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6.0 CAPACITY ANALYSIS

The operating conditions of transportation facilities are evaluated based on the relationship of existing or projected traffic volumes to the theoretical capacity of the highway. Various factors affect highway capacity, including traffic volume, speed, roadway geometry, grade, number and width of travel lanes and intersection control. The current standards for evaluating capacity and operating conditions are contained in the Highway Capacity Manual 2010 (HCM 2010), published by the Transportation Research Board (TRB). The procedures describe operating conditions in terms of Level of Service (LOS). In general, LOS "A" represents the best operating conditions and LOS "F" represents the worst.

Level of Service (LOS) criteria are equated to average delay per vehicle (seconds), and range from LOS A to LOS F. An overall intersection LOS of D or better is generally considered to be acceptable during peak periods for signalized intersections. A LOS F represents levels of congestion that are generally considered to be unacceptable at any intersection; however, again, other metrics should also be considered in determining a need for improvements. Table 5 below presents the level of service thresholds for signalized intersections.

Table 7: HCM Intersection LOS

LOS	Control Delay per Vehicle (Seconds)
A	10 or less
B	10-20
C	20-35
D	35-55
E	55-80
F	greater than 80

Capacity analyses were performed for the following conditions using SYNCHRO 8 software:

- 2015 Existing
- 2020 No-Build
- 2020 Build

These analyses were completed using the HCM 2010 guidance on recommended practices for treatment of various data inputs to develop the models, such as considerations of peak hour factor adjustments, and heavy vehicle factors. However, the operational analysis models that were used to produce the level-of – service results used the computational methods from the earlier HCM 2000 version because of limitations in the HCM 2010 methodology for analyzing the signal phasing at some of the study area intersections, such as the clustered signal operations of the interchange.

Table 8 and Table 9 at the end of this Section summarize the LOS and delay results for each of the intersections for the weekday AM and PM peak periods, respectively. Summary reports of these analyses are provided in Appendix C.

A. Existing Traffic Operations

The capacity analyses show that the overall intersection operations in the corridor are acceptable, with weekday AM and PM peak periods at all intersections operating at LOS D or better. In fact, the overall intersection levels of service for much of the study area is LOS B. Similarly, all approaches and lane groups operate at LOS D or better during peak hours, except at the Big Boom Road/Media Drive/ Main Street intersection where the northbound approach (Big Boom Road) operates at LOS F during both peak periods. The LOS F condition for this approach is not because of a high volume demand (55 veh/hr in the AM peak and 80 veh/hr in the PM peak), but is a result of the interaction of this traffic with the conflicting traffic entering the intersection at the same time from Media Drive.

Traffic moves along the corridor in long groups, or platoons, during the peak hours. Queue conditions that sometimes extend beyond the designated storage areas within the lanes and/or extend to an adjacent intersection can reduce the effective operations in the corridor. These factors will periodically produce congestion in the corridor that is not reflected by the intersection level of service results. The queue conditions in the corridor are discussed in Section 7.0 of this report.

It is noted that the Corinth Road Reconstruction project included the capability for the signal at the Big Boom Road/Media Drive/Main Street intersection to be operated in coordination with the signals at the I-87 Exit 18 interchange. However, the existing signal timing plans for these signals shows that this coordination is not currently being deployed by NYSDOT. NYSDOT has indicated that they will be making minor adjustments to some timing inputs to improve the efficiency of the signal operations, but they consider that the coordination would not have an overall benefit to corridor operations at this time.

The field observations of conditions at the Main Street/Richardson Street intersection indicate that the northbound approach of Richardson Street is operating in a 'Vehicle Recall' mode, which means that green time is allocated for this approach even when there are no vehicles present on Richardson Street to be served. In contrast, the southbound approach operates in a 'Vehicle Actuation' mode, so that a call for GREEN is not placed for this approach unless a vehicle is present. This current recall mode of operation for the northbound approach reduces the efficiency of traffic operations because of the unnecessary traffic stops on Main Street. The signal was designed so that both the northbound and southbound approaches would operate in 'Vehicle-actuation' mode.

Another characteristic of the signal operations at the Main Street/Richardson Street intersection is that the Richardson Street phases of the signal do not appear to be programmed for northbound and southbound approaches of Richardson Street to both receive a GREEN signal at the same time regardless of which direction activated the call (known as 'Dual Entry'). Instead, the current operations have the signals facing southbound traffic remain RED if there is no vehicle call on this approach even when the northbound approach is GREEN. This is not a common phasing treatment, and is not how the signal was designed to operate. While this does not negatively impact delays at the intersection, it may cause confusion for pedestrians. This is because the pedestrian signals to cross Main Street on the east side of the intersection are associated with the northbound traffic phase while the pedestrian signals to cross Main Street on the west side of the intersection are associated with the southbound traffic phase. Because the signal is not using the Dual Entry function, the pedestrian signals will display WALK for the east side crossing at the same time that the signals display DON'T WALK for the west side crossing.

B. No-Build Traffic Operations

The No-Build capacity analysis identifies the traffic operations for the 2020 planning horizon considering status quo development and socio-economic trends for the area. This analysis provides the context for evaluating the impact of the development in the CI-18 zone. The analyses assumes the existing geometrics and signal phasing configurations, but with optimized signal cycle and green time allocations.

The analyses show similar operations as the Existing conditions, with all intersections operating at an overall LOS D or better during the weekday AM and PM peak periods. All approaches to each of the intersections continue to operate at acceptable LOS (LOS D or better) except for the Big Boom Road northbound approach (AM and PM periods) and the Main Street eastbound approach at Richardson Street (AM period). As with the Existing Conditions, the Big Boom northbound approach continues to experience long delays with unacceptable LOS (LOS F). The increase in traffic associated with background growth results in additional delay (16.3 seconds) to the Main Street eastbound approach at Richardson Street during the weekday AM peak period, such that the LOS deteriorates from LOS D to LOS E. This level of service also reflects the inefficiency created by the current recall mode operation of the Richardson Street approach.

C. Build Traffic Operations

The analysis of the Build condition operations considered these operations in the context of the existing geometry and traffic control. However, for the purpose of analysis, it is assumed that the access to Parcel A will be provided from Corinth Road opposite Big Bay Road, which is the preferred access location. The initial base assumptions for the geometry needed at this intersection to support the access to Parcel A used in the Build analysis are as follows:

- Big Bay Road/Corinth Road –
    - Site access to Corinth Road opposite Big Bay Road, modifying this from a "T" intersection to a 4-way intersection.
    - Provide a single lane on the new southbound approach from Parcel A to provide a shared left-turn/through/right-turn lane.
    - Provide a separate left-turn lane on Corinth Road eastbound approach (for traffic entering Parcel A)

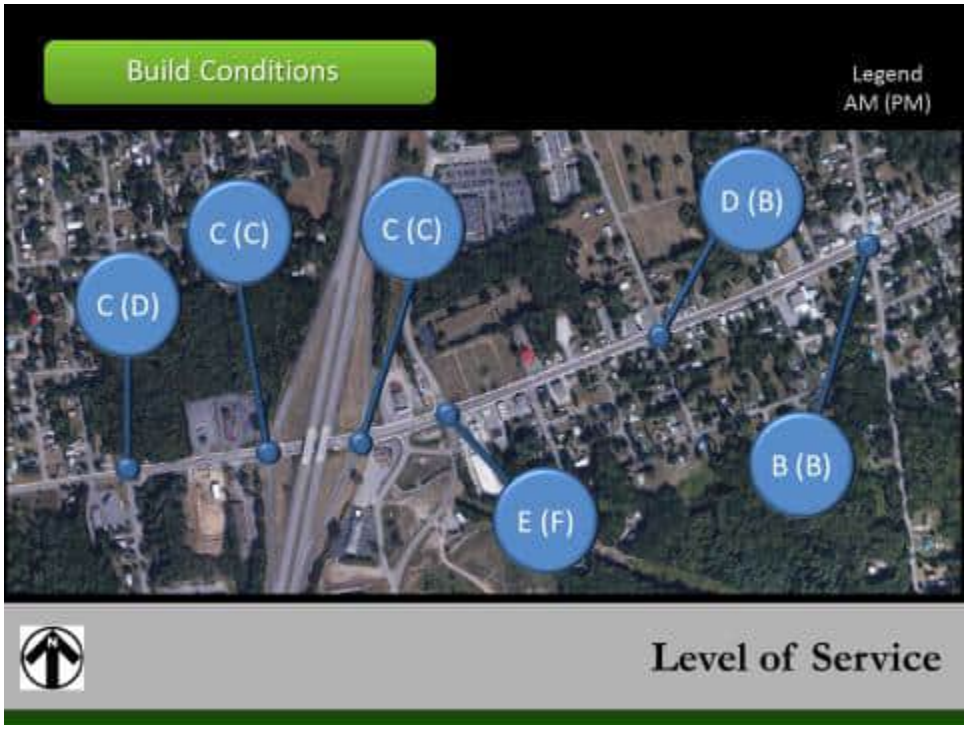
In addition to these geometric modifications, the Build capacity analyses assumes modified signal phasing to accommodate the new fourth leg of the Big Bay Road/Corinth Road intersection. The geometry and signal phasing at the other study intersections are the same as existing for this analysis.

The results of the capacity analyses show that the overall level of service for all the study intersections except Big Boom Road/Media Drive/Main Street will operate at LOS D or better. The intersection of Big Boom Road/Media Drive/Main Street will be LOS E in the AM peak hour and LOS F in the PM peak hour.

The Build analysis also shows LOS E/F operations at the following intersection approaches, even though the overall intersection operations are LOS D or better:

- Big Bay Road/Corinth Road: SB approach (AM & PM)
- Pine Street/Main Street: EB approach (AM)
  NB & SB approaches (PM)

It is noted that the analysis of the intersection of Main Street/Richardson Street shows an improvement in LOS from the No-Build condition to the Build condition. This is because the Build analysis is based on signal operations with both the northbound and southbound approaches operating in 'Vehicle Actuation' mode, and with associated signal timing re-optimization.



These analyses show that specific areas of the transportation system, particularly in the area of the Big Boom Road/Media Drive/Main Street intersection, will require improvements to accommodate the traffic increases associated with projected CI-18 rezone development. Consideration of these mitigation improvements are discussed in Section 8.0.

Table 8: Level of Service Summary - AM Peak Hour

Intersection	Street	Approach	Lane Group	2015 Existing		2020 No-Build		2020 Build	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Corinth Rd (CR 28) & Big Bay Rd	Corinth Rd (Rte 28)	EB	Left-turn					A	8.3
			Through/Right-turn	B	13.3	B	14.9	C	21.1
			Overall Approach	B	13.3	B	14.9	C	20.3
		WB	Left-turn	A	7.2	A	8.5	C	26.1
			Through	A	3.2	A	3.2		
			Through/Right-turn					B	13.9
			Overall Approach	A	4.3	A	4.7	B	17.5
	Big Bay Rd	NB	Left-turn/Right-turn	C	23.1	C	23.5		
			Left-turn/Through/Right-turn					C	31.5
			Overall Approach	C	23.1	C	23.5	C	31.5
		SB	Left-turn/Through/Right-turn					F	83.5
			Overall Approach					F	83.5
	Overall Intersection			**B**	**11.7**	**B**	**12.7**	**C**	**23.5**
Corinth Rd (CR 28) & Exit 18-SB Ramps	Corinth Rd (Rte 28)	EB	Through	B	15.9	B	17.2	C	27.9
			Right-turn	B	13.5	B	14.4	C	20.6
			Overall Approach	B	15.2	B	16.4	B	26.0
		WB	Left-turn	B	19.2	B	23.9	B	22.1
			Through	A	2.7	A	2.9	A	3.2
			Overall Approach	B	11.5	B	13.9	B	11.3
	Exit 18-SB Off Ramp	SB	Left-turn/Through	D	33.9	D	36.8	D	39.8
			Right-turn	C	27.3	C	28.8	C	29.5
			Overall Approach	C	30.8	C	33.0	C	34.4
	Overall Intersection			**B**	**16.8**	**B**	**18.6**	**C**	**22.0**
Main St (CR 28) & Exit 18-NB Ramps	Main St (Rte 28)	EB	Left-turn	B	18.3	C	20.5	C	30.1
			Through	A	3.7	A	4.1	A	7.3
			Overall Approach	A	8.1	A	9.1	B	13.8
		WB	Through/Right-turn	B	16.3	B	18.5	B	24.5
			Overall Approach	B	16.3	B	18.5	C	24.5
	Exit 18-NB Off Ramp	NB	Left-turn	C	29.9	C	32.4	D	40.0
			Through/Right-turn	C	27.8	C	29.2	C	31.7
			Overall Approach	C	28.2	C	29.9	C	34.0
	Overall Intersection			**B**	**16.9**	**B**	**18.5**	**C**	**23.5**

Table 8: Level of Service Summary - AM Peak Hour (continued)

Intersection	Street	Approach	Lane Group	2015 Existing		2020 No-Build		2020 Build	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Main St (CR 28) & Big Boom Rd/Media Dr	Main St (Rte 28)	EB	Left-turn	B	18.4	C	20.2	F	107.3
			Through/Right-turn	A	8.9	B	10.6	D	43.7
			Overall Approach	B	10.3	B	12.0	D	52.1
		WB	Left-turn	B	16.7	B	15.2	D	41.7
			Through/Right-turn	C	26.2	C	24.1	E	63.5
			Overall Approach	C	26.0	C	23.9	E	60.6
	Big Boom Rd	NB	Left-turn/Through/Right-turn	F	106.9	F	163.5	F	104.7
			Overall Approach	F	106.9	F	163.5	F	104.7
	Media Dr	SB	Left-turn	C	31.8	D	35.3	D	36.2
			Through/Right-turn	C	31.4	C	34.4	C	28.4
			Overall Approach	C	31.4	C	34.5	C	28.8
	Overall Intersection			**C**	**20.1**	**C**	**22.3**	**E**	**58.0**
Main St (CR 28) & Pine St	Main St (Rte 28)	EB	Left-turn	B	13.4	B	15.0	C	20.4
			Through/Right-turn	C	29.0	D	43.4	E	62.6
			Overall Approach	C	28.5	D	42.4	E	61.2
		WB	Left-turn	C	23.9	C	26.6	C	26.5
			Through/Right-turn	B	12.7	B	14.0	B	19.9
			Overall Approach	B	12.7	B	14.1	B	19.9
	Pine St	NB	Left-turn/Through/Right-turn	C	29.6	C	29.3	C	29.2
			Overall Approach	C	29.6	C	29.3	C	29.2
		SB	Left-turn/Through/Right-turn	C	26.8	C	26.4	C	26.3
			Overall Approach	C	26.8	C	26.4	C	26.3
	Overall Intersection			**C**	**22.2**	**C**	**30.7**	**D**	**42.8**
Main St (CR 28) & Richardson St	Main St (Rte 28)	EB	Left-turn	B	11.0	B	11.3	A	6.3
			Through/Right-turn	D	53.0	E	69.5	B	16.7
			Overall Approach	D	52.4	E	68.7	B	16.6
		WB	Left-turn	B	16.1	B	16.1	B	10.3
			Through/Right-turn	B	16.8	B	17.8	A	9.5
			Overall Approach	B	16.8	B	17.8	A	9.5
	Richardson St	NB	Left-turn/Through/Right-turn	C	20.8	C	21.2	D	35.5
			Overall Approach	C	20.8	C	21.2	D	35.5
		SB	Left-turn/Through/Right-turn	B	18.0	B	18.0	C	29.5
			Overall Approach	B	18.0	B	18.0	C	29.5
	Overall Intersection			**D**	**36.5**	**D**	**45.7**	**B**	**15.9**

Table 9: Level of Service Summary - PM Peak Hour

Intersection	Street	Approach	Lane Group	2015 Existing		2020 No-Build		2020 Build	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Corinth Rd (CR 28) & Big Bay Rd	Corinth Rd (Rte 28)	EB	Left-turn					C	25.9
			Through/Right-turn	B	11.9	B	12.2	D	39.8
			Overall Approach	B	11.9	B	12.2	D	39.0
		WB	Left-turn	A	4.9	A	5.3	C	25.2
			Through	A	4.0	A	4.1		
			Through/Right-turn					C	31.9
			Overall Approach	A	4.2	A	4.3	C	30.4
	Big Bay Rd	NB	Left-turn/Right-turn	B	17.7	B	18.6		
			Left-turn/Through/Right-turn					C	30.2
			Overall Approach	B	17.7	B	18.6	C	30.2
		SB	Left-turn/Through/Right-turn					F	81.7
			Overall Approach					F	81.7
	Overall Intersection			**A**	**9.4**	**A**	**9.7**	**D**	**39.0**
Corinth Rd (CR 28) & Exit 18-SB Ramps	Corinth Rd (Rte 28)	EB	Through	B	17.7	B	18.0	D	37.2
			Right-turn	B	15.3	B	15.5	C	21.6
			Overall Approach	B	17.1	B	17.4	C	33.5
		WB	Left-turn	B	13.2	B	18.4	D	46.5
			Through	A	2.2	A	2.5	A	2.6
			Overall Approach	A	8.2	B	11.1	C	23.2
	Exit 18-SB Off Ramp	SB	Left-turn/Through	C	32.5	C	33.9	D	37.5
			Right-turn	C	27.4	C	28.4	C	27.5
			Overall Approach	C	29.8	C	30.9	C	32.3
	Overall Intersection			**B**	**15.7**	**B**	**17.4**	**C**	**28.9**
Main St (CR 28) & Exit 18-NB Ramps	Main St (Rte 28)	EB	Left-turn	C	20.4	C	23.2	D	39.2
			Through	A	3.4	A	3.7	A	6.8
			Overall Approach	A	8.8	A	10.0	B	16.5
		WB	Through/Right-turn	B	16.3	B	18.4	D	38.6
			Overall Approach	B	16.3	B	18.4	D	38.6
	Exit 18-NB Off Ramp	NB	Left-turn	C	32.5	C	34.4	C	34.6
			Through/Right-turn	C	27.6	C	28.6	C	29.2
			Overall Approach	C	29.0	C	30.3	C	30.8
	Overall Intersection			**B**	**17.8**	**B**	**19.3**	**C**	**29.0**

Table 9: Level of Service Summary - PM Peak Hour (continued)

Intersection	Street	Approach	Lane Group	2015 Existing		2020 No-Build		2020 Build	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Main St (CR 28) & Big Boom Rd/Media Dr	Main St (Rte 28)	EB	Left-turn	B	19.1	C	21.6	F	325.4
			Through/Right-turn	B	11.3	B	11.3	F	183.6
			Overall Approach	B	12.2	B	12.6	F	199.8
		WB	Left-turn	B	13.4	B	14.0	F	377.3
			Through/Right-turn	C	23.5	C	24.1	F	210.3
			Overall Approach	C	23.2	C	23.8	F	250.7
	Big Boom Rd	NB	Left-turn/Through/Right-turn	F	216.0	F	278.5	F	319.6
			Overall Approach	F	216.0	F	278.5	F	319.6
	Media Dr	SB	Left-turn	C	32.5	D	35.2	C	29.7
			Through/Right-turn	C	31.1	C	33.3	B	17.5
			Overall Approach	C	31.2	C	33.5	B	18.1
	Overall Intersection			**C**	**26.3**	**C**	**29.3**	**F**	**222.9**
Main St (CR 28) & Pine St	Main St (Rte 28)	EB	Left-turn	B	12.3	B	13.9	C	20.9
			Through/Right-turn	B	14.5	B	16.9	B	13.4
			Overall Approach	B	14.3	B	16.7	B	13.9
		WB	Left-turn	C	20.2	C	22.6	C	31.7
			Through/Right-turn	B	17.6	B	19.9	B	19.5
			Overall Approach	B	17.6	B	19.9	B	19.5
	Pine St	NB	Left-turn/Through/Right-turn	C	30.3	C	30.2	E	56.3
			Overall Approach	C	30.3	C	30.2	E	56.3
		SB	Left-turn/Through/Right-turn	C	29.5	C	29.6	E	55.7
			Overall Approach	C	29.5	C	29.6	E	55.7
	Overall Intersection			**B**	**16.1**	**B**	**18.4**	**B**	**17.2**
Main St (CR 28) & Richardson St	Main St (Rte 28)	EB	Left-turn	B	11.8	B	12.0	A	5.7
			Through/Right-turn	C	32.1	D	38.9	B	13.2
			Overall Approach	C	31.6	D	38.1	B	12.9
		WB	Left-turn	B	14.4	B	15.6	A	8.9
			Through/Right-turn	B	19.1	C	22.2	A	9.5
			Overall Approach	B	19.0	C	22.1	A	9.5
	Richardson St	NB	Left-turn/Through/Right-turn	B	18.9	B	19.6	D	36.5
			Overall Approach	B	18.9	B	19.6	D	36.5
		SB	Left-turn/Through/Right-turn	B	17.6	B	18.1	C	32.7
			Overall Approach	B	17.6	B	18.1	C	32.7
	Overall Intersection			**C**	**25.6**	**C**	**30.3**	**B**	**13.0**

7.0 QUEUE ANALYSIS

Vehicle queue conditions are a factor in the quality of performance of the transportation system, where queues extend beyond the storage lengths of the turn lanes or where queues extend to the adjacent upstream intersection. In both these cases, the queue spillback can affect traffic mobility by impairing access to adjacent travel lanes. The queue analysis is presented in Table 10 for the AM peak hour and in Table 11 for the PM peak hour. These tables show the 50th percentile and 95th percentile queue lengths for each peak hour. The 95th percentile queue is defined to be the queue length that has only a 5-percent probability of being exceeded during the analysis time period. It is typically used in design to identify the appropriate length of turn-lanes, but it is not typical of what an average driver would experience. The 50th percentile queue length is a better characterization of the driver experiences. Queues that exceed the lane storage capacity are highlighted in red.

As shown in these tables, the 95th percentile queue nominally exceeds the available storage at the following locations in the 2015 existing condition:

I-87 Exit 18 NB Ramps:	NB left-turn (PM peak hour)
	EB through (AM peak hour)
	WB through (PM peak hour)
Big Boom Road/Media Drive:	EB through (AM and PM peak hour)

These queue conditions will periodically impede progression of traffic through these two intersections during the peak hours, adding to vehicle delay which is not reflected in the level of service analysis discussed in Section 6.0. It is noted that while the NB ramp approach to Main Street is shown to exceed the formally designated storage lane capacity, the queue is contained within the length of the ramp. The 50th percentile peak hour queues are shorter than the available storage capacity at the locations noted above. This indicates that the queue-related congestion that does occur at these intersections is of relatively short duration within the peak hours and does not significantly affect corridor mobility.

The analysis of future No-Build conditions shows that the 95th percentile queue will exceed the available storage at the following additional locations:

I-87 Exit 18 SB Ramps:	WB left-turn (PM peak hour)
Pine Street:	EB through (AM peak hour)

The 50th percentile queue conditions in the 2020 No-Build condition are shorter than the available storage capacity, indicating that the queue-related congestion will continue to be contained to short durations within the peak hours and that these conditions will not significantly affect mobility in the corridor.

The analysis of the 2020 Build condition shows that the queue demand at these intersections will increase substantially as a result of the projected development within the CI-18 zone. These changes are consistent with the changes in level of service noted in Section 6.0. Consideration of mitigation improvements are discussed in Section 8.0.

Table 10: Queue Summary - AM Peak Hour

Intersection	Street	Approach	Lane Group	Link Distance (ft)	Turn Bay Length (ft)	2015 Existing		2020 No-Build		2020 Build	
						50th	95th	50th	95th	50th	95th
Corinth Rd (CR 28) & Big Bay Rd	Corinth Rd (Rte 28)	EB	Left-turn		100					12	36
			Through/Right-turn	800	-	173	568	193	617	353	730
		WB	Left-turn		247	9	45	10	47	83	222
			Through	650	-	26	110	29	118		
			Through/Right-turn	650	-					229	462
	Big Bay Rd	NB	Left-turn/Right-turn	200	-	13	62	14	65		
			Left-turn/Through/Right-turn	200	-					30	100
		SB	Left-turn/Through/Right-turn	200	-					40	109
Corinth Rd (CR 28) & Exit 18-SB Ramps	Corinth Rd (Rte 28)	EB	Through	650	-	121	218	146	233	232	331
			Right-turn		235	0	46	0	48	0	57
		WB	Left-turn		330	102	253	140	308	216	337
			Through	330	-	44	72	52	79	100	136
	Exit 18-SB Off Ramp	SB	Left-turn/Through	400	-	109	188	123	198	151	240
			Right-turn		260	0	53	0	55	0	65
Main St (CR 28) & Exit 18-NB Ramps	Main St (Rte 28)	EB	Left-turn		330	53	159	83	186	147	241
			Through	330	-	84	460	95	494	486	665
		WB	Through/Right-turn	315	-	158	284	196	309	289	415
	Exit 18-NB Off Ramp	NB	Left-turn		160	79	144	92	155	145	232
			Through/Right-turn		200	0	43	0	67	50	147
Main St (CR 28) & Big Boom Rd/Media Dr	Main St (Rte 28)	EB	Left-turn		115	16	86	18	91	94	254
			Through/Right-turn	325	-	60	383	68	413	427	570
		WB	Left-turn		100	3	14	4	14	39	101
			Through/Right-turn	1100	-	215	686	247	757	542	873
	Big Boom Rd	NB	Left-turn/Through/Right-turn	500	-	20	72	24	79	227	450
	Media Dr	SB	Left-turn		100	7	26	8	27	9	26
			Through/Right-turn	500	-	3	57	3	58	63	139
Main St (CR 28) & Pine St	Main St (Rte 28)	EB	Left-turn		150	1	33	1	34	1	34
			Through/Right-turn	1100	-	132	1097	148	1163	169	1239
		WB	Left-turn		50	0	4	0	4	0	4
			Through/Right-turn	1100	-	73	791	80	846	105	993
	Pine St	NB	Left-turn/Through/Right-turn	500		2	14	2	14	2	14
		SB	Left-turn/Through/Right-turn	500		3	32	3	34	3	35
Main St (CR 28) & Richardson St	Main St (Rte 28)	EB	Left-turn		50	2	8	2	9	1	8
			Through/Right-turn	1100	-	302	688	335	741	232	819
		WB	Left-turn		65	0	2	0	2	0	2
			Through/Right-turn	775	-	146	322	159	350	127	425
	Richardson St	NB	Left-turn/Through/Right-turn	500	-	33	86	35	91	52	117
		SB	Left-turn/Through/Right-turn	500	-	14	46	15	48	20	59

Table 11: Queue Summary - PM Peak Hour

Intersection	Street	Approach	Lane Group	Link Distance (ft)	Turn Bay Length (ft)	2015 Existing		2020 No-Build		2020 Build	
						50th	95th	50th	95th	50th	95th
Corinth Rd (CR 28) & Big Bay Rd	Corinth Rd (Rte 28)	EB	Left-turn		100					15	40
			Through/Right-turn	800	-	103	307	117	355	365	655
		WB	Left-turn		247	8	39	8	41	78	154
			Through	650	-	38	154	43	167		
			Through/Right-turn	650	-					383	686
	Big Bay Rd	NB	Left-turn/Right-turn	200	-	10	61	12	65		
			Left-turn/Through/Right-turn	200	-					132	268
		SB	Left-turn/Through/Right-turn	200	-					142	329
Corinth Rd (CR 28) & Exit 18-SB Ramps	Corinth Rd (Rte 28)	EB	Through	650	-	99	174	119	190	237	395
			Right-turn		235	0	39	0	41	0	58
		WB	Left-turn		330	117	290	165	357	301	*
			Through	330	-	55	88	63	94	81	99
	Exit 18-SB Off Ramp	SB	Left-turn/Through	400	-	98	173	111	182	134	214
			Right-turn		260	0	57	0	59	16	81
Main St (CR 28) & Exit 18-NB Ramps	Main St (Rte 28)	EB	Left-turn		330	47	148	82	177	159	251
			Through	330	-	75	118	84	122	109	594
		WB	Through/Right-turn	315	-	182	322	225	347	342	566
	Exit 18-NB Off Ramp	NB	Left-turn		160	103	181	119	193	127	205
			Through/Right-turn		200	0	0	0	7	55	143
Main St (CR 28) & Big Boom Rd/Media Dr	Main St (Rte 28)	EB	Left-turn		115	14	65	16	69	160	314
			Through/Right-turn	325	-	62	326	71	356	778	920
		WB	Left-turn		100	5	18	5	19	277	458
			Through/Right-turn	1100	-	227	726	259	802	921	1174
	Big Boom Rd	NB	Left-turn/Through/Right-turn	500	-	33	120	42	136	1180	1441
	Media Dr	SB	Left-turn		100	6	25	7	26	7	19
			Through/Right-turn	500	-	5	64	6	67	127	196
Main St (CR 28) & Pine St	Main St (Rte 28)	EB	Left-turn		150	0	49	0	52	6	51
			Through/Right-turn	1100	-	0	983	0	1047	195	1474
		WB	Left-turn		50	0	4	0	4	0	3
			Through/Right-turn	1100	-	79	853	86	906	294	1209
	Pine St	NB	Left-turn/Through/Right-turn	500		1	12	1	12	1	17
		SB	Left-turn/Through/Right-turn	500		3	28	3	29	7	48
Main St (CR 28) & Richardson St	Main St (Rte 28)	EB	Left-turn		50	4	13	4	13	3	16
			Through/Right-turn	1100	-	255	604	283	657	219	882
		WB	Left-turn		65	1	5	1	5	1	5
			Through/Right-turn	775	-	175	427	189	467	137	630
	Richardson St	NB	Left-turn/Through/Right-turn	500	-	21	59	22	61	35	80
		SB	Left-turn/Through/Right-turn	500	-	7	31	8	32	11	40

* queue is metered by upstream signal

8.0 MITIGATION IMPROVEMENTS

The capacity and queue analyses of the 2020 Build condition shows that the CI-18 zone development will require new transportation system improvements at the following locations to support the projected traffic demand:

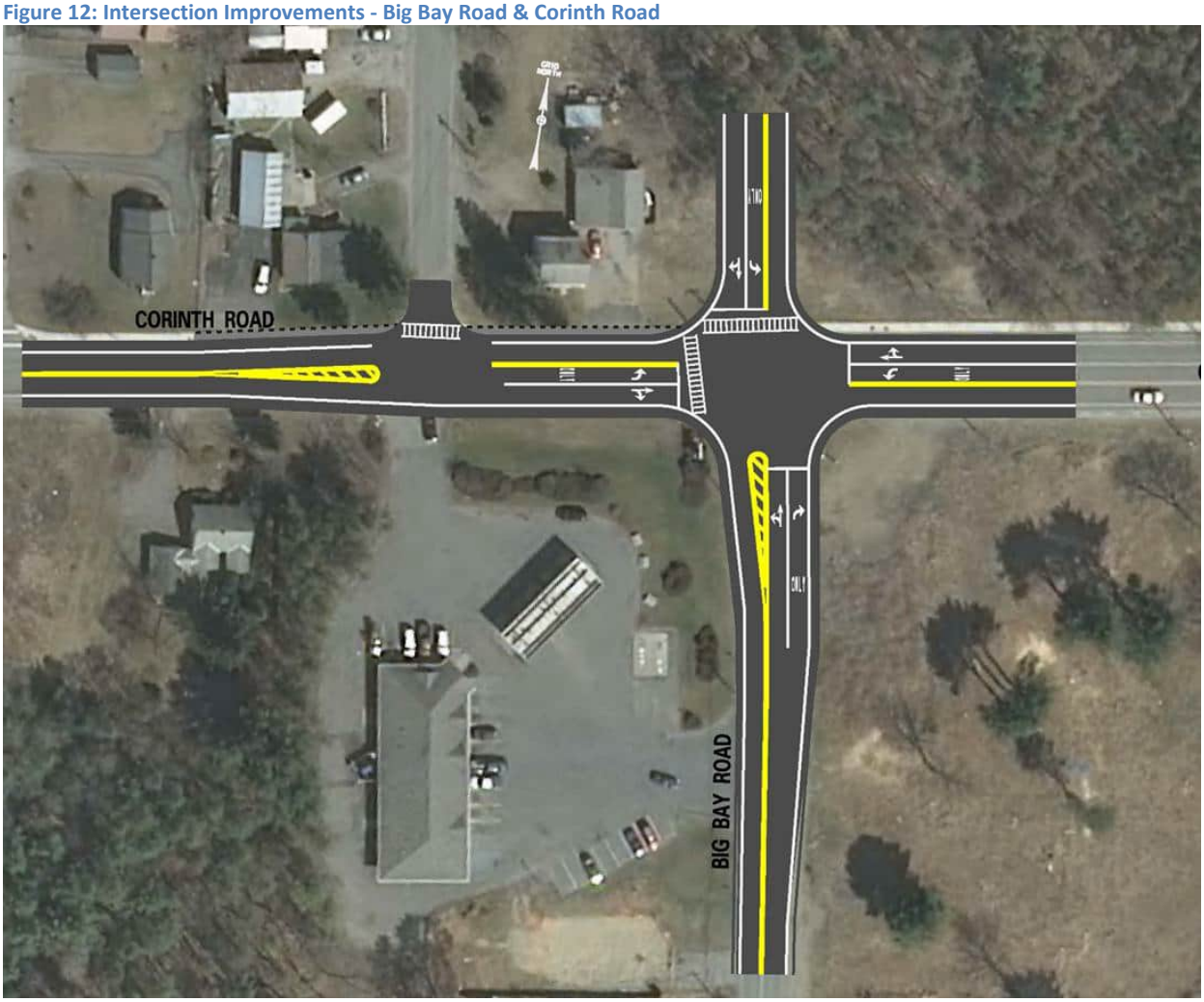
Big Bay Road/Corinth Road intersection
Big Boom Road/Media Drive/Main Street intersection
I-87 Exit 18 NB Ramp/Main Street intersection

Big Bay Road/Corinth Road Intersection

The improvements at this intersection are primarily associated with providing access to the Parcel A development in the northwest quadrant of the CI-18 zone. The recommended access configuration is to provide one lane for traffic entering the parcel and two lanes for exiting traffic. An eastbound left-turn lane on Corinth Road is also recommended.

The additional geometric improvement to address the cumulative development of Parcels A, C and D is to provide a separate right-turn lane on the northbound approach of Big Bay Road. Traffic signal improvements and/or replacement will also be required to accommodate the new geometry and signal phasing. Other improvements may also be needed at the intersection to address sidewalk, drainage and other ancillary roadway features that may be impacted by the design of the roadway improvements. Figure 12 shows a concept of these improvements.

Figure 12: Intersection Improvements - Big Bay Road & Corinth Road



Big Boom Road/Media Drive/Main Street intersection

The following geometric improvements have been identified for this intersection:

Big Boom Road northbound approach:	Provide two left-turn lanes Provide a separate right-turn lane Maintain a single through lane
Media Drive southbound approach:	Provide a median to align lanes with northbound approach Provide a separate right-turn lane Maintain a single through lane
Main Street westbound approach:	Provide an additional westbound travel lane Extend length of the left-turn lane

Figure 13 depicts these geometric improvements. The traffic signal equipment at this intersection will also need to be replaced to accommodate these geometric changes and the attendant changes to signal phasing. Other ancillary improvements will also be needed to relocate existing sidewalks, drainage and other roadway features to accommodate the widening needed for these roadway improvements. It is noted that the southbound left-turn movement will operate at LOS F in this condition because of the long cycle length; however, this involves a low volume of traffic and is not considered to be an unacceptable operating condition in this context.

I-87 Exit 18 NB Ramps/Main Street Intersection

The following geometric improvements have been identified for this intersection:

Main Street westbound approach:	Provide two through lanes for entire connecting link between this intersection and Media Drive Provide a separate right-turn lane

These geometric improvements are also depicted on Figure 13. The traffic signal equipment at this intersection will also need to be modified/replaced to accommodate these geometric changes and the attendant changes to signal phasing. Other ancillary improvements will also be needed to relocate existing sidewalks, drainage and other roadway features to accommodate the widening needed for these roadway improvements.

Table 12 summarizes the results of the capacity analysis for the 2020 Build Condition with this mitigation improvements.

The extent of improvements required to accommodate the projected development scenario under the CI-18 zoning is significant in the area of the Big Boom Road/Media Drive/Main Street area, including potential impact to the West Glens Falls Cemetery located along the north side of Main Street east of Media Drive. Because of these impacts, a sensitivity analysis was conducted to identify a threshold of development in the CI-18 zone that could be supported with a smaller package of mitigation improvements, which is discussed in Section 9.0.

Figure 13: Intersection Improvements - Big Boom Road/Media Drive/Main Street

Table 12: LOS Summary Build with Improvements

Intersection	Street	Approach	Lane Group	AM Peak Hour		PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Corinth Rd (CR 28) & Big Bay Rd	Corinth Rd (Rte 28)	EB	Left-turn	A	6.0	A	8.7
			Through/Right-turn	B	19.2	C	22.6
			Overall Approach	B	18.4	C	21.8
		WB	Left-turn	C	20.5	B	13.2
			Through/Right-turn	A	6.1	B	10.5
			Overall Approach	B	10.4	B	11.1
		NB	Left-turn/Through	C	33.3	C	23.0
			Right-turn	C	24.6	B	17.2
			Overall Approach	C	26.6	B	18.7
		SB	Left-turn	C	34.9	C	31.6
			Through/Right-turn	C	30.7	C	20.6
			Overall Approach	C	33.9	C	28.6
	Overall Intersection			**B**	**17.0**	**B**	**17.9**
Corinth Rd (CR 28) & Exit 18-SB Ramps	Corinth Rd (Rte 28)	EB	Through	C	28.7	D	37.2
			Right-turn	B	20.0	C	21.6
			Overall Approach	C	26.5	C	33.5
		WB	Left-turn	C	20.6	D	50.3
			Through	A	7.0	A	6.7
			Overall Approach	B	12.8	C	27.2
	Exit 18-SB Off Ramp	SB	Left-turn/Through	C	34.1	D	37.5
			Right-turn	C	26.5	C	27.4
			Overall Approach	C	30.1	C	32.3
	Overall Intersection			**C**	**21.9**	**C**	**30.6**
Main St (CR 28) & Exit 18-NB Ramps	Main St (Rte 28)	EB	Left-turn	B	10.8	C	28.9
			Through	A	2.4	A	2.0
			Overall Approach	A	4.8	B	10.1
		WB	Through/Right-turn	C	20.7	C	22.9
			Right-turn	B	16.5	B	16.7
			Overall Approach	B	19.7	C	21.3
	Exit 18-NB Off Ramp	NB	Left-turn	C	34.2	C	34.6
			Through/Right-turn	C	29.4	C	29.2
			Overall Approach	C	30.8	C	30.8
	Overall Intersection			**B**	**17.6**	**B**	**19.9**

Table 12: LOS Summary Build with Improvements (continued)

Intersection	Street	Approach	Lane Group	AM Peak Hour		PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Main St (CR 28) & Big Boom Rd/Media Dr	Main St (Rte 28)	EB	Left-turn	B	12.1	B	16.0
			Through/Right-turn	C	28.0	D	39.4
			Overall Approach	C	25.9	D	36.8
		WB	Left-turn	B	14.9	D	51.4
			Through/Right-turn	B	19.5	C	22.8
			Overall Approach	B	18.9	C	29.7
		NB	Left-turn	C	29.0	E	65.5
			Through	C	21.3	C	28.2
			Right-turn	B	17.3	C	20.2
			Overall Approach	C	23.9	D	45.6
	Media Dr	SB	Left-turn	F	93.0	D	50.4
			Through	C	28.6	D	39.1
			Right-turn	C	24.5	C	33.8
			Overall Approach	C	29.5	D	36.3
	Overall Intersection			**C**	**23.9**	**D**	**36.9**
Main St (CR 28) & Pine St	Main St (Rte 28)	EB	Left-turn	B	14.9	C	21.3
			Through/Right-turn	B	17.3	B	18.2
			Overall Approach	B	17.2	B	18.4
		WB	Left-turn	C	28.8	C	33.6
			Through/Right-turn	B	15.0	C	22.2
			Overall Approach	B	15.0	C	22.2
	Pine St	NB	Left-turn/Through/Right-turn	D	46.1	D	43.7
			Overall Approach	D	46.1	D	43.7
		SB	Left-turn/Through/Right-turn	D	42.2	D	41.6
			Overall Approach	D	42.2	D	41.6
	Overall Intersection			**B**	**17.1**	**C**	**20.6**
Main St (CR 28) & Richardson St	Main St (Rte 28)	EB	Left-turn	A	6.3	A	5.7
			Through/Right-turn	B	16.7	B	13.2
			Overall Approach	B	16.6	B	12.9
		WB	Left-turn	B	10.3	A	8.9
			Through/Right-turn	A	9.5	A	9.5
			Overall Approach	A	9.5	A	9.5
	Richardson St	NB	Left-turn/Through/Right-turn	D	35.5	D	36.5
			Overall Approach	D	35.5	D	36.5
		SB	Left-turn/Through/Right-turn	C	29.5	C	32.7
			Overall Approach	C	29.5	C	32.7
	Overall Intersection			**B**	**15.9**	**B**	**13.0**

9.0 SENSITIVITY ANALYSIS

A sensitivity analysis was conducted to identify the threshold of reduced development in the CI-18 zone that would not require the extent of improvements that were identified for the development based on the proposed rezoning. In particular, the focus of this sensitivity analysis considered a reduced retail development scenario for parcels L and M. Based on the proposed zoning and the size of these parcels, it is estimated that 180,000 sq. ft. could be physically built on these two parcels (combined). The process used for this sensitivity analysis was to conduct capacity analysis of iteratively-reduced trip generation of these two parcels to identify the amount of traffic that could be supported by the following set of improvements, and then to correlate that level of traffic to the size of development:

Big Bay Road/Corinth Road intersection

Same as recommended for Full-Build scenario (see Section 8.0)

Big Boom Road/Media Drive intersection

- Northbound: Provide a separate left-turn lane
- Southbound: Convert the lane designations
  - from separate left-turn lane and shared through/right-turn lane
  - to shared left-turn/through lane and separate right-turn lane
- Eastbound: no changes from existing
- Westbound: no changes from existing

The improvement concept for the Big Boom Road/Media Drive/Main Street intersection is shown on Figure 14. These improvements will also require modification/replacement of the traffic signal at this intersection, and minor relocation/modification of other ancillary roadside elements such as sidewalks and drainage. There are no other improvements considered for the study area for this reduced development scenario.

Figure 14: Reduced Development Improvement Concept - Big Boom Road

The iterative capacity analysis identified that this improvement concept would support the traffic generated by the CI-18 rezone development with a 40% reduction of the number of primary and pass-by trips generated by parcels L and M. Because the traffic generation of retail uses is exponentially related to the size of the building, this equates generally to a combined size of approximately 85,000 square feet of retail building area on these properties.

The primary trips generated by each parcel within the CI-18 zone are shown in Table 13 for the original Build scenario and for the Reduced Build scenario for comparison.

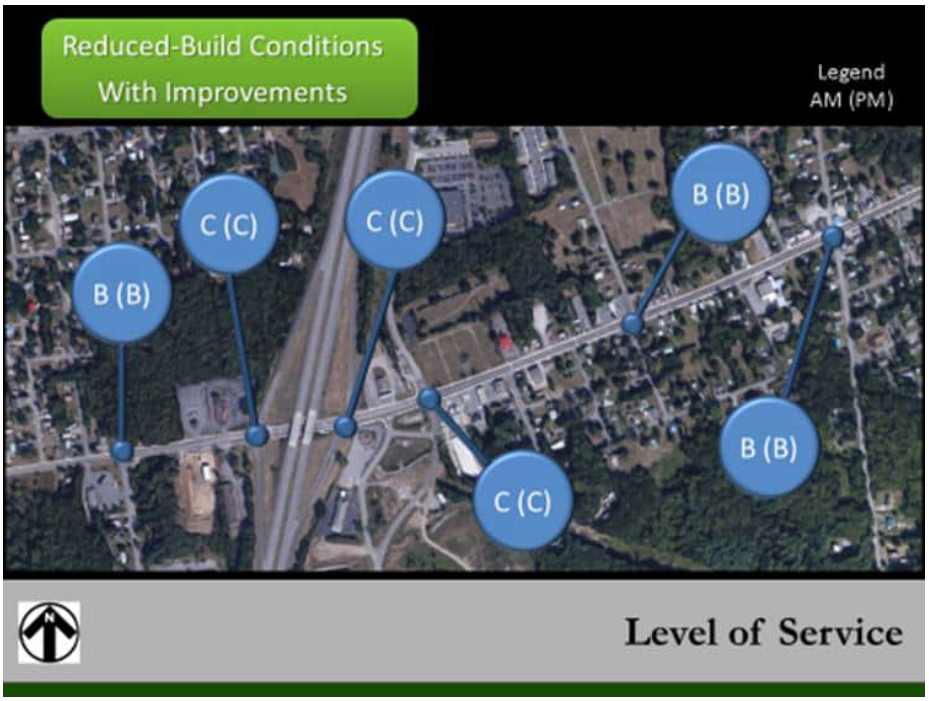
Table 13: Trip Generation Scenario Comparison

AM Peak Hour

Parcel	Original Build Scenario			Reduced Build Scenario		
	Enter	Exit	Total	Enter	Exit	Total
A	200	76	276	200	76	276
B	-	-	-	-	-	-
C	16	5	21	16	5	21
D	97	13	110	97	13	110
E	15	11	26	15	11	26
F	-	-	-	-	-	-
G	24	16	40	24	16	40
H	15	2	17	15	2	17
I	10	1	11	10	1	11
J	57	47	104	57	47	104
K	-	-	-	-	-	-
L	70	31	101	**42**	**19**	**61**
M	60	28	88	**35**	**17**	**52**
Total	564	230	794	511	207	718

PM Peak Hour

Parcel	Original Build Scenario			Reduced Build Scenario		
	Enter	Exit	Total	Enter	Exit	Total
A	137	230	367	137	230	367
B	-	-	-	-	-	-
C	34	39	73	34	39	73
D	23	111	134	23	111	134
E	16	14	30	16	14	30
F	-	-	-	-	-	-
G	23	21	44	23	21	44
H	3	13	16	3	13	16
I	2	8	10	2	8	10
J	53	52	105	53	52	105
K	-	-	-	-	-	-
L	183	206	389	**110**	**124**	**234**
M	158	177	335	**94**	**108**	**202**
Total	632	871	1503	495	720	1215



The capacity analysis of the 2020 Reduced Build scenario shows that the overall level of service for each study intersection will be LOS C or better during AM and PM peak hours in the 2020 Reduced Build scenario. Queue management will continue to be a factor that will contribute to periodic short-term congestion that is not reflected by the LOS analysis.

Table 14: LOS Summary - Reduced Build Scenario

Intersection	Street	Approach	Lane Group	AM Peak Hour		PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Corinth Rd (CR 28) & Big Bay Rd	Corinth Rd (Rte 28)	EB	Left-turn	A	6.3	B	10.2
			Through/Right-turn	B	19.6	C	22.1
			Overall Approach	B	18.8	C	21.4
		WB	Left-turn	B	18.7	B	10.8
			Through/Right-turn	A	7.6	B	14.5
			Overall Approach	B	10.9	B	13.7
		NB	Left-turn/Through	C	33.4	C	25.3
			Right-turn	C	24.0	B	17.6
			Overall Approach	C	26.1	B	19.6
		SB	Left-turn	C	35.0	C	34.7
			Through/Right-turn	C	30.8	C	22.7
			Overall Approach	C	34.1	C	31.5
	Overall Intersection			**B**	**17.4**	**B**	**19.3**
Corinth Rd (CR 28) & Exit 18-SB Ramps	Corinth Rd (Rte 28)	EB	Through	C	22.3	C	34.3
			Right-turn	B	16.4	C	21.6
			Overall Approach	C	20.8	C	31.2
		WB	Left-turn	D	44.3	C	33.9
			Through	A	4.8	A	2.5
			Overall Approach	C	21.8	B	17.5
	Exit 18-SB Off Ramp	SB	Left-turn/Through	C	27.6	C	34.3
			Right-turn	C	23.4	C	27.1
			Overall Approach	C	25.4	C	30.4
	Overall Intersection			**C**	**22.1**	**C**	**25.3**
Main St (CR 28) & Exit 18-NB Ramps	Main St (Rte 28)	EB	Left-turn	C	21.9	C	33.7
			Through	A	5.6	A	5.8
			Overall Approach	B	10.3	B	14.6
		WB	Through/Right-turn	C	28.9	C	34.0
			Overall Approach	C	28.9	C	34.0
	Exit 18-NB Off Ramp	NB	Left-turn	C	28.4	C	34.9
			Through/Right-turn	C	24.7	C	28.4
			Overall Approach	C	25.8	C	30.4
	Overall Intersection			**C**	**21.5**	**C**	**26.3**

Table 14: LOS Summary - Reduced Build Scenario (continued)

Intersection	Street	Approach	Lane Group	AM Peak Hour LOS	AM Peak Hour Delay (sec/veh)	PM Peak Hour LOS	PM Peak Hour Delay (sec/veh)
Main St (CR 28) & Big Boom Rd/Media Dr	Main St (Rte 28)	EB	Left-turn	C	22.0	C	28.4
			Through/Right-turn	B	18.1	C	25.7
			Overall Approach	B	18.6	C	26.0
		WB	Left-turn	B	13.0	B	15.9
			Through/Right-turn	C	32.0	D	43.1
			Overall Approach	C	29.8	D	38.2
		NB	Left-turn	C	33.2	D	42.2
			Through/Right-turn	C	30.5	C	20.6
			Overall Approach	C	31.9	C	31.6
	Media Dr	SB	Left-turn/Through	D	47.5	C	31.3
			Right-turn	D	36.8	C	26.8
			Overall Approach	D	39.2	C	28.2
	Overall Intersection			**C**	**25.4**	**C**	**30.8**
Main St (CR 28) & Pine St	Main St (Rte 28)	EB	Left-turn	B	14.4	B	19.2
			Through/Right-turn	B	17.1	B	16.4
			Overall Approach	B	17.0	B	16.6
		WB	Left-turn	C	28.0	C	30.5
			Through/Right-turn	B	14.1	C	20.3
			Overall Approach	B	14.1	C	20.3
	Pine St	NB	Left-turn/Through/Right-turn	D	45.9	D	43.4
			Overall Approach	D	45.9	D	43.4
		SB	Left-turn/Through/Right-turn	D	42.0	D	41.3
			Overall Approach	D	42.0	D	41.3
	Overall Intersection			**B**	**16.6**	**B**	**18.7**
Main St (CR 28) & Richardson St	Main St (Rte 28)	EB	Left-turn	A	6.1	A	5.4
			Through/Right-turn	B	16.3	B	12.0
			Overall Approach	B	16.2	B	11.8
		WB	Left-turn	A	10.0	A	8.0
			Through/Right-turn	A	9.3	A	9.1
			Overall Approach	A	9.3	A	9.1
	Richardson St	NB	Left-turn/Through/Right-turn	C	34.9	D	35.2
			Overall Approach	C	34.9	D	35.2
		SB	Left-turn/Through/Right-turn	C	29.4	C	31.9
			Overall Approach	C	29.4	C	31.9
	Overall Intersection			**B**	**15.5**	**B**	**12.2**

10.0 PEDESTRIAN & BICYCLE CONSIDERATIONS

Although the documentation of existing conditions indicated relatively low pedestrian and bicycle activity in the corridor during periods of peak vehicular traffic volumes, the infrastructure supporting these transportation modes is vital for providing a sustainable multimodal corridor that is accessible to all users. The development within the CI-18 zone is also anticipated and encouraged to create uses that foster increased pedestrian and bicycle activity within the zone.

The impact of development within the CI-18 zone on the public transportation accommodations for pedestrian and bike activity were considered in the context of these factors:

- Impact of expanded roadway infrastructure on mobility and safety for pedestrians and bicyclists
- Connectivity for active transportation users generated by new development within the zone to existing pedestrian and bicycle facilities and destinations in the area.

Impact of expanded roadway infrastructure
Section 8.0 – Mitigation Improvements described the roadway improvements identified to provide the additional capacity to accommodate the vehicular traffic generated by the projected Build condition. At the intersection of Corinth Road and Big Bay Road, these capacity enhancements are primarily associated with providing access to the development site at the northwest quadrant of Corinth Road and I-87 Interchange 18 (Parcel A). The extent of these improvements are relatively modest and do not substantially change the character of the intersection. These improvements will not significantly increase the walking distance for pedestrians to cross Corinth Road. While the construction of the access to Parcel A will create a new point of interaction of pedestrians/bicyclists with turning vehicular traffic, this interaction will be typical of other intersections in the corridor, and is not anticipated to have a significant impact to pedestrian/bicycle mobility or safety. Pedestrian signals should be provided for the crossing of the new Parcel A driveway as part of the signal improvements to accommodate this new access.

The vehicular capacity improvements identified at the Main Street/Big Boom Road/Media Drive intersection to accommodate the projected Build condition include the addition of multiple turn lanes and an additional through lane on Main Street (westbound). The large size of the intersection created by these improvements will increase the time required for pedestrians and bicyclists to cross the intersection. This added crossing distance, along with the added complexities of driver operations also increases safety risk for pedestrians and bicyclists crossing at the intersection and interacting with turning traffic from multiple lanes. This is not to say that the larger intersection would be unsafe for pedestrians and bicyclists, but it would change the character and complexity of navigation by these users. The more complex signal phasing associated with the geometry of this intersection would also increase the delay time for pedestrians waiting to cross the street.

The Reduced Build scenario for development within the CI-18 zone correspondingly reduces the extent of improvements for the Main Street/Big Boom Road/Media Drive intersection. In this scenario, the improvements consist of widening to provide a new left-turn lane on Big Boom Road (northbound). The southbound approach of Media Drive may also need to be widened (as shown on Figure 14 in Section 9.0) to properly align the northbound and southbound travel lanes, but the extent of this widening would be subject to detailed design. In any case, these improvements would add about 12-14 feet of additional crossing distance. The distance to cross Main Street would be the same as existing. This geometry is much

less complex than for the full Build scenario and is consistent with typical crossing situations on urban arterials.

Connectivity
The increased pedestrian and bicycle activity generated by the new development within the CI-18 District will create new demand for infrastructure to support their mobility and access. The proposed zoning is designed to provide on-site amenities to support pedestrian and bicycle accommodation. Consideration should also be given in the site planning processes to provide for active transportation connections between parcels and to create spaces for public gathering.

A stated goal of the proposed CI-18 zone is to provide pedestrian connectivity to the Main Street District. Sidewalks and bicycle accommodations should also be provided along Big Boom Road and Big Bay Road through the CI-18 zone to connect the active transportation infrastructure at each site to the existing pedestrian and bike facilities along Corinth Road and Main Street. These accommodations along Big Boom Road would also facilitate bike connection to the Hudson River waterfront recreation area at the end of Big Boom Road.

11.0 ZONING CONSIDERATIONS

The Town's proposed CI-18 zoning was reviewed to identify recommended modifications to meet the objectives of the zone and to maintain transportation mobility along the Corinth Road/Main Street corridor. This essentially involved considerations to reduce the density for larger retail uses within the zone. To achieve this result, it is recommended that a density requirement be incorporated into § 179-3-040, Section 8.B(b), as follows:

[12] Density Requirements CI-18

(a) Buildings, or portions thereof, that are located greater than 400 feet from the centerline of County Route 28 (Corinth Road/Main Street), shall be limited in size to conform with the following maximum development densities, based on the parcel's area greater than 400 feet from the centerline of Corinth Road:

- Retail (LUC 820): 4,000 square feet gross floor area per acre
- Fast Food/Convenience/Gas (LUC 934): 500 square feet gross floor area per acre
- Restaurant (LUC 932): 1,000 square feet gross floor area per acre
- General Office (LUC 710): 8,000 square feet gross floor area per acre
- Hotel (LUC 310): 20 rooms/acre

Land uses not listed above shall have a density limitation based on the most applicable ITE Land Use Code as equated to General Office (LUC 710).

Other recommended changes to the zoning code for the CI-18 district are as follows:

- Remove 'Enclosed Shopping Center' as an allowed use within the zone (Town of Queensbury Table 3, Summary of Allowed Uses on Commercial Districts).
- Recommend that parcels adjacent to residential uses be required to have a minimum 50' side yard and rear yard setback with 25' vegetated buffer.
- § 179-7-050. (A) Design Districts: remove reference to 'large retail' and replace with "supporting retail".

The Town is also considering options to establish Special Use Permit criteria for the CI-18 District, and to establish certain uses as requiring a Special Use Permit. These requirements include provisions for additional traffic impact analysis, requirements for consistency with the findings and recommendations of this Exit 18 Rezone Study, and provision for the Town to utilize a Developer's Agreement to memorialize the conditions of approval.

12.0 IMPLEMENTATION STRATEGIES

The recent Corinth Road/Main Street reconstruction project was a publicly financed project (80% Federal, 15% State and 5% County financing) which increased capacity in the corridor through geometric enhancements, multimodal accommodations and improved traffic system management technologies. The planning and design of these improvements included considerations for future growth of travel in the corridor associated with general socio-economic conditions in the region and with new development. The analysis of traffic operations shows that current and future No-Build levels of service in the corridor are comparable to or better than the level of service objectives established for the design of the reconstruction project.

The preceding analyses of the traffic impacts associated with development potential in the proposed CI-18 zone show that additional improvements will be required to the transportation system to accommodate the additional traffic generated by that development. Some of these improvements are directly related to providing site access to Parcel A. These improvements involve the construction of the site access road opposite Big Bay Road, construction of an eastbound left-turn lane (for traffic entering the site), modification/replacement of signal equipment, and other ancillary reconstruction/relocation of roadway elements (sidewalk, drainage) as may be affected by the design detail for providing the site access. These improvements are considered to be the responsible of that developer to fund and implement.

The other identified transportation improvements have similar correlation to specific groups of parcels. In identifying strategies to fund these improvements, the costs for these improvements are considered to be private-sector funded in light of the recent public investment in the corridor, considering the limited scope of additional improvements that are required, and the nexus of these improvements to specific groups of parcels in the zone.

The Generic Environmental Impact Statement (GEIS) process is the broadest and most comprehensive approach to provide a mechanism to fund the improvements and to equitably distribute these costs to all involved parties. The GEIS process also allows the community to look at the cumulative impacts of a variety of environmental and community issues in addition to transportation. The GEIS process is most

effective when it is used to study the implications of development over large land areas and where there are issues of public/private cost-sharing for the mitigation improvements. For example, the Town of Halfmoon's (Saratoga County) GEIS for the northern part of the Town encompassed almost 9,000 acres, and the Town of Colonie (Albany County) has prepared GEIS's for three areas of the Town totaling 15,000 acres. The larger the study area the more equitable and effective the process is in terms of the allocation of mitigation costs and the Town's administration of the program. The timeframe to complete the GEIS process and to implement a mitigation fee structure can take several years depending on the size of the study area and the complexity of issues. For the CI-18 rezone area it is expected that the process would take 9-12 months. There would also be an on-going commitment of Town resources to manage the mitigation fee program through the full development of the CI-18 zone.

The use of the GEIS process does not guarantee that the necessary funds will be available at the time that specific transportation improvements are needed. In these cases, or in cases where the required improvement is greater than a developers calculated share, the Town would need to either front the difference and be reimbursed by future mitigation fees or to negotiate with that developer to fund the improvement so the project can move ahead, with later reimbursement of the difference to the developer once funds are collected from other projects in the GEIS study. The risk associated with this issue is that there is no guarantee of the timeline for recovery of these up-fronted costs (either to the Town or the developer) because that is tied to the pace and types of development that occurs.

The GEIS may not be a cost-effective or efficient mechanism to fund the transportation improvements for the CI-18 Rezone area because of the following considerations:

- The relatively small size of the study area (65 acres).
- The mitigation improvements identified to address the transportation impacts are focused on two locations in the corridor.
- The mitigation improvements are primarily associated with providing site access.
- There is no expected public participation requirement in the funding of the improvements.

Other broadly-based funding mechanisms like Tax Increment Financing (TIF) or Transportation Improvement Districts/Transportation Development Districts (TID/TDD) are similarly not considered to be applicable or feasible for the CI-18 rezone area due to the relatively small size of the zone and the limited transportation improvements required. These types of funding strategies are also more commonly used to stimulate investment for redevelopment in economically depressed areas.

In a traditional Direct Landowner Negotiation, each development undergoes a separate SEQR review as the project is submitted. If the project results in the need for the improvement, the developer can either pay for the improvement to address the identified impact or not receive the required approval. The advantage of this approach is that it is the simplest to administer by the Town; however the disadvantage is that there is not a formal mechanism to distribute the mitigation improvement costs to the involved developers. This typically leads to a scenario where either the first or last development finances a disproportionate share of the transportation mitigation cost relative to the traffic generated by their project. One way to address this would be for the Town to facilitate collective negotiations with the developers/property owners in the zone to establish a funding agreement. This strategy is most effective if the involved owners are actively pursuing a development approval/action. If this approach is not

successful or feasible due to local circumstances, then the recommended approach would be to engage the GEIS process.

13.0 CONCLUSION

The Exit 18 Rezone Study was prepared to identify the transportation impacts associated with the Town's proposal to rezone a 65-acre +/- area around I-87 Interchange 18 to a Commercial Intensive Exit 18 (CI-18) District to provide for flexible development opportunities on key sites, creating economic development while encouraging the overall improvement and appearance of these areas, including attractive building designs and enhanced pedestrian access.

This technical study involved an inventory of existing transportation and land use conditions, and environmental constraints; projections of future land use and transportation conditions; assessment of transportation impacts mitigation strategies; and, a review of potential funding and implementation strategies.

The study considered the transportation impacts associated with the projected CI-18 zone development Build scenario and a Reduced Build scenario. The Reduced Build scenario was established from a sensitivity analysis considering reduced retail development along Big Boom Road.

Build Scenario Improvements

The study identified that the following transportation system improvements to support the projected traffic demand of CI-18 zone development in the Build scenario:

Big Bay Road/Corinth Road Intersection

Parcel A southbound approach:	Provide new site access opposite Big Bay Road with two lanes for existing traffic
Big Bay Road northbound approach:	Provide a separate right-turn lane
Corinth Road eastbound approach:	Provide a separate left-turn lane

Modify/replace the traffic signal equipment to accommodate new geometry and signal phasing
Modify/replace other ancillary roadway features as necessary to accommodate the new lane geometry

Big Boom Road/Media Drive/Main Street intersection

Big Boom Road northbound approach:	Provide two left-turn lanes
	Provide a separate right-turn lane
	Maintain a single through lane
Media Drive southbound approach:	Provide a median to align lanes with northbound approach
	Provide a separate right-turn lane
	Maintain a single through lane
Main Street westbound approach:	Provide an additional westbound travel lane
	Extend length of the left-turn lane

Modify/replace the traffic signal equipment to accommodate new geometry and signal phasing
Modify/replace other ancillary roadway features as necessary to accommodate the new lane geometry

I-87 Exit 18 NB Ramps/Main Street Intersection

Main Street westbound approach:	Provide two through lanes for entire connecting link between this intersection and Media Drive
	Provide a separate right-turn lane

Modify/replace the traffic signal equipment to accommodate new geometry and signal phasing
Modify/replace other ancillary roadway features as necessary to accommodate the new lane geometry

Reduced Build Scenario Improvements

The study identified that the following transportation system improvements to support the projected traffic demand of CI-18 zone development in the Reduced Build scenario:

Big Bay Road/Corinth Road Intersection

Same improvements as identified for the Build scenario

Big Boom Road/Media Drive/Main Street intersection

Big Boom Road northbound approach:	Provide one separate left-turn lane
	Maintain a single through/right-turn lane
Media Drive southbound approach:	Convert lane-use designations
	From - separate left-turn lane & shared through/right-turn lane
	To- shared left-turn/through lane and separate right-turn lane
Main Street westbound approach:	No changes from existing
Main Street eastbound approach:	No changes from existing

Modify/replace the traffic signal equipment to accommodate new geometry and signal phasing
Modify/replace other ancillary roadway features as necessary to accommodate the new lane geometry

The increased pedestrian and bicycle activity generated by the new development within the CI-18 zone will create new demand for infrastructure to support their mobility and access. Sidewalks and bicycle accommodations are recommended to be provided along Big Boom Road and Big Bay Road through the CI-18 zone to connect the active transportation infrastructure at each site to the existing pedestrian and bike facilities along Corinth Road and Main Street.

The Town's proposed CI-18 zoning was reviewed to identify recommended modifications to meet the transportation and land use objectives of the zone for the Reduced Build scenario. The primary recommendation from this review is to include a density requirement into § 179-3-040, Section 8.B(b) to limit the size of development based on maximum densities for development that is located greater than 400 feet from the centerline of County Route 28 (Corinth Road/Main Street). The Town is also considering options to establish Special Use Permit criteria for the CI-18 District, and to establish certain uses as requiring a Special Use Permit. These requirements include provisions for additional traffic impact analysis, requirements for consistency with the findings and recommendations of this Exit 18 Rezone

Study, and provision for the Town to utilize a Developer's Agreement to memorialize the conditions of approval.

The recent Corinth Road/Main Street reconstruction project was a publicly financed project which increased capacity in the corridor through geometric enhancements, multimodal accommodations and improved traffic system management technologies. In consideration of this public investment and the types of improvements recommended to accommodate the future development with the CI-18 zone, the costs for these improvements are considered to be a private-sector responsibility for funding.

To provide a means to equitably allocate the costs for funding these improvements, the Town could facilitate collective negotiations with the developers/property owners in the zone to establish a funding agreement. This strategy is most effective if the involved owners are actively pursuing a development approval/action. If this approach is not successful or feasible due to local circumstances, then the recommended approach would be to engage in a formal Generic Environmental Impact Statement (GEIS) process.

WARREN COUNTY
PATHWAY CORRIDOR PROJECT

Exit 20 Routes 9 & 149
Pathway Corridor Project

FINAL REPORT

By:

Creighton Manning

AUGUST 2019

Prepared for:

EDC Warren County, NY

Joseph Warren 1741 1778 A.D. 1813 Seal of Warren County New York

Town of Queensbury

nationalgrid

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Executive Summary

The Warren County Economic Development Corporation (EDC), Warren County, Town of Queensbury, and National Grid initiated this study to evaluate future transportation conditions with growth, and identify potential transportation improvements along the approximate two and one-half mile length of US Route 9 in the Town of Queensbury, from Sweet Road north to NY Route 149, known as the Pathway Corridor.

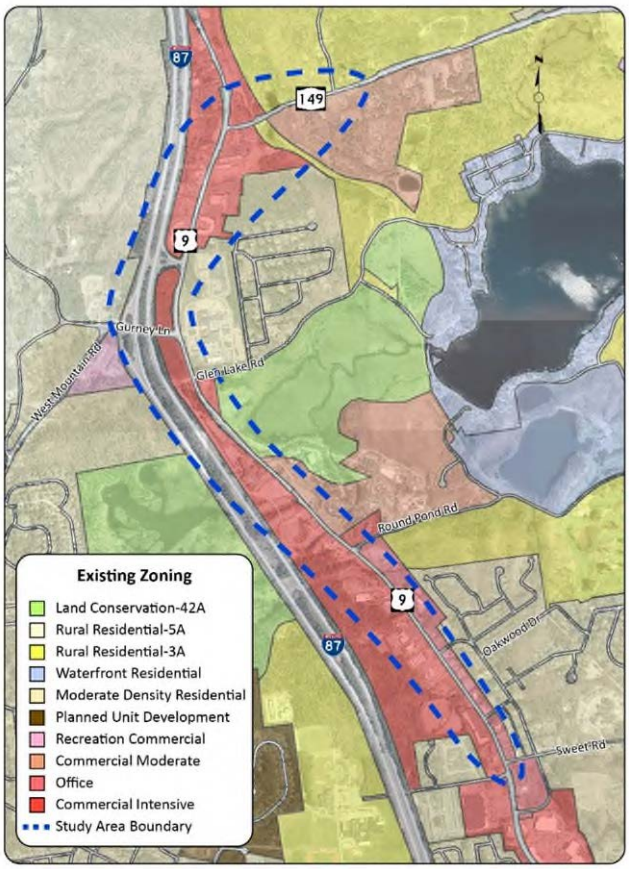
The Pathway Corridor is a key link for travel between Interstate 87 (the Northway) and regional attractions contributing significantly to the Upstate tourism, jobs, and economy. The year round success and growth of this corridor has led to traffic concerns beyond the normal seasonal peaks associated with the region's retail and tourism attractions. The concern is that existing congestion and the potential for additional traffic have and will continue to hamper mobility and deter existing and future customers and businesses from the area.

The goal of this study is to provide an assessment of the feasibility, benefits, and impacts of different transportation improvements in the corridor by evaluating alternatives that consider pedestrians and passenger vehicle operations and safety.

Existing and Future Conditions

US Route 9 is classified as a Principal Arterial, meaning one of its primary functions is to serve longer distance trips and provide reasonable mobility for through traffic, while also providing access to local parcels. Traffic volumes in the Pathway Corridor are 20 to 25 percent higher during the summer as compared to average conditions. A review of travel times shows that it typically takes six to seven minutes longer to travel the corridor during the summer, than during average conditions in the month of April. While the area currently thrives economically, 65% of the people at the first public meeting indicated that they often avoid the area due to traffic congestion.

While the area may look fairly developed from the road, there are still large tracts of vacant developable or underutilized land and the area has been designated as a targeted growth area by the Warren County EDC. As the Pathway Corridor grows, traffic operations will be further affected by increased travel times and reduced mobility, unless the growth is managed and transportation improvements occur in line with development. The combined effect of the pending and speculative development shows that there are 14 parcels that could support approximately 600,000 square feet of additional development, and generate approximately 1,800 additional peak hour vehicle trips.

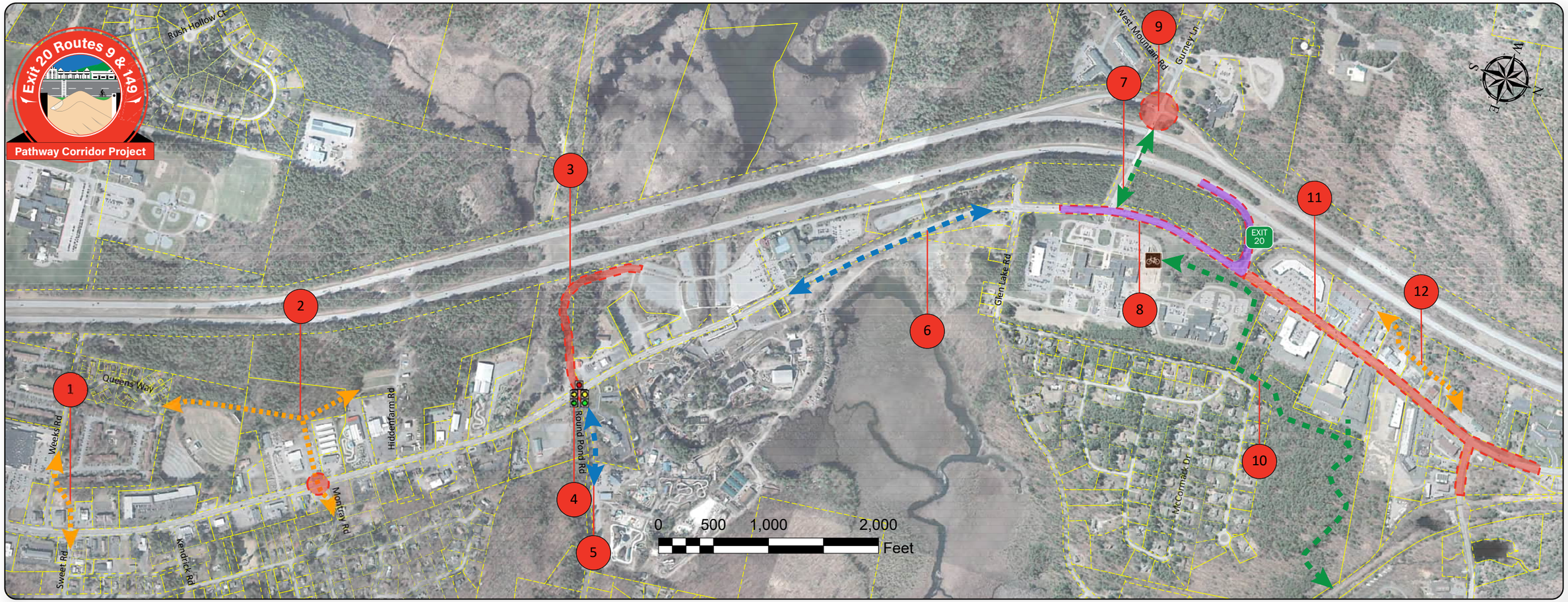


The results of the analysis indicates that if nothing is done to improve traffic conditions in the Pathway Corridor, then travel times could double. It is expected that people would avoid the area in ever greater amounts rather than experience delays at this level. Thus, the potential for additional economic development and jobs appears limited without transportation investment in the area. Ensuring that the transportation facilities are capable of accommodating the increased demand associated with the new development, achieving consensus about the needed transportation improvements, and finding a way to pay for the improvements are the fundamental objectives of this study.

The Plan

The Plan is to provide good regional mobility and support and ensure the economic livelihood of the area, through context sensitive transportation improvements which upgrade existing roads rather than build new ones. The recommendations were developed based on the existing conditions, previous studies, input from the Pathway Corridor Committee, stakeholders, and the general public. Combined with appropriate multi-modal accommodations, the plan will also address the project objectives of safety and accommodating all users.

This plan also recommends that the Town and Warren County EDC work proactively to identify local funding sources to establish the local match and leverage funding for a larger public project (or projects), and to work with the Adirondack Glens Falls Transportation Council (A/GFTC) and the New York State Department of Transportation (NYSDOT) to get a Pathway Corridor Project on the local and Statewide Transportation Improvement Program (TIP). Having a project on the TIP is a first step toward obtaining State and Federal funds. The following figure summarizes the overall study recommendations.



1. Realign Weeks Road to intersect US Route 9 opposite Sweet Road. ($410,000)
2. As redevelopment occurs on the west side of US Rotue 9, provide access opposite Montray Road to a potential future traffic signal or roundabout on US Route 9. Establish connector road to Queens Way and shared access to the new intersection. (Cost TBD public/private)
3. Construct Great Escape Connector Road - (future improvement by Great Escape).
4. Create a four-way intersection at Round Pond Road including a new traffic signal or roundabout and widening Round Pond Road to provide separate turn lanes. The new driveway stub on north side will tie into the future connection by Great Escape. Modify access to Martha's ice cream to provide access to the new signal or roundabout, and consolidate driveways on Route 9. ($760,000 or $1,820,000 if roundabout)
5. Provide sidewalk connection between US Route 9 and Great Escape employee entrance. ($510,000)
6. Provide sidewalk on at least one side to fill gaps in pedestrian network. East side of road is preferred. ($1,150,000)
7. Widen Gurney Lane and provide bike accomodations when bridges are rehabilitated. (Cost TBD as part of bridge project)
8. Build improvements consistent with Great Escape mitigation level 3 (Lengthen Exit 20 Northbound ramp storage and add southbound through lane on US Route 9) – Pursue funding arrangement to complete the improvements prior to Great Escape Level 3 Thresholds being met. Facilitate future parcel access on west side of US Route 9. ($3,640,000)
9. Implement capacity improvement (1. Roundabout; 2. Turn prohibition with adjacent roundabout or; 3. Signal). Traffic Signal at Gurney Lane/Exit 20 Southbound Ramp intersection is the preferred short-term improvement. ($240,000 or $1,400,000 if roundabout)
10. Establish trailhead parking at Warren County Municipal Center and provide multi-use path connection to Warren County Bikeway. Provide path connection from Outlets to Warren County Bikeway. ($1,360,000)
11. Construct roadway capacity and pedestrian crossing management project, including consideration of widening US Route 9 to provide two lanes in each direction with a center turn lane and signalized pedestrian crossings or roundabouts. ($8,900,000 or $13,400,000 if roundabouts)
12. Establish connector road over time as parcels redevelop. (Cost TBD - Private)

G. General Pathway Corridor Theme: Provide pedestrian accomodations at traffic signals, and establish transit stops at signals or where established pedestrian crossings exist.

Note: Improvements listed from south to north, not in order of importance

Town of Queensbury

EDC Warren County, NY

nationalgrid

Suggested Improvements
Warren County Pathway Corridor

Creighton Manning

Figure ES-1 August, 2019

Chapter 1. Introduction

The Warren County Economic Development Corporation (EDC), Warren County, Town of Queensbury, and National Grid initiated this study to evaluate future transportation conditions with growth, and identify potential transportation improvements along the approximate two and one-half mile length of US Route 9 in the Town of Queensbury, from Sweet Road north to NY Route 149, known as the Pathway Corridor.

STUDY GOAL

Provide an assessment of the feasibility, benefits, and impacts of different transportation improvements in the corridor by evaluating alternatives that consider pedestrians and passenger vehicle operations and safety.

The Pathway Corridor is a key link for travel between Interstate 87 (the Northway) and regional attractions including the Adirondacks and Lake George, contributing significantly to the Upstate tourism, jobs and economy. The area is also home to many significant regional destinations and employment centers including Six Flags Great Escape, Davidson's/Northern Eagle Brewery, Sutton's Market, Martha's Ice Cream, various regional outlet centers, Warren County Municipal Center, and other destinations. In addition, the Pathway Corridor has been identified as a targeted growth area for investment over the next ten years. While the corridor experiences seasonal traffic peaks in the summer and fall/winter seasons, the year round success and growth of this corridor has led to traffic concerns beyond the normal seasonal peaks associated with the region's retail and tourism attractions. The concern is that existing congestion and the potential for additional traffic will hamper mobility and will deter existing and future customers and businesses from the area.

As such, the study's Pathway Corridor Committee established the Study Goal above and Project Objectives below.

PROJECT OBJECTIVES

- Identify and address existing traffic congestion and safety concerns
- Provide accommodations for all users
- Enable economic growth
- Develop recommendations that can be implemented and solidify consensus among stakeholders

The Pathway Corridor Committee (PCC) was established to help guide the study and facilitate the flow of information. In addition to reviewing technical information, the PCC provided input on public outreach and assisted in notifying citizens and businesses about public meetings and the study in general. PCC members include representatives from the Town of Queensbury, Warren County DPW, EDC Warren County, NYSDOT, A/GFTC, and National Grid.

Study Area

The Pathway Corridor is located in the vicinity of Interchange 20 of the Adirondack Northway (I-87) and extends approximately 2.5 miles along US Route 9, from NY Route 149 to the intersection of Sweet Road, as shown on Figure 1.1.

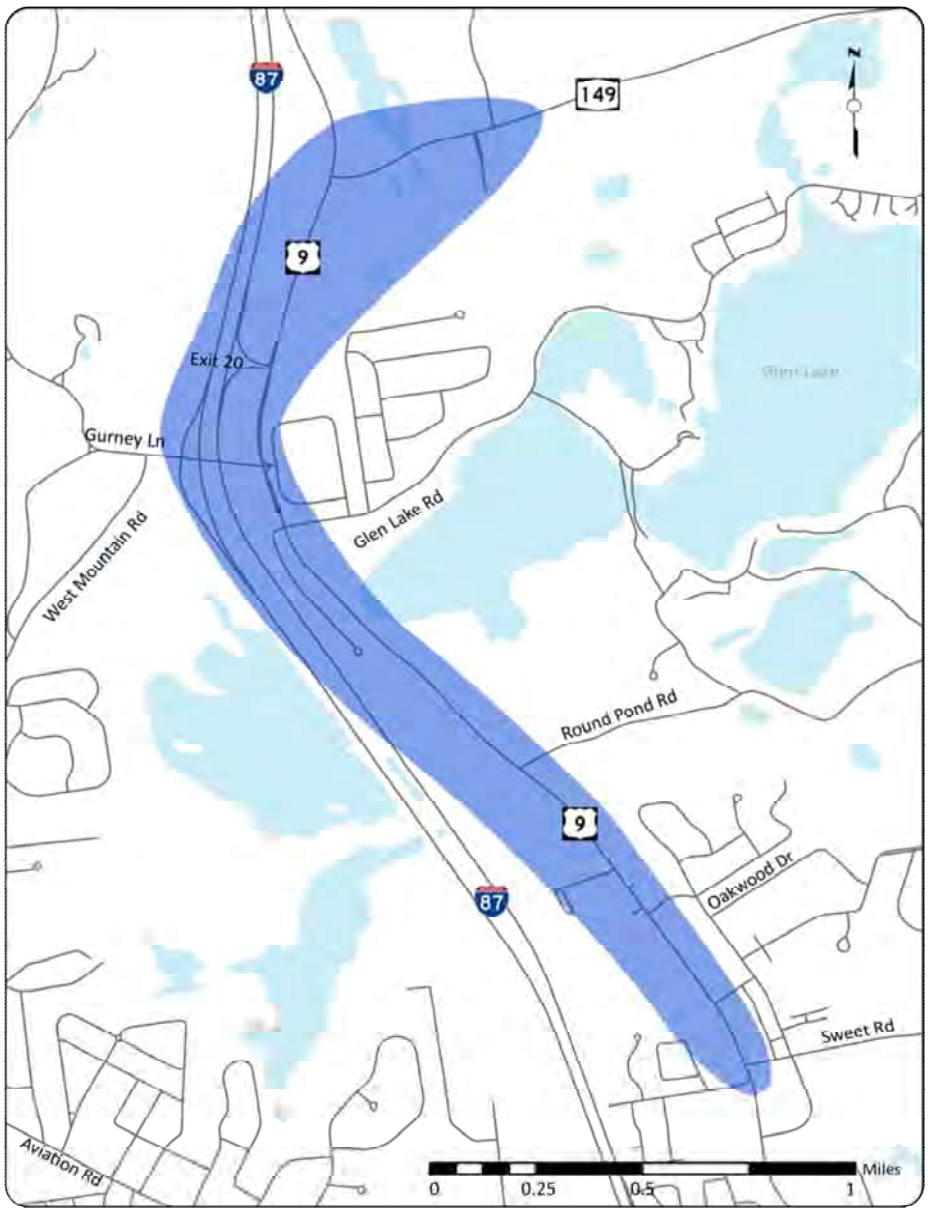
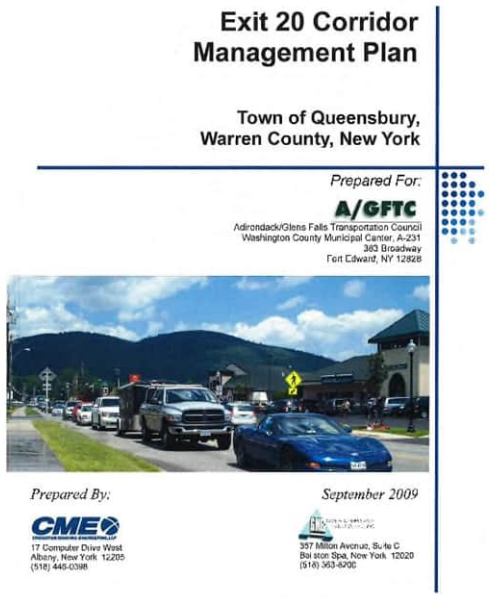


Figure 1.1. Study Area

Previous Studies

In September 2009, the Adirondack/Glens Falls Transportation Council (A/GFTC) completed the *Corridor Management Study for the Exit 20 Interchange Area,* which encompassed the northern portion of the Pathway Corridor from Round Pond Road to NY Route 149. The stated goal of the study was to develop a comprehensive and implementable recommendation plan that includes evaluation and recommendations for signalized intersections, improved accommodations for pedestrians, bicyclists, and public transit, congestion and accident mitigation strategies.



An assessment of existing conditions indicated that vehicle operations in the corridor were relatively poor and that capacity and operational improvements within the corridor should be pursued, particularly along US Route 9 between I-87 Exit 20 NB Ramps and NY Route 149. Further, the study examined two potential growth scenarios in the corridor. It was concluded that over a 20 year period, traffic volumes could increase by approximately 25% under a low growth scenario, or as much as 50% under a high growth scenario.

In order to improve existing conditions and prepare for future growth, the following corridor wide improvements were identified:

- US Route 9 Median with roundabouts – This alternative included the installation of a raised median along the US Route 9 corridor from NY Route 149 to the I-87 Exit 20 northbound ramp, along with roundabouts at key study intersections. The median would provide a refuge for pedestrians and reduce driveway conflicts by restricting left turns. Motorists needing to change direction would use the roundabouts proposed in the corridor.
- Back Access Alternative – This alternative assumed the construction of a public road east of US Route 9 that connects NY Route 149 to the I-87 Exit 20 Northbound Ramp. This scenario resulted in increased capacity and improved operations on US Route 9; however, potential environmental impacts and ROW impacts would need to be overcome.
- Access Management – This alternative proposed to eliminate/consolidate driveways and improve cross-connectivity between parcels in order to improve the flow of traffic along US Route 9.
- New Interchange – The study evaluated three alternative interchange configurations to address traffic concerns in the area, and determined that an interchange at the Great Escape was not feasible due to environmental impacts. Likewise, construction of a new interchange at NY Route 149 was deemed not feasible due to topographical constraints and excessive costs. The study also examined reconstruction of Exit 20 as a Single Point Interchange, and concluded that despite ROW impacts, this was a feasible alternative.

In addition to the corridor-wide concepts, various recommendations included:

- US Route 9/NY Route 149 – Capacity improvements (signal or roundabout)
- US Route 9/Outlets – Centrally located roundabout
- US Route 9 / I-87 Exit 20 NB Ramp - Capacity improvements (signal or roundabout)
- Gurney Lane / I-87 Exit 20 SB Ramp – Capacity improvements (signal or turn prohibitions with adjacent roundabout)
- US Route 9/ Gurney Lane – Capacity improvements (Convert SB thru lane to a thru/right lane)
- US Route 9/Glen Lake Rd – Improves signal timing
- US Route 9/Round Pond Rd – Turn lanes or signal
- Additional lower cost improvements such as signing and transit improvements

An additional study that is significant to the area is the Great Escape EIS (2000), which identified the need for future transportations improvements as mitigation for projected growth. The EIS called for certain traffic improvements to be implemented over time as various traffic thresholds were met. The improvements include:

Level 1 (completed)

- Grade Separated pedestrian bridge
- Removal of existing traffic signal at Great Escape Southern Driveway
- Optimize signal timings in the corridor

Level 2 (completed)

- Create four-leg intersection at Route 9 and Glen Lake Road by constructing northern end of new access road and install traffic signal. Modify pavement markings to create a designated northbound left-turn lane on Route 9 at the new access road.
- Widen the west side of Route 9 to create a second southbound through lane between Exit 20 and Gurney Lane

Level 3 (not completed)

- Create four-leg intersection at Route 9 and Round Pond Road by constructing southern end of the new access road and install a traffic signal. Modify pavement markings to create a designated northbound left-turn lane on Route 9 at the new access road.
- Widen the eastbound approach of the I-87 Exit 20 northbound off-ramp to create two 300-foot long turn lanes at Route 9.
- Modify islands at the Route 9/I-87 Exit 20 northbound intersection to designate the existing southbound right turn lane as a shared through/right turn lane. Widen the west side of Route 9 to create a second southbound through lane between Exit 20 and Gurney Lane.
- Designate the exclusive right turn lane at the Route 9/Gurney Lane intersection as a shared through/right turn lane. Widen Route 9 from Gurney Lane to Glen Lake Road to provide an additional southbound through lane for Great Escape traffic. This will connect to the existing exclusive right turn lane at the Route 9/Glen Lake Road intersection.

While the area would benefit from the level 3 improvements, it does not appear that they will be completed in the near future as part of the Great Escape EIS mitigation process. Traffic monitoring has been completed on an annual or bi-annual basis per the requirements of the EIS to see if the existing traffic volumes have met the thresholds established in the EIS. The last monitoring update was completed during 2018 and existing traffic volumes continue to fall well short of the thresholds.

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Chapter 2. Existing Conditions

This Chapter summarizes the existing land use and multimodal transportation infrastructure and operations in the study area.

Roadway Characteristics

US Route 9 extends in a north/south direction through the study area and is classified as a Principal Arterial, meaning one of its primary functions is to serve longer distance trips and provide reasonable mobility for through traffic, while also providing access to local parcels. Within the study area, the roadway is generally three lanes wide, except for the section between Glen Lake Road and Great Escape, which is two lanes wide. Table 2.1 summarizes the existing roadway cross sections along the corridor. The posted speed limit is 40 MPH.

Table 2.1. Typical US Route 9 Cross Sections

Intersecting Street	Number of Lanes	Lane Widths (ft)	Median	Shoulder Width (ft)	Pavement Width (ft)	TWLT Lane
Sweet Road to Great Escape	3	13	12	0	38	Yes
Great Escape to Glen Lake Road	2	12	N/A	6	36	No
Glen Lake Road to Exit 20 NB Ramps	2/3	13	Varies	0	48	No
Exit 20 NB Ramps NY Route 149 to	3	13	12	0	38	Yes

Although, there are no bicycle lanes on US Route 9, bicycles are accommodated on the roadway shoulders where present, or in the 13-foot wide curbside lane. The Warren County Bikeway is located east of the study area, with trail access off of Round Pond Road, and where the path crosses over NY Route 149.

Pedestrians

Pedestrians are generally accommodated on sidewalks located on both sides of the road. Marked crosswalks are present across one or two legs at the signalized intersections, and at three midblock locations in the outlet area between Exit 20 and NY Route 149. Figure 2.1 shows gaps in the sidewalk network between Glen Lake Road and the Six Flags Great Escape.

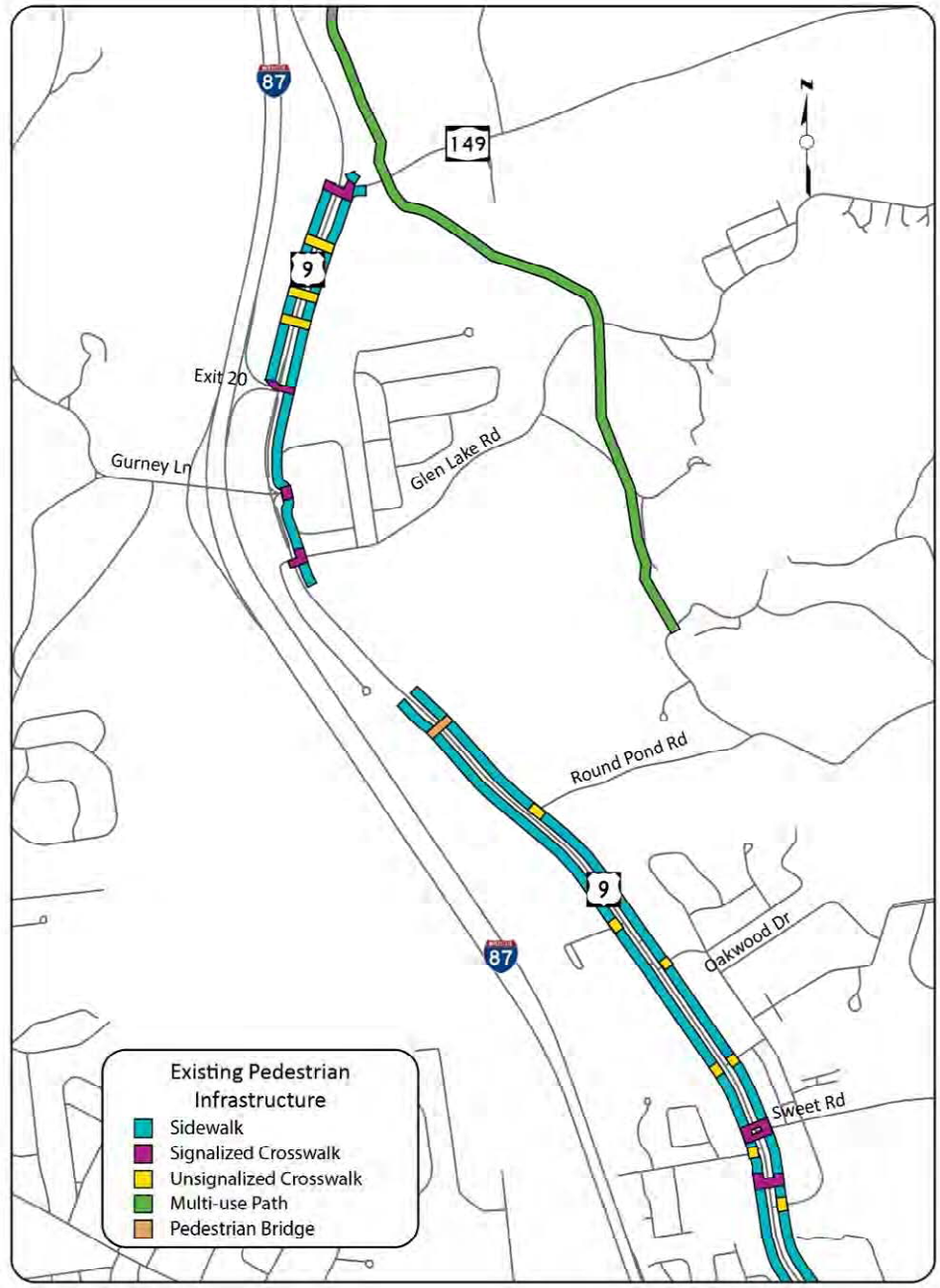


Figure 2.1. Pedestrian Network

Transit

Greater Glens Falls Transit (GGFT) bus route 19 serves the study corridor with transfers available to other routes in Glens Falls and Lake George. Service is provided from Monday through Friday only with 10 trips per day operating on an approximate 90 minute headway. GGFT also provides a summer trolley service in the corridor which runs every half hour beginning the last Saturday in June and continuing through Labor Day. Figure 2.2 shows the GGFT routes and time points within the study area. In addition to the pictured time points, passengers can flag the bus to stop at any safe street corner. It is noted that the Lake George RV Park provides a trolley services that coincides with the operations of the GGFT summer trolley service. The RV Park service transports people from the RV Park to the Log Jam Outlet Center every 30 minutes.

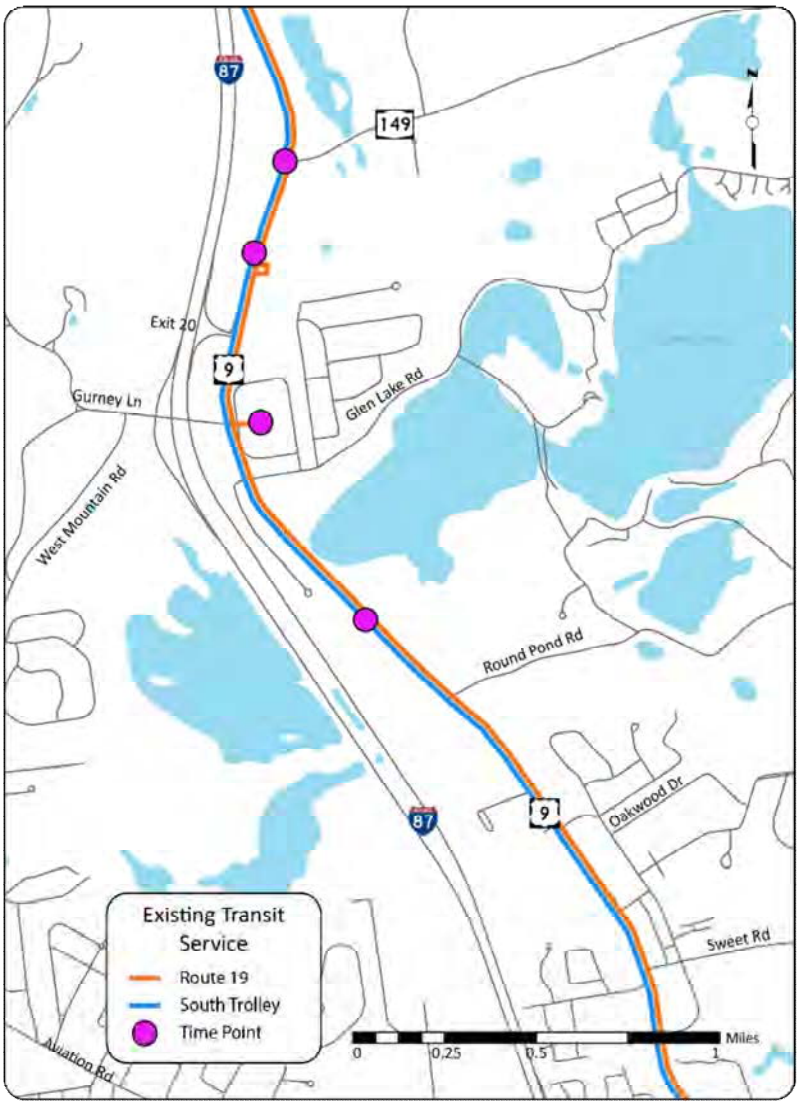


Figure 2.2. Transit Network

Land Use and Zoning

The majority of land along the corridor is commercial, recreation commercial, or institutional. Significant attractors include Six Flags Great Escape theme park, and the "Outlet Area" between Exit 20 and NY Route 149. Meanwhile the area is also home to the Warren County Municipal Center and offices.

Zoning is illustrated on Figure 2.3. The corridor is primarily zoned for commercial use (Moderate, Intensive, and Recreational) with residential neighborhoods of rural and moderate densities located further from US Route 9. While the area may look fairly developed from the road, there are still large tracts of vacant developable or underutilized land and the area has been designated as a targeted growth area by the Warren County EDC. Growth potential is discussed further in Chapter 3.

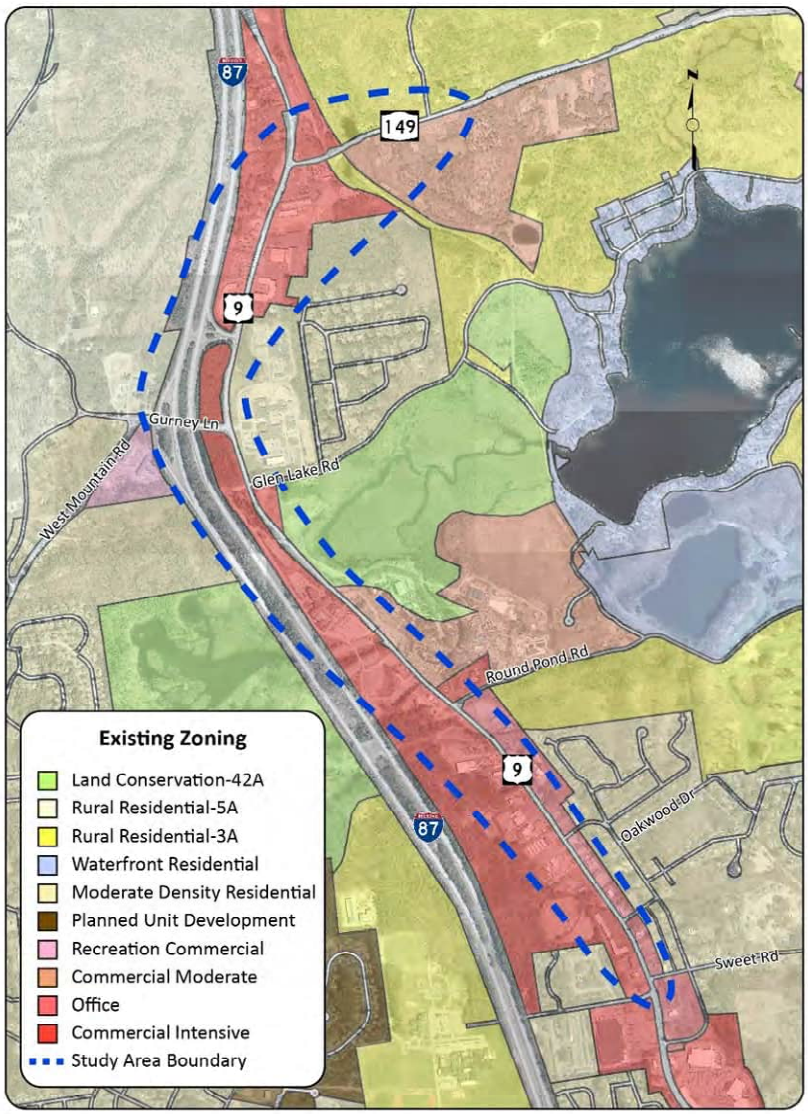


Figure 2.3. Existing Zoning

Accident History

Crash data was provided by the NYSDOT from the Accident Location Information System (ALIS) for the most recent three years of available data (October 1, 2014 to September 30, 2017), for the 2.6 mile segment of US Route 9 from NY Route 149 to Sweet Road. In total, 201 crashes occurred over the three year period along US Route 9 in the study area. A safety screening was performed on the crash data including calculation of segment and intersection crash rates. Tables 2.2 through 2.4 summarize the crash analysis.

Table 2.2. Summary of Crashes (October 1, 2014 to September 30, 2017)

Type	Crashes
Vehicle	198
Pedestrian	1
Bicycle	2
Total	201

Table 2.3. Summary of Crash Rates (October 1, 2014 to September 30, 2017)

Accident Location	Number of Crashes	Crash Rate	
		Calculated	NYSDOT Average
Roadway Segment (Acc/MVM)			
US Route 9 from Sweet Road to Gurney Lane	87	2.43	3.50
US Route 9 from Gurney Lane to Exit 20	57	3.80	3.50
US Route 9 from Exit 20 to NY Route 149	84	4.74	4.31
US Route 9 Intersections (Acc/MEV)			
Sweet Road	6	0.28	0.52
Round Pond Road	11	0.60*	0.18
Glen Lake Road	5	0.22	0.52
Gurney Lane	18	0.70	0.52
Exit 20 NB Ramp	16	0.72*	0.32
NY Route 149	9	0.47	0.52

* Crash rate > 1.5 statewide average

From a roadway segment standpoint, Table 2.3 shows that the corridor experiences crash rates generally comparable to the statewide average for similar facilities. From an intersection standpoint, three of the six intersections experienced crash rates above the statewide average for the most recent three year period. Typically, only areas exceeding the statewide average by a statistically significant margin are selected for further analysis. For this study, it is noted that the Round Pond Road and Exit 20 NB Ramp intersections experienced a crash rate of more than 1.5 times the statewide average. Table 2.4 summarizes all of the types of crashes in the corridor including the Round Pond Road intersection.

Table 2.4. Summary of Available Crash Data (October 1, 2014 to September 30, 2017)

Intersection or *Segment*	Collision Severity				Collision Type										Total
	Non-Reportable	Property Damage	Injury	Fatality	Rear-End	Right Angle	Left Turn	Overtaking/Sideswipe	Right Turn	Head On	Fixed Object	Animal	Ped	Bike	
US Route 9/Sweet Road	2	3	1	0	4	2	0	0	0	0	0	0	0	0	**6**
US Route 9/Round Pond Road *	5	3	3	0	3	3	0	0	1	2	2	0	0	0	**11**
US Route 9/Glen Lake Road	2	3	0	0	1	2	0	2	0	0	0	0	0	0	**5**
US Route 9/Gurney Lane	9	6	3	0	14	3	0	0	1	0	0	0	0	0	**18**
US Route 9/Exit 20 *	6	7	3	0	13	0	2	0	0	0	1	0	0	0	**16**
US Route 9/NY Route 149	7	2	0	0	6	0	1	2	0	0	0	0	0	0	**9**
US Route 9 from Sweet Road to Gurney Lane	14	21	8	0	13	10	6	5	1	0	5	0	1	2	**41**
Gurney Lane from US Route 9 to Old West Mountain Road	1	4	2	0	1	1	3	0	0	0	2	0	0	0	**7**
US Route 9 form Gurney Lane to Exit 20	1	6	2	0	5	3	0	0	0	1	0	0	0	0	**9**
US Route 9 from Exit 20 to NY Route 149	24	19	10	1	27	5	2	16	1	1	2	0	0	0	**54**
NY Route 149 from US Route 9 to Ledgeview Circle	9	11	3	0	7	0	2	2	0	2	5	5	0	0	**23**
Study Area Total	**80**	**85**	**35**	**1**	**94**	**29**	**16**	**27**	**4**	**6**	**17**	**5**	**1**	**2**	**201**

* Crash rate > 1.5 statewide average

A review of this crash data shows a number of characteristics summarized below:

- There was one fatal crash located approximately 0.1 miles north of the US Route9/NY Route 149 intersection. The crash, involving a motorcycle, occurred at 3:18 PM on 7/19/2017 during daylight on a dry road surface. Weather at the time of the crash was coded as "clear". Passing or lane usage improperly was coded as a contributing factor.

- The data shows two bicycle crashes along US Route 9 within the last three years. Both crashes occurred on the segment of US Route 9 between Gurney Lane and Sweet Road, with one occurring just north of the Round Pond Road intersection and the other approximately 0.25 miles north of the Sweet Road intersection. Both crashes included turning vehicles traveling northbound. Both crashes occurred during daylight on a dry road surface with weather coded as clear.

- There was one crash involving a pedestrian within the study area that occurred approximately 0.1 miles north of the US Route 9/Round Pond Road intersection. The crash occurred during daylight on a dry road surface with weather coded as clear. The data indicates that the pedestrian was crossing with no signal or crosswalk. Pedestrian error/confusion was coded as a contributing factor.

- Rear end collisions are the most prevalent type of collision in the study area, composing nearly half of all collisions. Right angle collisions were the next most common collision type, constituting 15% of all crashes.

Traffic Volumes

Traffic volumes vary throughout the area and seasonally with higher traffic volumes during the summer months. The following chart shows that traffic volumes are higher on area roadways from about May to October. Volumes on the Northway are approximately 35 to 45 percent higher during the summer as compared to average conditions, while daily volumes on US Route 4 are approximately 15 percent higher than average. The New York State Department of Transportation (NYSDOT) estimates that traffic volumes on US Route 9 in the Pathway Corridor are 20 to 25 percent higher in the summer (Factor Group 40 line in chart applicable to US Route 9).

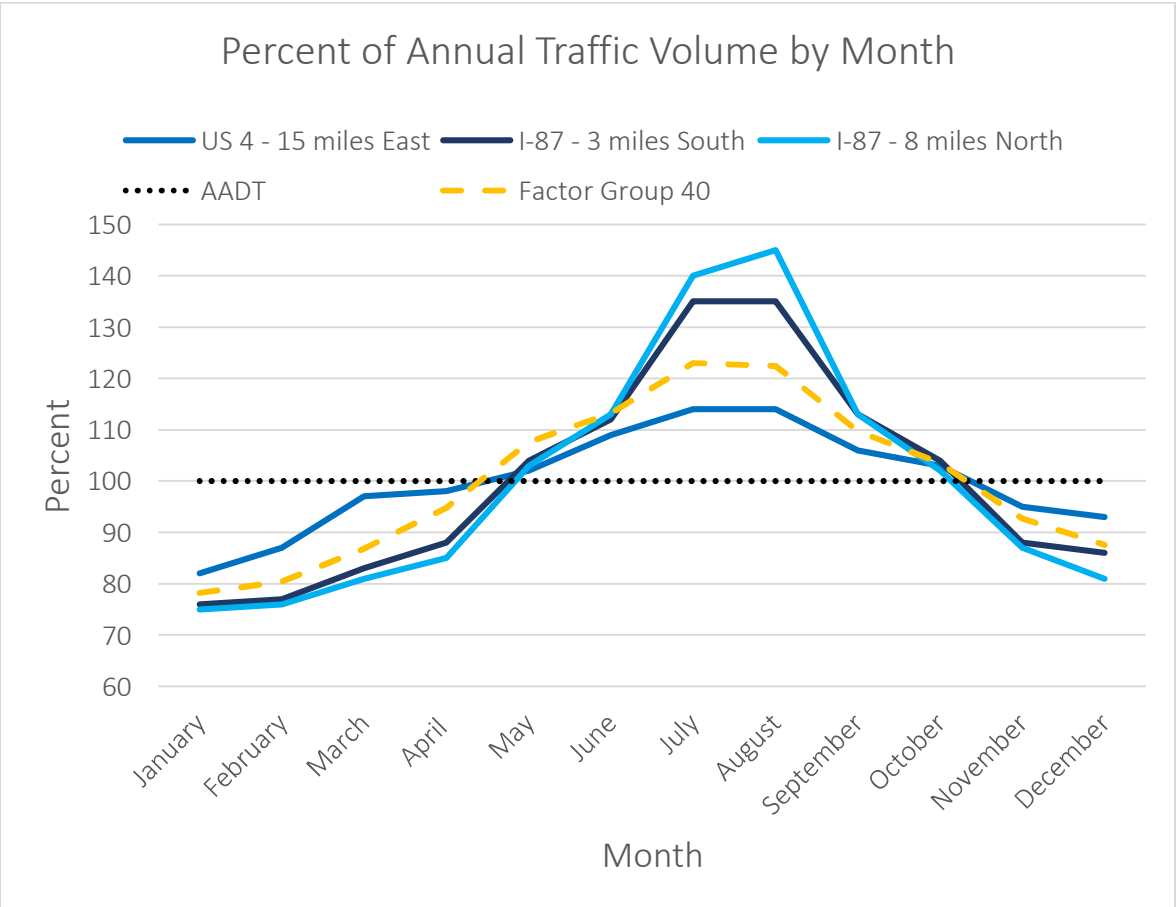


Figure 2.4. Seasonal Traffic Variations

Table 2.5 summarizes the Average Daily Traffic (ADT) volumes in the corridor from Automatic Traffic Recorder (ATR) counts taken during July and August of 2018.

Table 2.5. Daily Traffic Volumes

Location	2018	
	Summer	Average Annual
US Route 9: Sweet Road to Gurney Lane	15,700	13,070
US Route 9: Gurney Lane to Exit 20 NB Ramps	19,200	16,130
US Route 9: Exit 20 NB Ramps to NY Route 149	17,500	14,700
NY Route 149 East of US Route 9	11,500	9,660

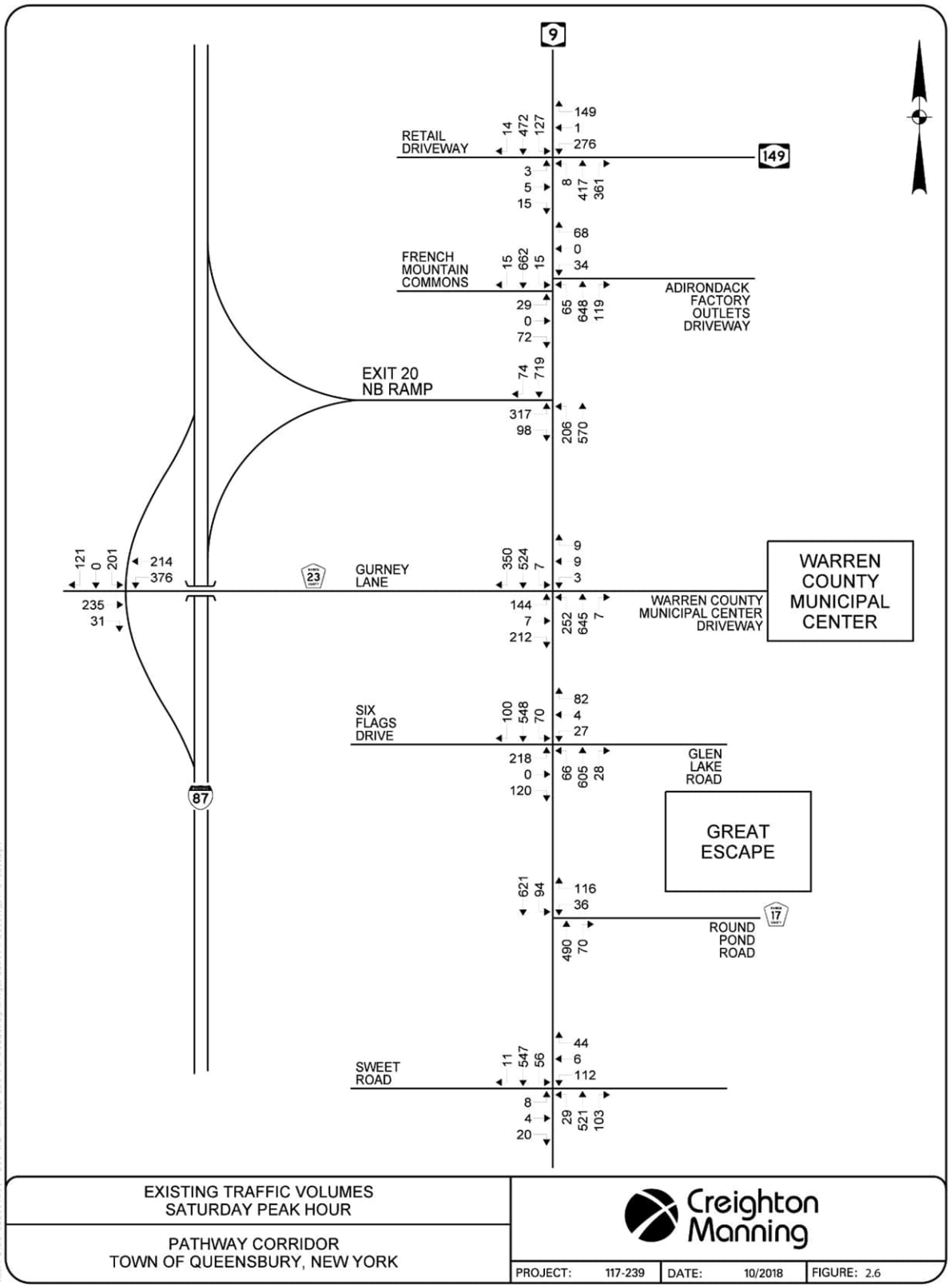
The table shows that daily traffic volumes on US Route 9 range from 15,700 to 19,200 vehicles per day during the summer. A comparison to the latest NYSDOT count in the area (Station 170433, July 2014), showed peak summer volumes were somewhat higher at 20,000+ cars per day.

The NYSDOT count is summarized in the chart below and shows that weekday and weekend traffic volumes are comparable; and that traffic volumes tend to peak in the late morning, then remain relatively stable until early evening, before dropping off.

Figure 2.5. Hourly Traffic Variations – US Route 9 (500 Feet North of Exit 20)

A review and regression analysis of historic NYSDOT Automatic Traffic Recorder sites in the area shows that daily traffic volumes have increased slightly on I-87 over the past 10 years, while traffic in the immediate study area has remained stable or decreased slightly. Annual growth rates have been ± ½ percent per year. Accordingly, the traffic counts from the previous study continue to be representative of existing conditions. Additional intersection counts were conducted at the intersection of Gurney Lane and the I-87 Exit 20 Southbound Ramps in August of 2018 to supplement available data. Volumes at the Sweet Road intersection were obtained from a previous study in the area. The existing peak hour traffic volumes are shown on Figure 2.6.

Supplemental pedestrian crossing counts were also conducted for pedestrians crossing US Route 9 in the Outlet area on Saturday, September 1, 2018 (Labor Day Weekend). The results showed approximately 870 pedestrians crossing per hour at the three uncontrolled marked crosswalks, with approximately 1,200 vehicles per hour traveling along US Route 9 during the same time period. The pedestrians in the marked crosswalks have the right of way and motorists must yield. Although the pedestrians often cross in groups, observations and data on increased travel times shows that there are enough pedestrian crossings during peak times for the number of pedestrians to contribute significantly to the traffic back-ups and delays along US Route 9 and approaches to the area.


9
149
RETAIL DRIVEWAY
FRENCH MOUNTAIN COMMONS
ADIRONDACK FACTORY OUTLETS DRIVEWAY
EXIT 20 NB RAMP
GURNEY LANE
23
WARREN COUNTY MUNICIPAL CENTER DRIVEWAY
WARREN COUNTY MUNICIPAL CENTER
SIX FLAGS DRIVE
GLEN LAKE ROAD
GREAT ESCAPE
ROUND POND ROAD
17
SWEET ROAD
87
EXISTING TRAFFIC VOLUMES
SATURDAY PEAK HOUR
PATHWAY CORRIDOR
TOWN OF QUEENSBURY, NEW YORK
Creighton Manning
PROJECT: 117-239
DATE: 10/2018
FIGURE: 2.6

Traffic Operations

Traffic operations were evaluated using the VISSIM software to represent existing traffic conditions and levels-of-service (LOS). LOS is a measure of delay at intersections with good operations represented by short delays in the LOS A/B range, and poor operations represented by long delays in the LOS E/F range. Table 2.6 summarizes the results of the existing summertime levels of service analysis.

Table 2.6. Existing Level of Service

Intersection	Control	Saturday Peak Hour
Route 9 / Sweet Road	Signal	A (9.9)
Route 9 / Round Pond Road	Stop Sign	B (11.8)
Route 9 / Glen Lake Rd	Signal	C (23.2)
Route 9 / Gurney Ln	Signal	C (29.5)
I-87 Exit 20 SB Ramp at Gurney Ln	Stop Sign	F (186)
Route 9 / I-87 Exit 20 NB Ramps	Signal	E (76.5)
Route 9 / Route 149	Signal	E (61.9)

X (Y.Y) = Level of Service (Average delay in seconds per vehicle)

The analysis shows that the intersections in the vicinity of the outlets (Route 149 and Exit 20 northbound ramps), experience longer delays (LOS E). Motorists on the I-87 Exit 20 southbound off-ramp also experience long delays (LOS F). Anecdotally, various stakeholders have reported that they turn right at this ramp then complete a U-turn at the adjacent intersection, in order to avoid the long delays experienced turning left directly from the ramp. Other study area intersections operate fairly well, at LOS A to C.

In addition to the LOS analysis at intersections, corridor travel times were evaluated to illustrate the overall performance of the Pathway corridor, and are used later to compare alternatives. Based on the Federal Highway Administration's National Performance Management Research Data Set (NPMRDS) as provided by the A/GFTC, travel times along US Route 9 are typically six to seven minutes longer during the summer, than during average conditions in the month of April. Table 2.7 summarizes the NPMRDS data.

Table 2.7. US Route 9 Corridor Travel Times (Minutes)

US Route 9 Segment	2017		
	Non-summer (April)	Summer (July / August)	Difference
between Route 9L and Round Pond Road			
Northbound	9.4	15.2	5.8
Southbound	12.6	19.5	6.9

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Chapter 3. Forecasts and Alternatives

Land use patterns directly influence travel. As the Pathway Corridor grows, traffic operations will we affected by increased travel times and reduced mobility, unless the growth is managed and transportation improvements occur in line with development. This chapter summarizes the land development potential in the corridor and the implications that that development will have on traffic operations. This chapter then evaluates five major transportation alternatives, as well as several additional enhancements to support the study goals of maintaining mobility and supporting economic development.

Land Use and Trip Generation

Land use forecasts were developed based on two categories of development; 1) projects that are known and are pending before the Town as of the Summer of 2018, and 2) speculative projects that could happen based on zoning, vacant or underutilized land. The Town of Queensbury provided the pending projects shown on Figure 3.1 and in Table 3.1 on the following page.

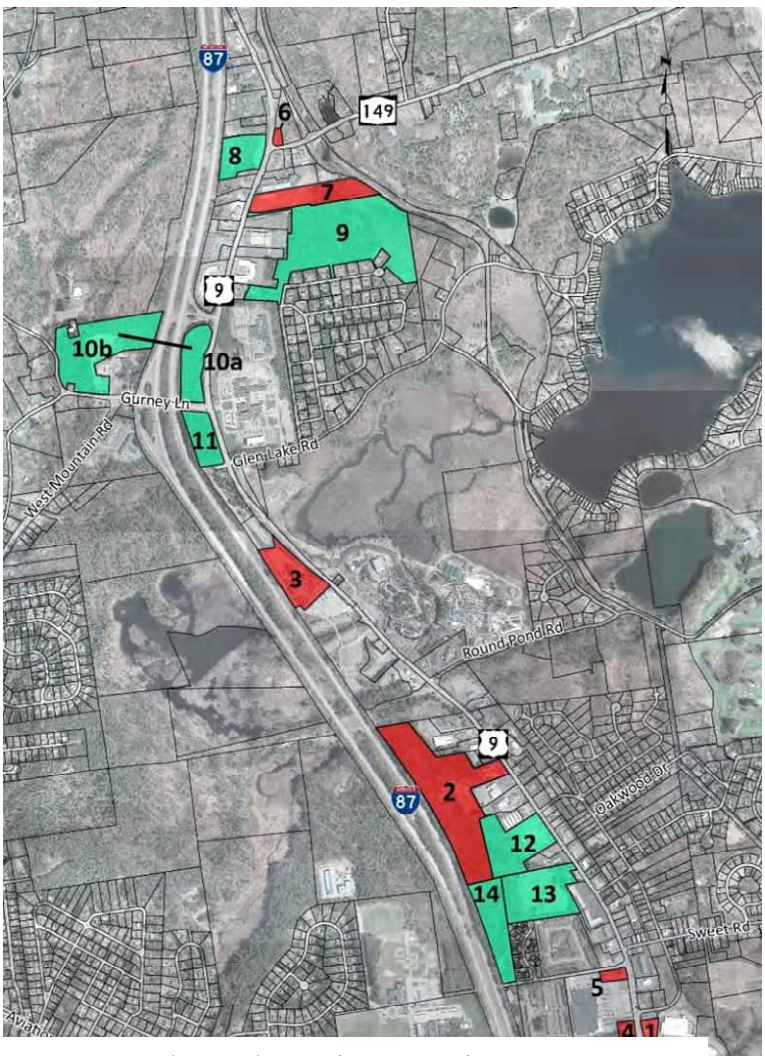

Figure 3.1 Pending and Speculative Development

Table 3.1. Pending Projects

ID	Name	Land Use	Size	Saturday Peak Hour Trips
1	Subway	Restaurant	0.9 KSF	11
2	Family Attraction	Recreation	15.5 Acres	74
3	Johnny Rockets	Restaurant	2.2 KSF	26
4	Harbor Freight	Hardware Store	16 KSF	36
5	Monty Lius Retail Store	Retail	5.4 KSF	33
6	Cumberland Farms	Gas Station/ Convenience Store	5.2 KSF	72
7	Adirondack Factory Outlet Mall	Retail	60 KSF	236

Table 3.1 shows that there are currently seven approved or pending projects before the Town. These includes more than 80 KSF of retail space and 3 KSF of dining space. There are no pending residential projects within the corridor. The zoning along the Pathway Corridor is primarily commercial and supportive of this type of growth.

As noted previously, the Pathway Corridor is a targeted growth area, and a number of parcels have the potential to develop, or redevelop to a higher use. Through coordination with the Study Advisory Committee, Warren County EDC, and the Town of Queensbury, the corridor was evaluated to identify the most likely locations for development. Table 3.2 summarizes this "speculative" or potential corridor growth which is also illustrated on Figure 3.1. The development type, size, and number of Saturday peak hour trips are shown for planning purposes only. The actual development in the corridor may vary significantly from those summarized in Table 3.2. The development potential was estimated utilizing the most recent GIS mapping data and information available from the Town and Warren County.

Table 3.2. Speculative Development

ID	Name	Assumed Development Type	Size	Saturday Peak Hour Trips
8	Oscap LTD 288.12-1-2	Retail	68 KSF	267
9	John McCormack 288.12-1-24	Single Family *	20 Units	19
10a	Warren County Annex 288.-1-49	Office	75 KSF	40
10b	Warren County Annex 288.-1-49	Multi-family Housing	130 Units	57
11	Warren County DPW288.-1-62	Retail	20 KSF	100
12	Frank Parillo 296.13-1-23	Retail	54 KSF 80 KSF	314
13	Unitarian Universal Con of GF 296.13-1-21	Retail Office	146 KSF	311
14	Turnpike Ent & Grand LLC 296.13-1-20	Office Park	146 KSF	31

* Zoned residential. Town expects owner to seek variance for commercial.

The combined effect of the pending and speculative development shows that there are 14 parcels that could support approximately 600,000 square feet of additional development, and generate approximately 1,800 additional peak hour trips. For the purpose of this traffic planning study, to account for regional background traffic growth and study area growth over the next 20 years, the existing traffic volumes were increased by 30 percent. This estimate is generally consistent with the previous 2008 planning study which included growth projections ranging from 27 to 48 percent.

Alternatives

There are three basic transportation alternatives for the Pathway Corridor which include doing nothing, improving the existing roads, or building new roads. The alternatives are broken down further for this study, but the premise is to keep the alternatives at a high level to enable consensus and pursue funding around major alternatives, and then refine the plan through engineering and design.

Several alternatives were developed for the Outlet Area, as well as various site specific improvements in the larger pathway corridor study area. The alternatives were developed based on the analysis of existing conditions, previous studies, and input from the Pathway Corridor Committee. Table 3.3 on the following page summarizes the primary alternatives for the outlet area.

Table 3.3. Outlet Area Alternatives

ID	Name	Description
A	Null or Do Nothing	Generally maintain existing transportation infrastructure. This would keep the existing roadways as they are and serves as a baseline for comparison of other alternatives.
B1	Improve Existing and Manage Pedestrian Crossings	Widen US Route 9 to five lanes between Exit 20 NB ramp intersection and NY Route 149. This alternative would provide additional vehicle capacity and improve traffic through put in the corridor. Pedestrian crossings would be managed by signalized pedestrian crossings that are coordinated with the adjacent signals.
B2	Improve Existing (Roundabouts)	Add a raised median on US Route 9 from I-87 Exit 20 NB ramp to NY Route 149 and incorporate roundabouts including a mid-corridor roundabout to enable U-turns. Roundabouts tend to keep traffic moving as compared to the stop and go operation of traffic signals.
C	Back Access	Construct a new road on the east side of US Route 9 that connects the I-87 Exit 20 NB ramp intersection to NY Route 149 and generally runs parallel to US Route 9. This alternative would provide access to the backside of the existing outlet buildings.
D	New Interchange	Construct a new interchange on I-87 at NY Route 149. The 2009 *Corridor Management Plan* deemed this concept not feasible. This alternative is carried forward for information purposes to communicate the trade-offs and costs.

Additional improvements were considered in the remainder of the Pathway Corridor as described later in this Chapter and also in Chapter 4. These additional layers of improvements establish the overall Plan when combined with the Outlet Area alternatives above.

Analysis

Since congestion is one of the key concerns in the study area, travel time was used as one of the primary performance measure to compare the trade-offs of the Outlet area alternatives. It is the recurring delay in the summer months that is a deterrent to motorists and could threaten the future economic vitality of the area. Alternatives that minimize travel time are better suited to address the project objectives of alleviating traffic congestion and supporting economic growth. Combined with appropriate multi-modal accommodations, the alternatives will also address the project objectives of safety and accommodating all users.

Vissim traffic simulation models were developed for the outlet area alternatives to compute and compare the overall travel times in the area. For the purpose of this comparison, travel times are reported along US Route 9 between Bloody Pond Road and Round Pond Road, and along Route 149 between Oxbow Hill Road and Round Pond Road, a distance of approximately three miles. It is noted that these segments are different than the NPMRDS data summarized in Section 2, because the NPMRDS extends well beyond the Pathway Corridor study area. The end points for this travel time summary were selected based on discussions with the Advisory Committee to capture conditions within 1.5 to 2 miles north and east of the US Route 9 / NY Route 149 intersection.

Table 3.4. Corridor Travel Times – Existing and Future Summer Conditions (Minutes)

Description / Condition	Alternative				
	2018	Future 2038			
	Existing	A	B1	B2	C
Route 149/Oxbow Hill Road to US Route 9 / Round Pond Road	12	24	5	14	7
US Route 9/Bloody Pond Road to US Route 9/Round Pond Road	11	21	6	17	11

Table 3.4 shows that travel times through the area are on the order of 11 to 12 minutes during existing summer conditions. If nothing is done to improve traffic conditions, then travel times could double assuming the area continues to grow. Realistically, it is expected that people would avoid the area rather than experience delays at this level. Table 3.4 also shows the Alternative B1 (Improve Existing and Manage Pedestrian Crossings) has the greatest potential to reduce travel times through the area. Alternatives B2 (roundabouts), and C (Back access) could also improve travel times over the "Do Nothing" alternative, but to a lesser degree. All of the alternatives are considered feasible and would have different levels of impact to private property from widening Route 9, constructing roundabouts, or building a back access road.

It should be noted that Alternative D (New Interchange) was not modeled in detail. Although a new interchange would reduce through traffic in the outlet area to/from Route 149, this would be offset by increased traffic to/from the south and the Great Escape area. The net effect is that traffic volumes through the outlet area would remain relatively unchanged with a new interchange, and some other improvements would still be needed to address congestion issues.

The following Figure compares the proposed alternatives against several performance measures including travel time, vehicle operations, pedestrian friendliness, property impacts, and cost. Travel time is also a proxy for reduced queuing and vehicle emissions

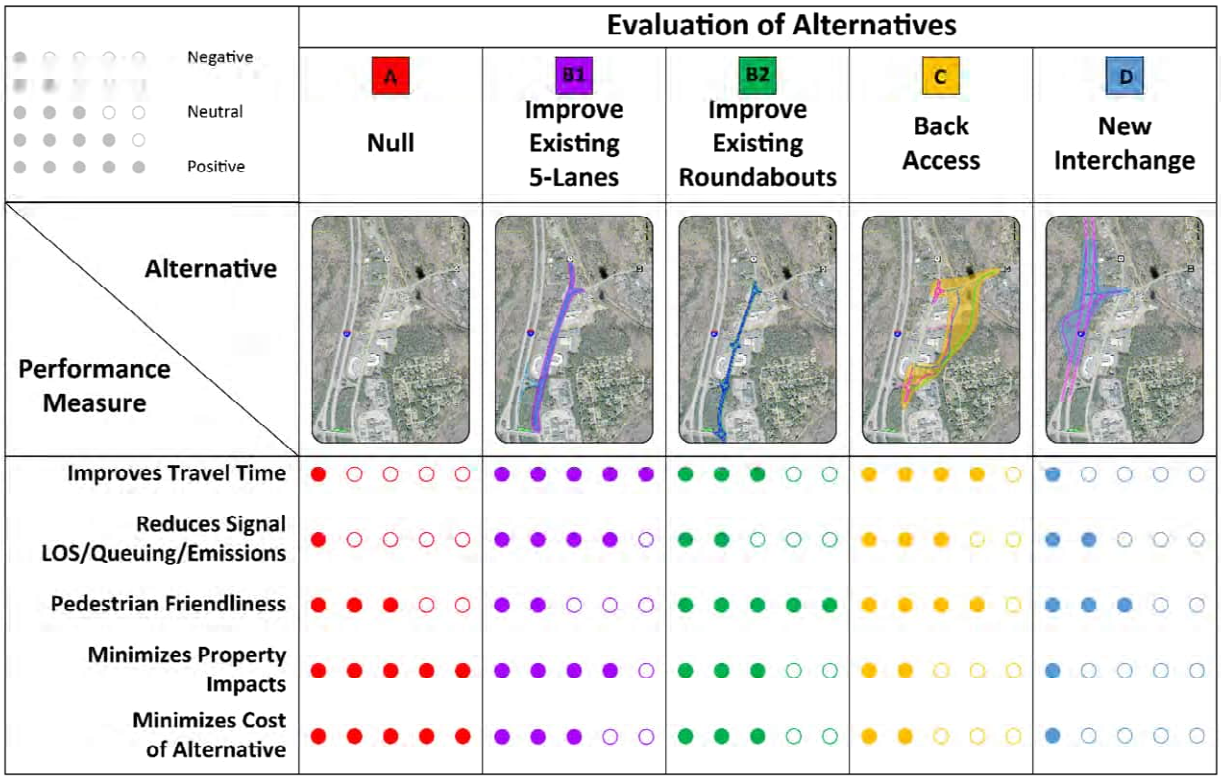

Figure 3.2 Evaluation of Alternatives

Figure 3.2 shows that the two "Improve Existing" Alternatives (B1 and B2) appear to be the most cost effective at addressing the majority of the corridor performance measures. Alternatives A and D are rejected as not satisfying the project objectives. Alternative A (the do nothing alternative) is unresponsive to the mobility, growth and economic development objectives of this study. Alternative D (a new Interchange) is not considered feasible, and it would not obviously address the outlet area congestion, pedestrian management and capacity constrained issues identified. While Alternative C appears to have merit, it is an idea that has been around for over twenty years and has not progressed, even when the new jail was built and there was a prime opportunity to construct the southern portion of it, the involved agencies decided against it. Some residents of the nearby Courthouse Drive neighborhood also oppose it. Based on this assessment, and public and stakeholder input discussed later, some form of "Improve

Existing" (B1/B2) is the preferred alternative. This would be road widening along US Route 9 with managed pedestrian crossings and could include a combination of roundabouts and/or traffic signals at major intersections. NYSDOT policy requires roundabouts to be considered as an alternative during a project's design phase. All transportation concepts require further engineering and review, and the final details of the "Improve Existing" alternative will be documented during the design process and with additional public involvement.

Aside from the Alternatives above that address congestion in outlet area, there is a need to explore improvements in other parts of the Pathway Corridor as well. Long delays exist at two unsignalized study area intersections during the summer months including the Gurney Lane/Exit 20 southbound ramp intersection, and the US Route 9/Round Pond Road intersection. Independent stakeholder, Advisory Committee and public comments also pointed to concerns at these two locations. As such, detailed traffic signal warrants analyses were completed as summarized below.

The National *Manual on Uniform Traffic Control Devices* (NMUTCD) specifies the minimum criteria that must be met in order for a traffic signal to be justified. The satisfaction of a signal warrant in itself is not necessarily justification for a traffic signal. Other engineering and operational factors must be considered. The National MUTCD contains eight warrants, three of which were applied and evaluated in detail. Tables 3.5 and 3.6 summarize the signal warrants analysis for these two intersections based on counts conducted during the summer of 2018.

Table 3.5. Summary of Signal Warrant Analysis – Gurney Lane / Exit 20 Southbound Ramp

Hour Beginning	Existing 2018 Volumes		Signal Warrants Met?			
	Gurney Lane	Exit 20 Southbound off ramp	#1		#2	#3
			Cond. A	Cond. B		
6:00 AM	311	100	No	No	No	No
7:00 AM	501	210	Yes	No	No	No
8:00 AM	573	237	Yes	No	Yes	No
9:00 AM	604	258	Yes	No	Yes	No
10:00 AM	683	321	Yes	No	Yes	No
11:00 AM	747	313	Yes	No	Yes	Yes
12:00 PM	752	298	Yes	Yes	Yes	No
1:00 PM	724	306	Yes	No	Yes	No
2:00 PM	731	287	Yes	No	Yes	No
3:00 PM	786	295	Yes	Yes	Yes	Yes
4:00 PM	839	304	Yes	Yes	Yes	Yes
5:00 PM	770	277	Yes	Yes	Yes	No
6:00 PM	590	219	Yes	No	No	No
7:00 PM	590	219	Yes	No	No	No
Required Volumes	Two Lane Major Street		500	750	See MUTCD 4C-1	See MUTCD 4C-3
	Two Lane Minor Street		150	75		
Overall Warrant Met?			Yes	No	Yes	Yes

Table 3.6. Summary of Signal Warrant Analysis – US Route 9 / Round Pond Road

Hour Beginning	Existing 2018 Volumes		Signal Warrants Met?			
	US Route 9	Round Pond Road	#1		#2	#3
			Cond. A	Cond. B		
7:00 AM	517	115	No	No	No	No
8:00 AM	713	137	No	No	No	No
9:00 AM	857	168	Yes	No	No	No
10:00 AM	979	162	Yes	Yes	Yes	No
11:00 AM	1174	185	Yes	Yes	Yes	No
12:00 PM	1246	172	Yes	Yes	Yes	No
1:00 PM	1310	165	Yes	Yes	Yes	No
2:00 PM	1313	171	Yes	Yes	Yes	No
3:00 PM	1326	218	Yes	Yes	Yes	Yes
4:00 PM	1238	207	Yes	Yes	Yes	No
5:00 PM	1096	169	Yes	Yes	Yes	No
6:00 PM	946	135	No	Yes	No	No
7:00 PM	841	132	No	No	No	No
8:00 PM	784	75	No	No	No	No
Required Volumes	Two Lane Major Street		500	750	See MUTCD 4C-1	See MUTCD 4C-3
	Two Lane Minor Street		150	75		
Overall Warrant Met?			Yes	Yes	Yes	Yes

The analysis shows that traffic signals are currently warranted at both locations, subject to NYSDOT review and approval. According to the MUTCD, Warrant 1 Condition A requires eight hours above the required volume thresholds, and is intended for application where a large volume of intersecting traffic is the principal reason to consider installing a signal. Warrant 1 Condition B is for application where Condition A is not met, and the traffic volume on the major street is so heavy that traffic on the minor street suffers excessive delay. Warrant 2 requires four hours above the required volume thresholds and is intended where the volume of intersecting traffic is the principal reason to consider a signal. Warrant 3 is the peak hour warrant, requires only a single hour above the volume thresholds and is intended for use where the minor-street approach suffer undue delay when entering or crossing the major street.

Anecdotally, several public comments reported long delays and queuing on the Exit 20 southbound off-ramp, and that motorists will bypass the queue, then turn right at the top of the ramp, then complete a U-turn at the adjacent intersection to continue east on Gurney Lane. Additional public comment reported difficulty getting in and out of Weeks Road between the two closely spaced traffic signals at Sweet Road and Walmart. Weeks Road provides access to a densely developed residential area leading to a recommendation described in the next Chapter to realign Weeks Road opposite Sweet Road. Public and stakeholder comments are discussed further in the following section.

Stakeholder and Public Involvement

Public participation for this study to date has included six stakeholder meetings and one public meeting. Meeting summaries for all meetings are provided on the project website WCPathway.com. The six stakeholder meetings included:

- Property owners in the outlet area (3)
- Six Flags Great Escape
- NYSDOT
- Warren County Emergency Services (Police/Fire/EMS)

While a synopsis of the Stakeholder comments is provided here, readers are encouraged to read the entire record of comments for a full understanding. The major take-aways from the stakeholder meetings are listed below:

- NYSDOT has not been funding capacity related projects, without other compelling reasons. Programming is focused on a "Preservation First" policy and that their limited available funding is better dedicated to maintaining existing transportation infrastructure. If capacity improvements are identified as part of this study, the sponsors will also need to find some funding outside NYSDOT channels.
- NYSDOT noted that other municipalities are pursuing road diets (reduced capacity) rather than increasing vehicular capacity. The outlet area of the Pathway corridor already exhibits many of the characteristics that communities are striving for, including slow moving traffic where it is relatively convenient for pedestrians to cross the street.
- EMS generally supported Alternative B1 (5-lanes) recognizing that this option would improve travel times, but would be less pedestrian friendly as compared to existing conditions. It was noted that pedestrians would be more apt to cross at signals and in groups, and that the corridor might function more like Route 9 through the Village of Lake George.
- EMS was generally opposed to the raised medians combined with a single travel lane in Alternative B2, noting that the median reduces the ability for emergency vehicles to pass standstill traffic. They also believed Back Access (Alternative C) was not possible due to construction of the jail.
- Six Flags Great Escape supported the need for improvements at Round Pond Road and additional enhanced pedestrian crossings coordinated with bus stop locations.
- Two of three outlet owners were somewhat open to a transportation project in the outlet area that includes some widening and pedestrian crossing management. There are concerns about property impacts such as loss of parking, loss of visibility, impacts to truck deliveries, and impacts to storm water ponds among others.
- One outlet owner was strongly opposed to a roadway widening transportation project through the outlet area, noting that it will increase accidents and be less safe.
- Two of three outlet owners were opposed to the Back Access (Alternative C)
- Outlet owners supported less intense improvements, such as signing alternate routes, and providing a crossing guard a peak times to facilitate pedestrian crossings.

- Outlet owners also noted that this corridor creates very large tax revenue and jobs. It's important to maintain a continued successful business environment.

The first public meeting was held on September 27, 2018 to present the corridor conditions and alternatives, and to receive input on the alternatives.

As part of the meeting, attendees participated in a ranking exercise to understand the extent to which existing traffic congestion in the outlet area influenced their travel behavior. Most people (65%) indicated that they "often" avoid the area due to traffic congestion. Some indicated that they could not avoid the area since they lived nearby. Taken together, travelers often avoid the area due to traffic and were interested in exploring transportation improvement alternatives. Although this was a relatively small sample, other stakeholders have made the same comment over the course of the study. The concern is that people and potential future growth will continue to avoid the area to the detriment of economic vitality.

Summary

Considering all public comments, it appears that a majority of people support a transportation improvement project through the outlet area that includes some roadway widening, and managing pedestrian crossings at signals. Other improvements such as a capacity improvement at the Gurney Lane/I-87 Southbound ramps intersection, completing pedestrian connections, and providing a traffic signal or roundabout at Round Pond Road are also supported. The following Table (3.7) summarizes the intersection levels of service that would be experienced in the Pathway corridor as a result of these improvements which form the basis of the recommended Plan discussed in the next Chapter. The analysis also shows that widening US Route 9 and managing the pedestrian crossings will provide good traffic operations and intersection levels of service in the outlet area.

Table 3.7. Overall Levels of Service

Intersection	Do Nothing	The Plan	
Route 9 / Round Pond Road	F (69.7) [U]	B (13.5) [S]	B (12.9) [R]
Route 9 / Glen Lake Rd	E (71.4) [S]	E (71.4) [S]	-
Route 9 / Gurney Ln	E (70.5) [S]	B (19.5) [S]	-
I-87 Exit 20 SB Ramp at Gurney Ln	F (234) [U]	E (76.6) [S]	B (12.5) [R]
Route 9 / I-87 Exit 20 NB Ramps	F (93.2) [S]	B (15.8) [S]	B (11.3) [R]
Route 9 / Route 149	E (78.2) [S]	C (29.9) [S]	A (8.8) [R]

X (Y.Y) = Level of Service (Average delay in seconds per vehicle)
U Unsignalized, S Signal, R Roundabout

Chapter 4. Conclusions and Recommendations

The Pathway Corridor is a vital commercial area with local and regional mobility needs that is hampered by recurring congestion. While the area currently thrives economically, sixty five percent of the attendees at the first public meeting indicated that they "often" avoid the area due to traffic congestion. This includes would-be shoppers and regional travelers as well. The potential for additional economic development and jobs appears limited without transportation investment in the area. Meanwhile, the corridor is targeted for additional growth. Ensuring that the transportation facilities are capable of accommodating the increased demand associated with the new development, achieving consensus about the needed transportation improvements, and finding a way to pay for the improvements are the fundamental challenges of this study. The following Plan describes the way forward to achieve the goals and objectives of this study.

> 65% of the people at the public meeting indicated they often avoid the area due to traffic congestion.

The Plan

The Plan is to provide good regional mobility and support and ensure the economic livelihood of the area, through context sensitive transportation improvements. The analysis has shown that traffic signals or roundabouts may be provided at the major intersections. Based on the NYSDOT Highway Design Manual (Section 5.9.1) "*when a project includes reconstructing or constructing new intersections, a roundabout alternative is to be analyzed to determine if it is a feasible solution based on site constraints, including ROW, environmental factors, and other design constraints.*" and *"When the analysis shows that a single lane roundabout is a reasonable alternative, it should be considered the Department's preferred alternative*." The type of intersection control (signal vs roundabout) needs to be evaluated further and the decision documented during the design process. Figure 4.1 at the end of this Section summarizes the overall study recommendations as described in more detail below. It should be noted that the following descriptions begin at the southern end of the corridor and then continue north. The improvements are not listed in priority order.

1. Beginning at the south end of the Pathway corridor, the recommendation is to realign Weeks Road opposite Sweet Road to provide a four-way signalized intersection. This would improve access to/from US Route 9 for the residents of Queensway, Robert Gardens, and Needle Point Circle. Some private property acquisition will be needed for the new road adjacent to Outback Steakhouse. This could be a stand-alone project.

2. Continuing north, there are several parcels on the west side of US Route 9 that could develop or redevelop in the foreseeable future. Planning for a single point of access for these parcels opposite a public street (Montray Road), will maximize the value of a potential future traffic signal on US Route 9. The new signal would provide good spacing (approximately half mile) to adjacent intersections including the existing traffic signal at Sweet Road, and a potential future signal at

Round Pond Road. The new signal would also facilitate access management improvements along property frontages in the area. The Town will need to insure access agreements and cross connections between parcels during site plan approval process. As it is currently envisioned, the Town will need to facilitate the new 4-way intersection including property acquisition for a small realignment of Montray Road to the south. The new signal would include all necessary pedestrian crossing accommodations, and a possible future transit stop.

3 4 5 In the vicinity of Round Pond Road, the Plan calls for a number of improvements including constructing a driveway stub opposite Round Pond Road to create a 4-way intersection (signal or roundabout). This will facilitate the future construction of the southern access road by Great Escape to the Great Escape Parking areas. Access to Martha's Ice Cream will be provided to the new side road, allowing at least the southern-most Martha's Ice Cream driveway to be closed and reducing conflicts on US Route 9. Improvements also include widening Round Pond Road to provide separate left and right turn lanes under the signal option, completing pedestrian crossing improvements, and constructing a sidewalk along Round Pond Road to the Great Escape Employee entrance. Creating a 4-way signalized intersection at Round Pond Road, is one of the Great Escape Level 3 improvements discussed on page 4 of this study. This study recommends advancing the project sooner as a public private partnership and confirming the intersection control (roundabout vs signal) through further study. The crash analysis in Chapter 2 showed that the crash rates at this intersection are above the statewide average for similar intersections, so the project might be eligible for funding through the Highway Safety Improvement Program (HSIP).

6 Between Great Escape and Glen Lake Road there is a gap in the existing sidewalk network that extends for a distance of approximately 2000 feet. The Plan recommends a sidewalk in this area on at least one side of US Route 9. Initial indications are that the new sidewalk should be on the east side of the road to serve pedestrian movements in the area, which should be confirmed during design. It is noted that summer employees at the Great Escape often walk this section of road.

7 The recommendation along Gurney Lane (County Road 149) is to provide bicycle accommodations when the bridges over the Northway are rehabilitated. Two separate bridges carry the road over the Northway (BIN 1095860 is over the northbound lanes, and BIN 1033510 is over southbound lanes. Based on the latest NYSDOT inventory and inspection reports (August, 2018), both bridges are in decent condition receiving general ratings of 4.9 (NB) and 4.6 (SB), out of a 7 point scale. They were built in 1960 and underwent a major rehabilitation in 1992. Judging by the deterioration noted in the inspection reports, as well as, the fact that the last major rehab was 26 years ago, it is reasonable to think that they will be due in the next 10 years or so for another rehabilitation. Warren County should monitor the bridge rehabilitation schedule to facilitate implementation of this bike lane recommendation.

8 In the area of Interchange 20, the Plan is to build the improvements generally consistent with the Great Escape Level 3 mitigation, which includes providing two southbound through lanes on U.S Route 9 from the Exit 20 northbound off-ramps to Glen Lake Road. Further analysis during design

will determine if the Exit 20 northbound off-ramp should be controlled by a traffic signal or roundabout.

9 There is a need for capacity improvements at the Gurney Lane/ Exit 20 southbound off-ramp intersection. A short term relatively cost effective improvement is to install a traffic signal subject to NYSDOT review and approval. While this would address the existing traffic concerns, the traffic analysis shows that the signal would eventually operate near capacity after the 30% growth discussed in Chapter 3 potentially with long queues on Gurney Lane extending back to US Route 9. An alternative to the signal is to fund a larger longer term capacity improvement that could include a roundabout, or turn restrictions at the ramp termini (right turns only), combined with a roundabout at the adjacent intersection to facilitate U-turns. The short term recommendation is to fund a "Capacity Improvement" at the intersection and that the decision for a roundabout vs traffic signal can be confirmed during preliminary design.

10 Off road recommendations include the development of a trail head parking area at the Warren County Municipal Center with a multi-use path connection to the Warren County Bikeway. The path would also connect to the back of the outlets in the area of the Adirondack Factory Outlet Mall for employees, shoppers and tourists.

11 There would be additional capacity at the Exit 20 northbound ramp intersection beyond what is proposed in the Great Escape Level 3 improvements (including double left turn lanes on the ramp, and two northbound through lanes under the signal option). North of Interchange 20, the Plan calls for a roadway capacity and pedestrian crossing management project. Pedestrian crossing volumes are currently at the level to justify Pedestrian Hybrid Beacons or signalized pedestrian crossings. The recommendation is to include several signalized pedestrian crossings at or near where they exist today, and to coordinate the pedestrian signals with the adjacent signals at the Exit 20 northbound ramp and NY Route 149. The Plan also includes widening US Route 9 to four or five lanes in this area, which will be evaluated further during design. These improvements will provide controlled pedestrian crossings and the additional capacity needed in the corridor to address existing congestion and accommodate future growth.

12 Access management improvements include the connector road concept shown on Figure 4.1 as well as driveway modifications, consolidations, other shared access or cross connections between parcels. Reducing and consolidating driveways can reduce overall crash rates.

G The General corridor theme also includes coordinating with Greater Glens Falls Transit (GGFT) to locate future transit stops at traffic signals or other locations with enhanced pedestrian crossings.

The Plan will provide good overall multi-modal traffic operations and supports the goals and objectives of this study.

Implementation and Funding

This plan recommends that the Town and Warren County EDC work proactively to identify local funding sources to establish the local match for a larger public project (or projects), and to work with the AGFTC and the NYSDOT to get a Pathway Corridor Project on the local and Statewide Transportation Improvement Program (TIP). To be proactive, the Town or EDC could bond the local match prior to seeking funding to demonstrate the local commitment. In addition, smaller projects like the Round Lake Road Signal improvement may be funded and implemented separate from a larger roadway capacity project in the outlet area. The same goes for the proposed sidewalk and path projects, which could be eligible for separate bicycle and pedestrian funding sources. Private funding through cooperative arrangements, site plan approval and SEQR mitigation should also play a role. The proposed driveway improvements opposite Round Pond Road are a good example of this, where conversations with local land owners have indicated a willingness to participate in the project and share in the cost. The following table (4.1) summarizes the Implementation Plan and costs, including proposed projects, partners, and potential funding sources. The costs include right-of-way where anticipated and all design and construction inspection. EDC, Warren County, and the Town of Queensbury have the primary responsibility of following through on the Plan to seek and secure funding for implementation. The projects are listed from south to north and are not in priority order.

Table 4.1. Implementation Plan and Costs

ID	Description	Partners	Cost (Millions)	Potential Funding Sources
1	Realign Weeks Road opposite Sweet Road	Town, County NYSDOT	$0.41M	Town / County, private
2	Provide shared access opposite Montray Rd	Public/private	TBD	Town / County, Developer
3	Construct Great Escape southern connector	Great Escape	TBD	Great Escape
4	Create 4-way intersection at Round Pond Rd and complete access management improvements at Martha's Ice Cream	Town, County, Great Escape, Martha's	$0.76M to $1.82M	Town, County, Private, State (HSIP)
5	Extend sidewalk along Round Pond Road between US Route 9 and Great Escape employee entrance	Town, County	$0.51	Town, County, State (TA)
6	Fill gap in sidewalk network on US Route 9 between Great Escape and Glen Lake Rd	Town, County, NYSDOT	$1.15M	Town, County, State, (TA)
7	Widen Gurney Lane to provide bike accommodations	Town, County, NYSDOT	TBD	Town, County, State (NHPP)
8	Build capacity improvements at Exit 20 northbound ramps and along US Route 9 generally consistent with Great Escape Level 3 mitigation	Town, County, NYSDOT, Great Escape	$3.64M	Town, County State (TIP / HSIP/ BUILD)
9	Implement capacity improvement (Signal or roundabout)	Town, County, NYSDOT	$0.24M to $1.4M	Town, County, State
10	Establish trailhead parking at Warren County Municipal Center and provide path connection to Warren County Bikeway	Town, County	$1.36M	Town, County, State (TA)
11	Construct roadway capacity and pedestrian management project between Exit 20 northbound ramps and NY Route 149.	Town, County, NYSDOT	$8.9M or $13.4M	Town, County State (TIP / BUILD)
12	Establish connector road / cross connections between parcels in the outlet area	Town, private	TBD	Private
G	Provide pedestrian accommodations at signals, and establish transit stops where established pedestrian crossings exist.	Various	TBD	Within other projects
	Total of all Projects		**$17.0M to $23.7M**	

It is acknowledged that State's transportation resources are constrained. The current public funding policy for transportation projects in New York is focused on "preservation first" to keep the existing transportation system and bridges in a state of good repair. The State generally does not have the ability to address congestion and capacity issues, and funding for those types of projects is rare. Projects that address identified safety needs or that are shown to create new jobs, have a better chance when competing for the limited public funds that are available. Similarly projects that show a local funding commitment also have a better chance to leverage State funds.

Below is a description of the available Federal, State and Local funding sources.

Federal

TIP – The Transportation Improvement Program (TIP) is a five-year capital improvement program that allocates federal highway funds to surface transportation projects that have been selected through A/GFTC's planning process. A/GFTC updates the TIP every two years to maintain a current list of projects. Below are several federal funding sources typically found on the TIP:

- HSIP – Highway Safety Improvement Program funding is for projects designed to achieve significant reductions in traffic fatalities and serious injuries on all public roads.
- NHPP – National Highway Performance Program funding for projects that support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility. Although mostly used for maintenance, some funding can be eligible for capacity projects.
- TA – Transportation Alternatives funding is a set-aside of funds under the Surface Transportation Block Grant (STGB) Program for on and off road pedestrian and bicycle facilities, non-driver access to public transportation, and safe routes to schools. States have flexibility in how the TA program is administered and the New York State program is run through the state level TAP office.
- BUILD – Better Utilizing Investments to Leverage Development grants (formerly TIGER) are for investments in surface transportation infrastructure. Grants are awarded on a competitive basis for projects that will have a significant local or regional impact.

State

- State Dedicated Funds – Programmed at the discretion of the NYSDOT.
- CFA/REDC – The Consolidated Funding Application is an efficient, streamlined tool to apply for State economic development funds. The application examines funding for transportation infrastructure from multiple State sources including NYSDOT.
    - The Local Waterfront Revitalization Program (LWRP) is one of the grant sources under the CFA, and although not intuitively tied to the transportation projects in the Pathway corridor, funding is available for resource protection and storm water improvements. It is noted that the study area storm water eventually outlets to Lake Champlain.

- CHIPS – The Consolidated Local Street and Highway Improvement Program provides State funds to municipalities to support the construction and repair of highways on the State highway system. In order to be eligible for CHIPS funding, the project must be undertaken by a municipality (i.e. Town of Queensbury), be for a highway-related purpose, and have a service life of 10 years or more.

Local

- As discussed previously, federal transportation programs typically require a 20% local match. The Town or Warren County should plan to cover a portion of the project's cost through their general fund or bonding.
- Private mitigation funding through traffic impact studies and SEQR documentation can be used for access management changes, sidewalk and landscaping along site frontages.

In conclusion, the Town of Queensbury should adopt or formally acknowledge the findings of this Planning Study as a first step to pursue funding and ultimately to implement the recommendations of this study.

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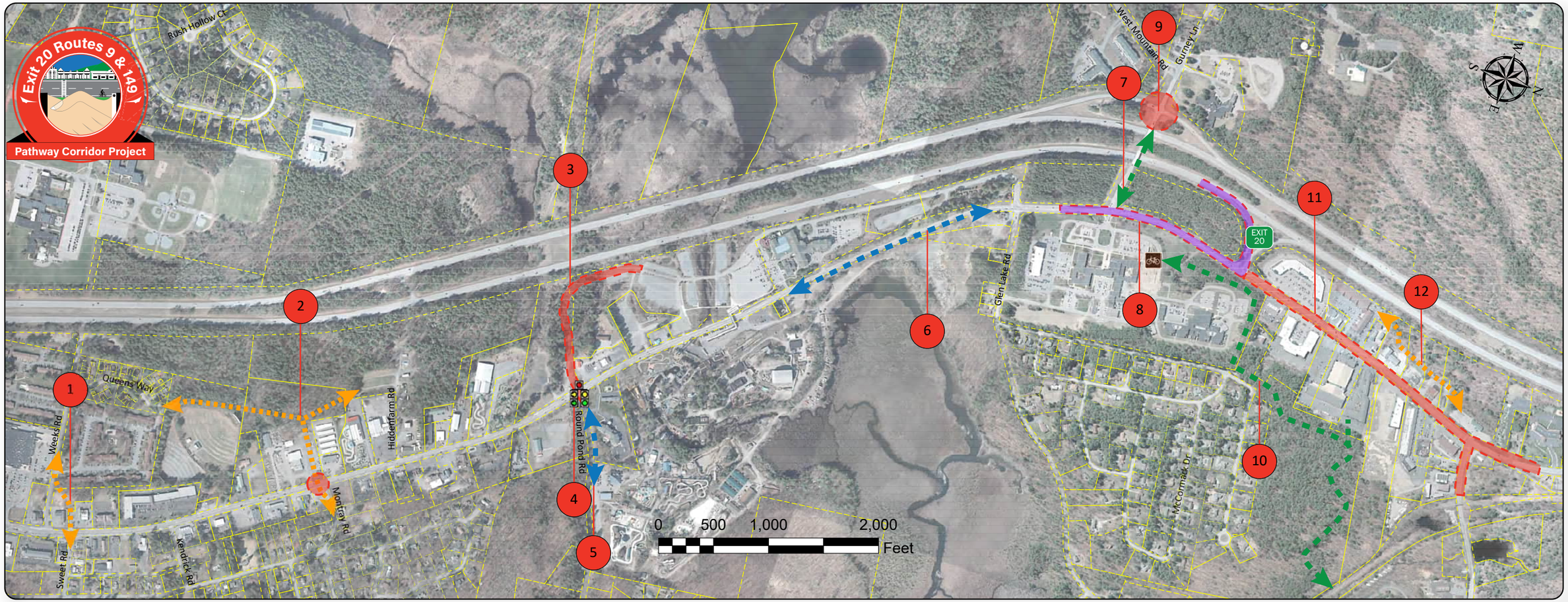


1. Realign Weeks Road to intersect US Route 9 opposite Sweet Road. ($410,000)
2. As redevelopment occurs on the west side of US Rotue 9, provide access opposite Montray Road to a potential future traffic signal or roundabout on US Route 9. Establish connector road to Queens Way and shared access to the new intersection. (Cost TBD public/private)
3. Construct Great Escape Connector Road - (future improvement by Great Escape).
4. Create a four-way intersection at Round Pond Road including a new traffic signal or roundabout and widening Round Pond Road to provide separate turn lanes. The new driveway stub on north side will tie into the future connection by Great Escape. Modify access to Martha's ice cream to provide access to the new signal or roundabout, and consolidate driveways on Route 9. ($760,000 or $1,820,000 if roundabout)
5. Provide sidewalk connection between US Route 9 and Great Escape employee entrance. ($510,000)
6. Provide sidewalk on at least one side to fill gaps in pedestrian network. East side of road is preferred. ($1,150,000)
7. Widen Gurney Lane and provide bike accomodations when bridges are rehabilitated. (Cost TBD as part of bridge project)
8. Build improvements consistent with Great Escape mitigation level 3 (Lengthen Exit 20 Northbound ramp storage and add southbound through lane on US Route 9) – Pursue funding arrangement to complete the improvements prior to Great Escape Level 3 Thresholds being met. Facilitate future parcel access on west side of US Route 9. ($3,640,000)
9. Implement capacity improvement (1. Roundabout; 2. Turn prohibition with adjacent roundabout or; 3. Signal). Traffic Signal at Gurney Lane/Exit 20 Southbound Ramp intersection is the preferred short-term improvement. ($240,000 or $1,400,000 if roundabout)
10. Establish trailhead parking at Warren County Municipal Center and provide multi-use path connection to Warren County Bikeway. Provide path connection from Outlets to Warren County Bikeway. ($1,360,000)
11. Construct roadway capacity and pedestrian crossing management project, including consideration of widening US Route 9 to provide two lanes in each direction with a center turn lane and signalized pedestrian crossings or roundabouts. ($8,900,000 or $13,400,000 if roundabouts)
12. Establish connector road over time as parcels redevelop. (Cost TBD - Private)

G. General Pathway Corridor Theme: Provide pedestrian accomodations at traffic signals, and establish transit stops at signals or where established pedestrian crossings exist.

Note: Improvements listed from south to north, not in order of importance

Town of Queensbury

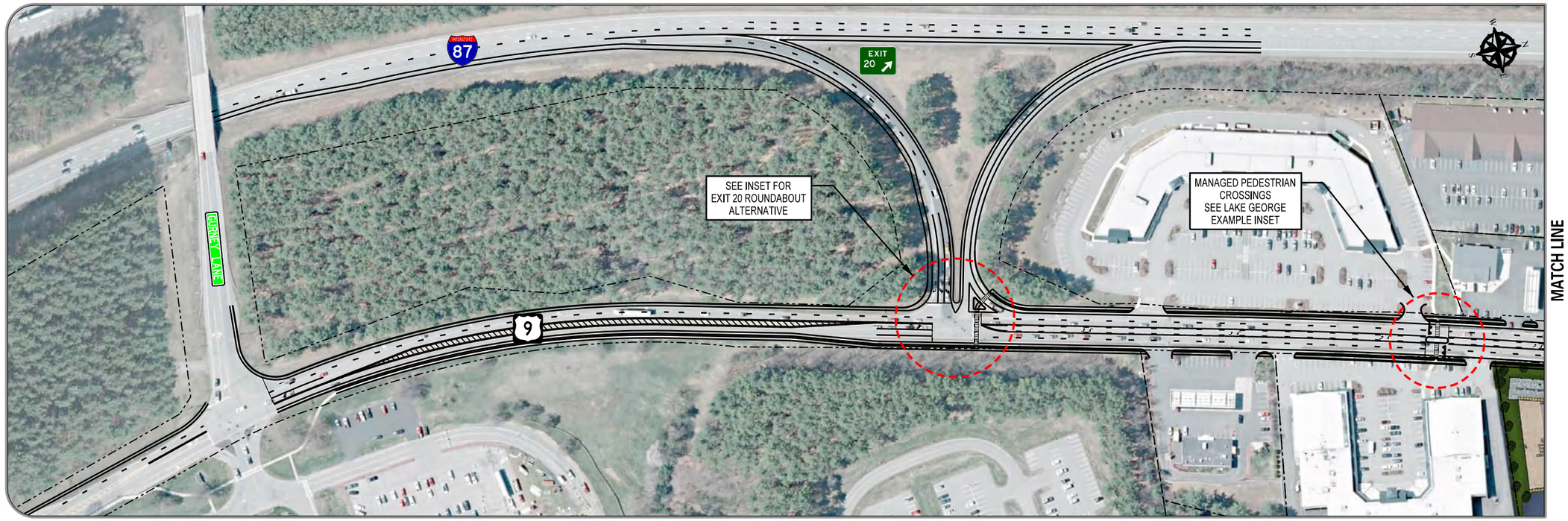
EDC Warren County, NY

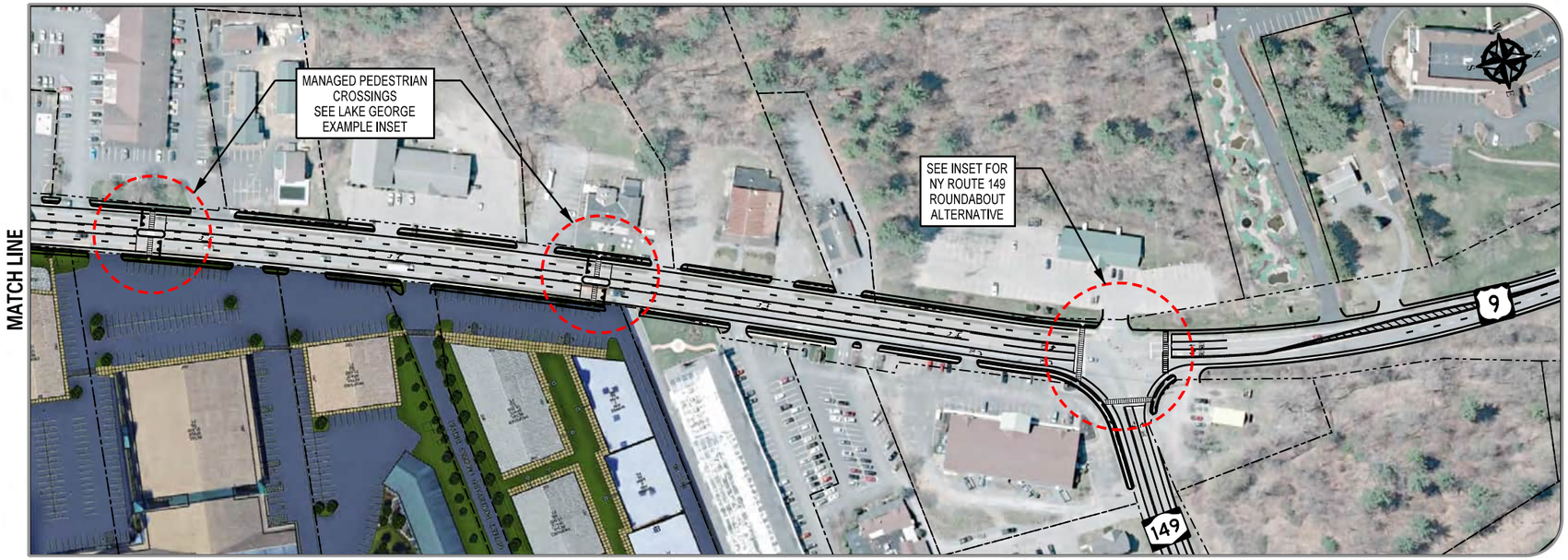
nationalgrid

Suggested Improvements
Warren County Pathway Corridor

Creighton Manning

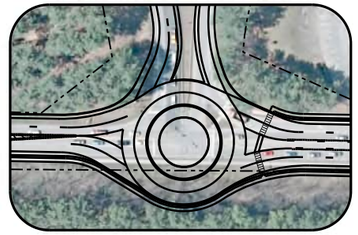
Figure 4.1 August, 2019





KEY FINDINGS

- Addresses long standing concerns about traffic congestion
- Adds capacity to existing Route 9
- Manages pedestrians at enhanced crossings
- Avoids need for new connector road
- Consensus from a majority of stakeholders
- Supports tourism and economic development
- Reduces travel times
- Improves regional mobility and safety
- Accommodates all Users



EXIT 20

NY ROUTE 149

ROUNDABOUT ALTERNATIVES

MANAGED PEDESTRIAN CROSSING

LAKE GEORGE EXAMPLE

Exit 20 Routes 9 & 149
Pathway Corridor Project

WARREN COUNTY, NEW YORK

Roadway Capacity and Pedestrian Crossing Management
Warren County Pathway Corridor

FIGURE 4.2 - CONCEPT PLAN

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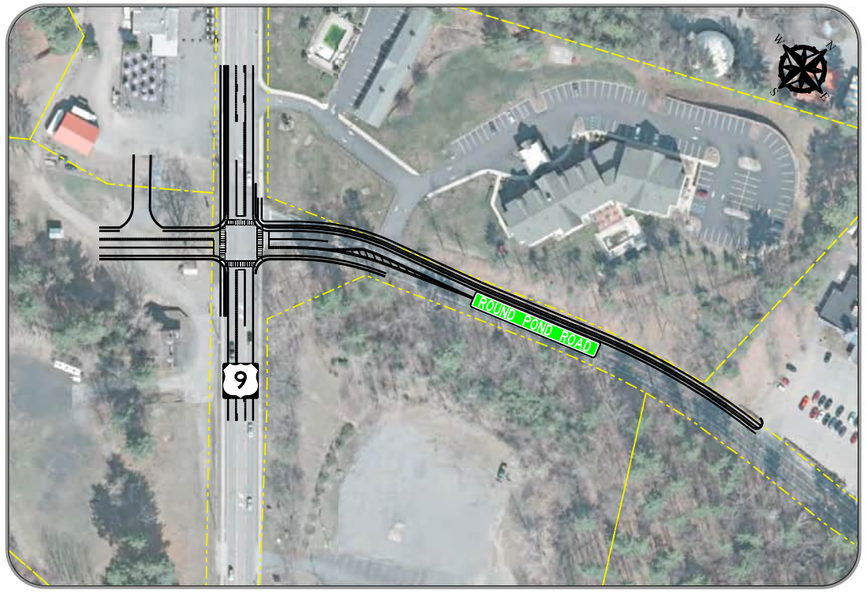
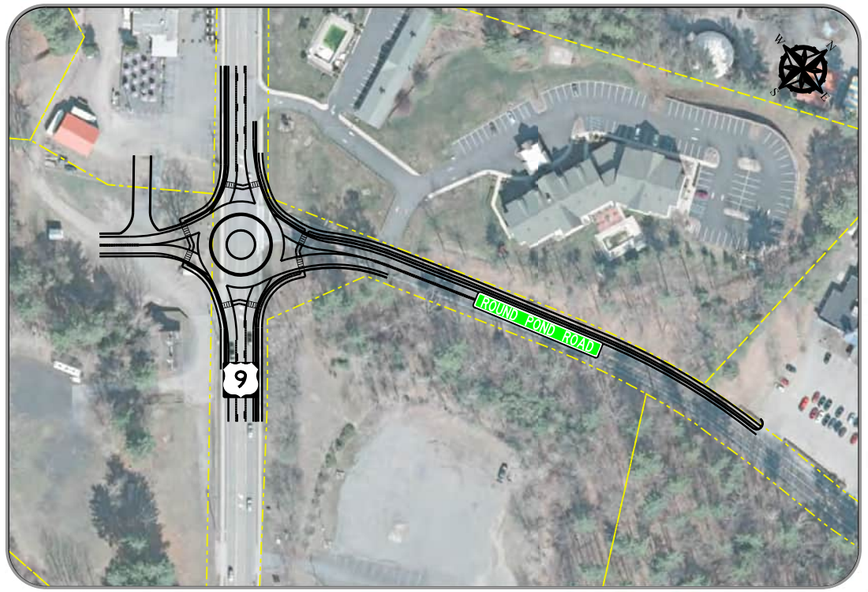
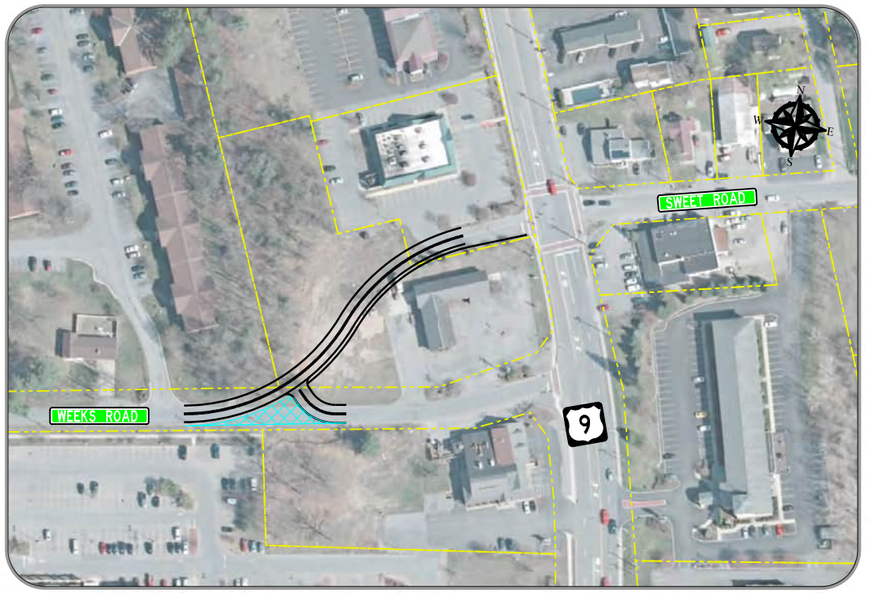


Round Pond Road Signal Concept



Round Pond Road Roundabout Concept



Weeks Road Realignment at Sweet Road

100 0 100 200 300 400'

1" = 200'

Exit 20 Routes 9 & 149 Pathway Corridor Project

WARREN COUNTY, NEW YORK

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Intersection Concepts
Warren County Pathway Corridor

FIGURE 4.3 - INTERSECTION CONCEPTS

AFFORDABLE HOUSING STRATEGY

TOWN OF QUEENSBURY
STATE OF NEW YORK

JANUARY 18, 2019

Submitted to:

Town of Queensbury

Prepared by:

EPR
ECONOMIC & POLICY RESOURCES

Crane Associates, Inc.
Sustainable Economic Development

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INTRODUCTION

Why this Study Was Undertaken

This study is intended to identify and document the evolving regional economy in the greater Glens Falls, New York region and the developing needs for the full range of affordable workforce housing options for both the Town of Queensbury (hereafter the "Town")—as the sponsor of this study and a key municipality in the regional housing market—and for the region. The study describes the current economic, demographic, and housing situation for the Town and region, includes a forward-looking regional and Town economic and demographic forecast, and forward-looking forecasts of the future workforce housing needs of the Town. The study discusses key factors driving housing markets in the Town and region, and offers a set of "best practices" options for pre-emptively heading off what looks to be increasing housing cost pressures, both with respect to current and prospective future Town residents and for current and prospective employers of the Town.

Over the 1990's and to the present, the regional economy and the economic base of the Town has evolved from a resource-based/manufacturing-based, goods-producing economy to one that is integrating digital technology into a high-value added goods-based/service-based economy with a vibrant visitor sector. In addition to its changing economic composition, the regional and Town populations have also been aging—much like the population of the State and the nation as a whole—and the entire region has been facing challenges from other demographic shifts in the aftermath of the recent "Great Recession" and current recovery/expansion in the U.S. economy. These recent shifts in the demographic and economic base of the region have changed the economy, the growth dynamics, and housing demand and supply in the region and Town in significant ways.

The 2007 Town of Queensbury Comprehensive Plan recognizes that "creating housing choice is an important part of creating a vibrant community." It also recognizes that different demographic groups require different types of housing and needs have been and will continue to keep evolving as the population ages and workforce demographics continue to shift. This study seeks to address many developing concerns within the community. For example, what are the options for addressing the evolving growth of the workforce and its housing needs of the Town? What tools are available to assist the Town in meeting the expected new housing demand? What role should the Town play in meeting the housing needs of not just the Town but also the regional workforce?

With this study, the Town seeks to bring new, important information that could be used to inform these on-going concerns within the community and also within the context of the region. As new housing, and neighborhoods develop within the Town's landscape, what should the Town do in order to help answer the above concerns and the many other important questions relating to the workforce housing issues in the Town, but also within the greater Glens Falls region given the

Town's past and expected leading economic development, economic performance, and housing market role in the broader region.

Study Approach

The study's approach compiles and analyzes a wide range of objective economic, demographic, and housing data—including data from both primary and secondary data sources relating to the regional and Town economy, the regional and Town workforce, regional and Town housing demand, regional and Town real estate markets, and the characteristics of the regional and Town population that may impact the demand for housing. The study draws on information from the latest decennial Censuses, national economic databases, and data from the following key sources: (1) the U.S. Bureau of Labor Statistics for the Glens Fall MSA, (2) the U.S. Bureau of Economic Analysis of the U.S. Department of Commerce, (3) the U.S. Bureau of the Census, (4) the New York State Office of Real Property Services, (5) New York Empire State Development; (6) the Town Assessor's Office; (7) data from the Town Planning Department on local building permits; (8) local real estate sales data from the Southern Adirondack Realtors Association; (9) interviews with key stakeholders, regional and community development officials; and (10) other data and information sources—including leading nonprofits throughout the region involved in regional and Town housing services and policy. These data were then assembled in various ways to help integrate the economic development needs of the region and Town with housing demand and supply. Also included in this study are baseline 11-year forecasts of regional economy, the region's and Town's demographics, the Town's jobs/employment base, the Town's housing demand and supply, and the affordability of its current and forecasted housing stock by tenure category and household income category, among other important variables of significance to developing affordable workforce housing policy (including a range of workforce housing options) for the calendar year 2017-2027 time period.[1]

It is hoped that the results of this study will provide interested stakeholders with a historic economic and demographic context, a recognition of the similarities and differences that exist between the Town, the Town's peer communities in the region, a forecast of the regional housing demand and supply specific to the Town and region, Town-specific estimates regarding trends in affordable housing, a "gap analysis" (e.g. that measures the difference between current and prospective supply and demand in the study region), and an inventory of plausible alternatives for addressing the workforce growth-housing needs of the Town and region using "best practices" approaches. This study focusses on information and analysis on a range of options that can be pursued and employed to guide development in each of the Town's three residential areas—including the higher-density, urban-like character neighborhoods around the Town's border with Glens Falls, the more suburban-type housing character that is typical of developments and neighborhoods near the center of the Town, and the largely rural areas that characterize the western and northern regions of the Town—which also includes many of the Town's second homes that are vital to supporting the Town's vibrant visitor sector.

[1] With calendar year 2016 having been agreed-to as the base year for this study.

The Town and members of the Town Community Development Department staff, Housing Assessment Study Steering Committee, and the consulting group also welcome all questions, comments, and additional suggestions pertaining to this study and any other issues of concern relating to access to a wide range of housing options in the Town and region. Copies of this study are available from the Queensbury Community Development Department Office, 742 Bay Road, Queensbury, New York 12804. It can also be downloaded in electronic format at the Queensbury Community Development Department's website (see https://www.queensbury.net/departments/planning/). The study can also be downloaded at the website of Economic & Policy Resources, Inc. (see https://www.epreconomics.com) and from the website of Crane Associates, Inc. (see https://www.craneassociates.us).

Funding Support for This Study

This project was funded by the Town of Queensbury and a U.S. Department of the Housing and Urban Development (HUD) Community Development Block Grant (CDBG) through the New York State Housing Trust Fund Corporation's Office of Community Renewal. Without that support, this project would not have been possible. Economic & Policy Resources, Inc. and Crane Associates, Inc. (hereafter the "EPR/CA Team"), as the principal investigators, gratefully acknowledge that funding support which enabled this study to be undertaken and completed.

Acknowledgements

Before delving into the details of this effort, we need to acknowledge the assistance of many individuals involved with this study. We want to acknowledge the members of the Housing Assessment Study Steering Committee, and also the many other individuals throughout the region who made significant contributions to this work.

Regarding the former, our thanks go to the steering Committee members who kept us grounded during the study process as we slugged through the wealth of data and information we consulted during the completion of the study. Members included: **Ms. Jennifer Switzer**, Councilwoman—Ward 4 of the Queensbury Town Board, **Ms. Catherine Atherden**, Councilwoman—Ward 2 of the Queensbury Town Board, and **Ms. Jessica Fraser**, Director of Care Management, Hudson Headwaters Health Network. Special thanks also goes to **Mr. Stuart G. Baker**, Senior Planner at the Town's Community Development Department. He was both a member of the study Steering Committee and a thoughtful project manager, who also made substantial contributions to the substance of this study which were crucial to its completion.

Regarding the latter, many individuals in the Town and broader Glens Falls MSA region also contributed to this study by participating in a series of focus group meetings and interviews. Special thanks goes to: the **Southern Adirondack Board of Realtors**, who provided insight from eight of their members about what they saw going on within the regional housing market and to offer constructive suggestions for the recommendations included in this study; **Mr. Chris Hunsinger**, Employment & Training Director for Warren County, a Member of the Planning Board, and a Member of the Board of The Open Door, who provided this study with important insight into the workforce needs, the current workforce housing situation of the region, and the status and needs of the region's poor and homeless; **Mr. Marc Monahan**, Vice President of NBT Bank, who providing information about the current housing market situation in the region with an emphasis on credit market conditions and financing trends; **Ms. Kristine Duffy**, President of SUNY Adirondack; four members of the SUNY Adirondack staff; and a member of the SUNY Adirondack Board, who provided insights into student housing needs in the study area and some suggestions for helping to address those needs (in cooperation with the Town); **Mr. Richard Schermerhorn**, Owner of Schermerhorn Properties, who helped us to understand the perspective of a private developer providing housing options in the region; **Ms. Sharron Reynolds**, Director of Homefront Development Corporation, and a private, non-profit organization which works to encourage many types of affordable housing in the Washington County and Warren County region for low-income residents; **Ms. Kim Cook**, President and CEO of The Open Door, for her insight regarding the important issues affecting the poor and homeless in the region (including housing) and the various programs available to impacted residents; **Ms. Margaret Devries**, Executive Director of Wait House, a nonprofit organization that assists youth in transition in the greater Warren County and Washington County region, for her perspective on the housing needs of youth and adolescents who are in transition; **Mr. Davis Yohe**, Executive Director of Liberty Affordable Housing, Inc., a non-profit organization whose mission is to expand affordable housing options through acquisition, developing, and rehabilitating of housing to preserve its

affordability, for his perspective on the increased need for affordable housing in the region and the organization's desire to build more units in Queensbury; **Robert J. Landry**, Executive Director of the City of Glens Falls Housing Authority, for his information regarding the Authority's programs and housing assets, what his organization saw as significant demand in the Town for affordable housing options, along with information regarding Queensbury residents' participation in the Authority's senior (e.g. the Authority's three senior housing projects), low income (e.g. Section 8), and other programs (such as the First Time Homebuyers Program); and **Mr. Adam Feldman**, Executive Director of Habitat for Humanity of Northern Saratoga, Warren, and Washington Counties, who described his organization's desire to build in the Town to meet growing needs and to stay in touch with study stakeholders in order to possibly forge strategic partnerships to expand housing.

Lastly, we are certainly indebted to the Town staff, the Town Supervisor, the Town Council, and many staff members of organizations through the Glens Falls region for their assistance in assembling data and providing important qualitative information to this study. This input was important to be able to tell the story within the data, historical statistical trends, and the study's long-term forecast. In short, our sincere thanks go out to all who helped the EPR/CA Team to complete this important study.

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1. THE CONTEXT FOR THIS STUDY

The U.S., the State of New York, and the whole rural upstate region are currently dealing with a myriad of changes in the demographic and economic composition of, and in the performance of, the economy which also effect the Town and Glens Falls metropolitan statistical area (hereafter the "MSA") region. The economic and demographic disruptions associated with the globalization of the economy (including currently pending major international trade issues), the rapid and more ubiquitous use of new technologies (particularly information technologies for personal devices and for various social media formats), and rapidly-evolving workforce development needs have been presenting major challenges to the way many municipalities strive to achieve safe, vibrant, and livable communities.[2] An important part of safe and livable communities is that every individual or family unit should have choices in terms of their access to decent and affordable housing—regardless of their socio-economic status, gender, and ethnic background.

Over the past four decades, there have been many national, state, and regional/local studies and plans that have undertaken the task of investigating the means to, and recommending ways to, provide access to decent quality, workforce housing that is within the financial reach and capabilities of individuals and households who work in the area. The Town, back in December of 2003, also completed a more traditional affordable housing needs assessment which resulted in a living framework for a Town affordable housing strategy.[3]

This effort is intended to build upon that substantial body of previous work in the Town, in the region, and with regard to recent advances in "best practices" for advancing affordable workforce housing options for the community. This study hopes to achieve that by focusing on the many cross-cutting issues as they apply to that objective, relative to the situation in the Town and regionally, and using a reasonable forecast of the economy, demographics, and housing markets for the future of both the Town and the Glens Falls region as a whole.

The Importance of Having a Variety of Housing Choices and Quality of Life.

From the outset of this study, the EPR/CA Team notes that the study working committee approached this effort from the perspective of promoting the Town as *"...a good place to live..."*[4] The Town's Comprehensive Plan clearly articulated a clear vision and a broad set of goals for the Town to move that vision towards that consensus objective back in 2007.[5] The adopted vision noted that the members of the community wanted a Town that:

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[2] With balanced development and quality services that are funded by affordable tax rates.

[3] See Town of Queensbury Affordable Housing Strategy, December 2003.

[4] See the Queensbury Comprehensive Plan; Queensbury's Comprehensive Vision, page 8 (2007).

[5] The EPR/CA team notes that the Town's Comprehensive Plan is now more than 11 years old. It may be beneficial to for the Town to consider undertaking an effort to update the Town's Comprehensive Plan for the changes that have occurred over that period and those that are likely to occur in the near-term future.

> *"...offers an excellent quality of life for families, that features public safety, clean water, pure air, **a variety of housing options [Emphasis added]**, excellent schools, a growing library, state-of-the-art health care, facilities, community-minded businesses of all sizes from all sectors, parks, bike paths and an impressive array of museums, arts organizations and historic preservation initiatives..."*

The Comprehensive Plan further noted that the community also strives:

> *"...to protect and encourage neighborhoods that promote relationships, healthy lifestyles and community involvement. We endeavor to balance the needs of our growing community with local and regional economic development initiatives, which can support our town-wide goals..."*

From that vision for the Town's vision came the development of a number of goals that were designed to achieve it. The goals in fact reflected a number of integrated objectives. Many goals were and still are designed to position the Town to take advantage of the community's high quality of life and experience the benefits of economic development without losing the community's special features that make the Town "distinctive" and "attractive" to live, work, and recreate to support sustainable, quality economic development. The goals also speak to having safe and livable neighborhoods (including *"...walkability, affordability, and access to local services..."*) and preserving important natural areas and view sheds. The goals state clearly the community's collective view of the importance of having a stable, predictable, and timely development process and business development environment. All are consistent with the Town's long-recognized leading regional role as a center for commerce, housing, and "high quality" recreational assets for the region.

Although the concept of what constitutes "livable, high-quality communities" is at times a moving target, the concept of livable communities typically involves a number of key dimensions, including: (1) increased vitality, and creating or reinforcing a sense of place and/or community, (2) support of architecture that is appropriate to the history and culture of the community or region, (3) pedestrian-friendliness and accessibility, (4) people living and recreating near to where they work, (5) preservation and/or enhancement of environmental quality—including open spaces and high-quality recreational amenities, and (6) access to a full variety of housing options for residents that combine housing, shopping, access to affordable private-public services, and reasonable proximity to employment centers.

From a housing perspective, offering a range or variety of housing options—and particularly those which support affordable workforce housing—in a community is a key part of promoting a high quality of life as the Town has defined it. There are several aspects to quality of life, and many are intuitive. Perhaps the most important of those involve efforts to increase sustainable economic activity and improve the standard of living in a community. For example, having a variety of housing options has shown over time that it can act as a stabilizing influence for the Town as a whole by reducing the housing turnover rate. A reduced housing turnover rate has,

over time, been shown through past experience to provide: (1) a more stable foundation of regular customers and patrons for a community's or a region's businesses in commercial centers, which develops a greater sense of being connected and even more committed to the quality of life and services that are offered in the community; and (2) a more stable and predictable base of population (for municipal services) and students (for a community's or regional schools). The first also has been shown to assist in building a more predictable business environment in a community (which can result in better local employment options-opportunities), and that—in turn—helps to provide a demand climate of stability-predictability for the provision of essential municipal and educational services.[6]

In addition, having a variety of housing options—and particularly workforce housing—configured in a proper density and in a community-friendly manner also has been shown in other areas over time to: (1) reduce vehicle trips, (2) encourage biking and walking, and (3) provide "critical population mass" needed to support services such as transit—where population density reaches the level needed to make such services more commercially viable. Increasing density in certain circumstances has also been found to positively reduce the rate of vehicles per miles traveled (VMT) in a specific area, thereby contributing to improved environmental quality and a reduced level of traffic congestion. Having access to a variety of housing options, including affordable workforce housing, also has been shown to foster diversity in an area or region, and the inherent strength that a broad range of opinion can add to community dialogue on important issues and for shaping the Town's future. Finally, having access to a variety of housing options, including affordable workforce housing, has been shown to help life-long residents to continue to live out their retirement years—and young families to begin their lives—in the same community that their parents did.[7]

Applicability to the Town.

Such benefits can likewise be expected to be realized in the Town, and even neighborhoods within the community as well, under such a "broad range of housing options" umbrella.[8] If families in Queensbury working at local and regional employers have access to quality housing across a broad range of housing options, they can likewise be expected to take more active roles in the many issues of importance to the municipality (e.g. safety, education, pursuing commercial endeavors, etc.). In addition, the greater level of community stability also would likely be a positive factor in providing greater predictability in the demand for services from the Town and its schools, and at the same time provide a more reliable commercial base of households to support Town and regional retail (including eating and drinking places) and other businesses.

As a result, this study approaches the issue of affordable workforce housing recognizing the Town's regional role in economic development and housing markets while at the same time

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[6] *Strengthening our Workforce and our Communities through Housing Solutions*. 2005. JCHS Harvard University and U.S. Chamber of Commerce.

[7] *Myths and Facts about Affordable & High Density Housing*. 2002. California Planning Roundtable and California Department of Housing & Community Development

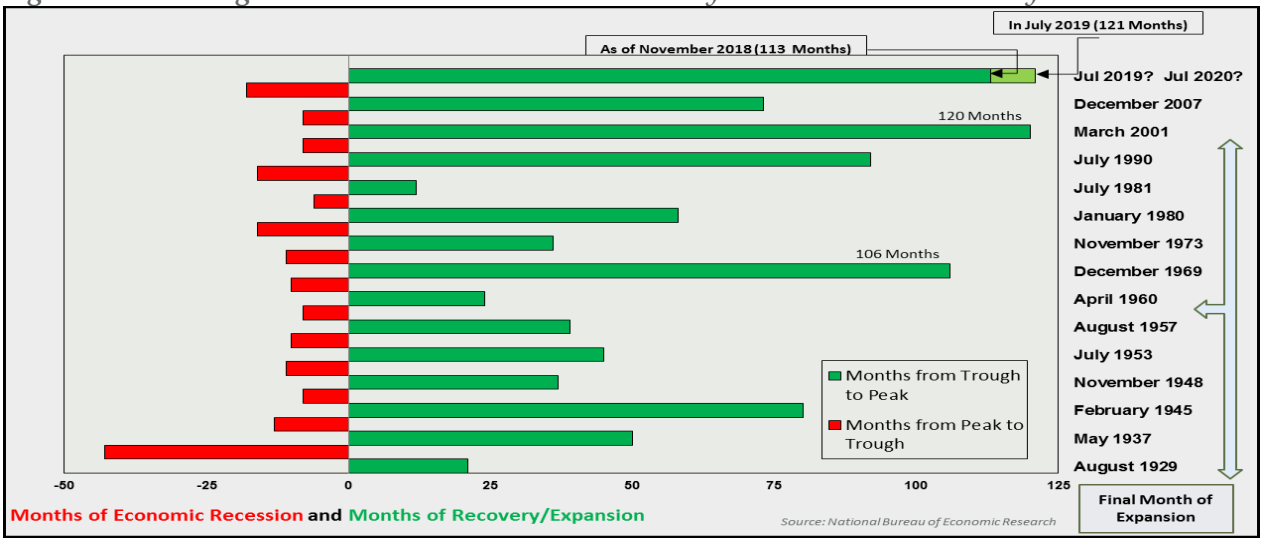
[8] As alluded to in the Town's Comprehensive Plan.

meeting the vision and goals embodied within its 2007 comprehensive plan. The Housing Assessment Study Steering Committee approached this from the vantage point of promoting "healthy communities," or what can be done to encourage each of the five dimensions of a healthy community. The five dimensions include: (1) good jobs, (2) good schools, (3) a safe environment, (4) a full range of housing options—including workforce housing, and (5) a good range of retail-amusement options with a pedestrian-friendly orientation and access to affordable transit. Looking at dimensions 1-3 and 5 of a prototypical healthy community, housing obviously plays a pivotal and crosscutting role in a community that is seeking to promote "livability." Put simply, access to a broad range of quality housing options—including affordable workforce housing—across the price range spectrum is a pro-family, pro-livable community, and it's pro-flexibility for supporting a cohesive mosaic of policies that will promote a high-performing Town and regional economy. In fact, experience has shown that a relative lack of quality housing options across the price range spectrum for the regional work force can result in greater instability in a community. Less stable families means a higher housing turnover, and all of the negative aspects on a community that such a dynamic engenders.

Overview of the U.S. Economic/Housing Market Context.

As of the date of the discussion draft of this study (or November 21, 2018), the U.S economy overall was continuing to expand. The combination of economic stimulus from the recently passed Tax Cuts and Jobs Act of 2017—which is providing stimulus of approximately $1.0 trillion over the next 10 years—and a U.S. economy that has already neared its maximum potential will create accelerating near-term growth. The forecast also includes the possibility of higher rates of inflation as activity in the U.S. economy nears its full capacity and the likelihood of a more pronounced boom/bust business character to the current U.S. economic upcycle takes over. Even so, at 112 months and counting through November 2018 (see Figure 1.1 below), the current expansion is the second longest in U.S. history. If sustained through July of 2019, as expected, the current U.S. upturn will then become the longest ever in recorded U.S. economic history.

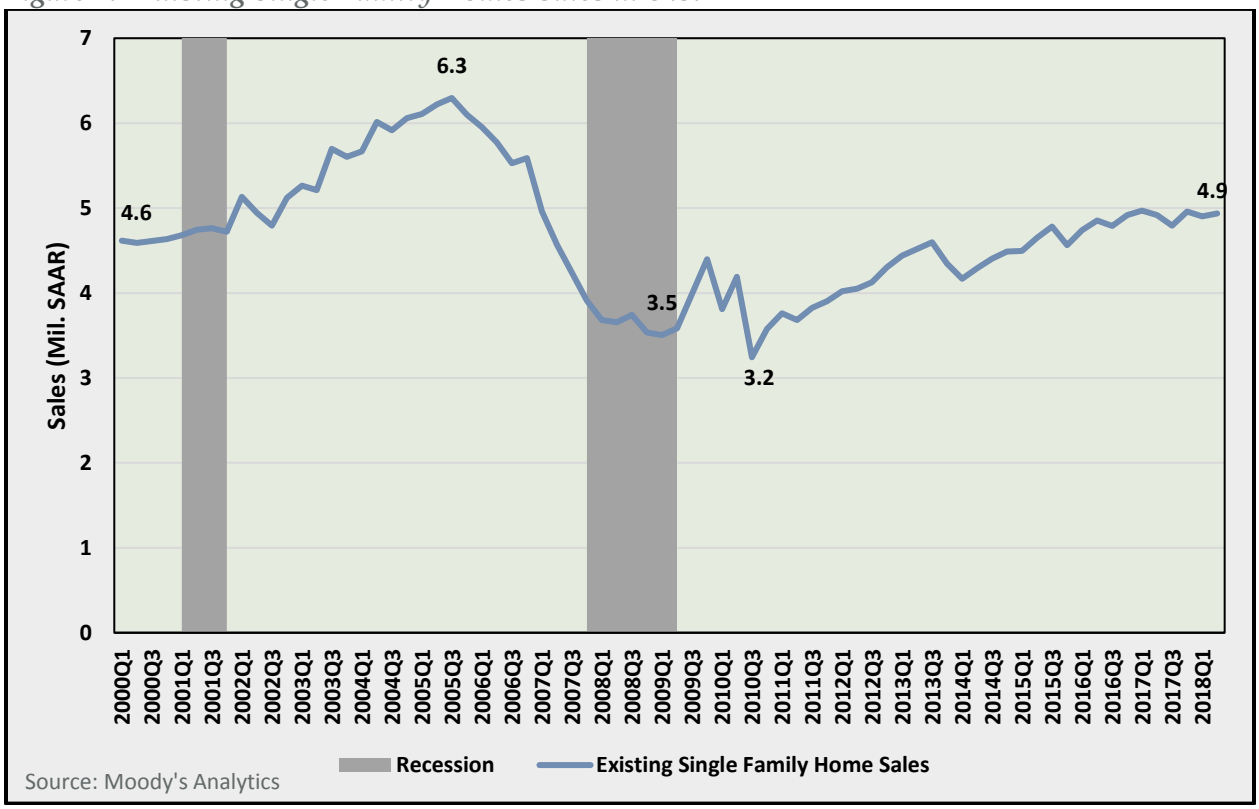
Figure 1.1 Tracking Current and Historical Business Cycles in the U.S. Economy



But at the same time the U.S. economy has been moving past milestones for longevity, the U.S. economy as of the Fall of 2018 looked to also be finally starting to exhibit some characteristics of an aging economic expansion. For example, activity indicators in the U.S. housing sector showed an industry that was slowing, including a deceleration in the rate of housing price increases over several months in many markets around the country. In addition, recent housing unit sales indicators showed that the volume of existing housing unit sales over the late Spring and through the Summer had also declined—compared to year earlier levels—for six straight months (or through September 2018).

In September of 2018, sales of previously-owned or existing U.S. housing units also fell 3.4% to an annual rate of 5.15 million (seasonally-adjusted).[9] Sales of existing units in September were down by 4.1% from year earlier levels, the seventh straight month of sales declines (see Figure 1.2 below). Those seven straight months of previously-owned unit sales declines corresponded to the longest period of falling month-to-month sales of existing homes dating back to the calendar year 2014 period. For perspective, calendar year 2014 marked part of a sluggish period of housing sales activity when U.S. housing markets were recovering from the mid-2000s housing market crash and resulting financial crisis that led to the so-called "Great Recession" in the U.S economy.

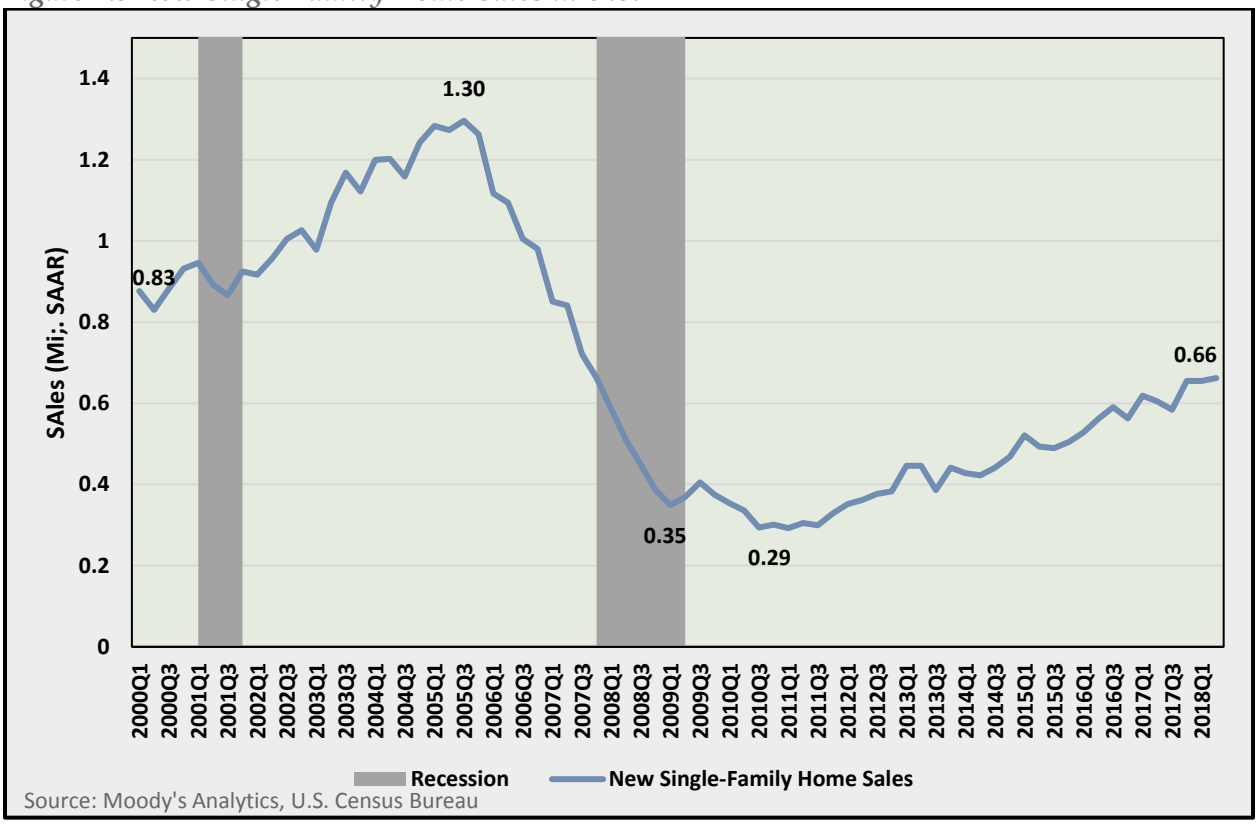
Figure 1.2 Existing Single Family Homes Sales in U.S.



[9] National Association of Realtors, monthly reports.

The recent sales data (shown above), taken together with the recent slowing in the number of new housing units built),[10] indicated that the housing sector overall had slowed despite the still strong performing U.S. economy overall (See Figure 1.3 below). However, even though activity was decelerating, the slowdown in the housing sector through that period had not exhibited any of the characteristics that led to the historic housing and financial market collapse that essentially took down the whole U.S. economy during the mid-2000s.

Figure 1.3 New Single Family Home Sales in U.S.



For example, during that historic and steep housing market decline in the mid-2000s, prices overall fell roughly 25 percent, and single-family housing unit starts[11] fell by more than two thirds (from a peak of more than 1.7 million units[12] to a seasonally-adjusted level of just over 430,000 units). In fact, housing prices across the U.S. during the "Great Recession" experienced a historically unique decline in terms of its geographically scope, where housing prices fell in 49 of 50 states and in the District of Columbia **for the first time in modern, U.S. post World War II economic history**.[13] U.S. housing prices on average also fell very sharply as well. This

[10] For example, the three-month moving average of starts of new single-family housing units was 870,000 units in September, down somewhat from the nearly 900,000 unit average at the beginning of calendar year 2018.

[11] Housing unit starts means the number of new housing units that began construction during the survey period, typically monthly or quarterly.

[12] At a seasonally adjusted annual rate.

[13] In past U.S. recessions, housing price declines were narrower in geographic scope, and were not as deep (in terms of them magnitude of the housing price decline) as they were during the period in and around the "Great Recession."

combination of sharp and broadly-felt housing price declines were highly unusual given the typically highly-localized nature of housing-real estate markets.[14]

With respect to the recovery from the U.S. "Great Recession" of the mid-2000s, the negative effects of that historic downturn still do not appear to have "completely healed," despite the unusually long period of recovery/expansion. The dynamics of the U.S. recovery/expansion through November 2018 from the unusually long and deep downturn of the late-2000s have been atypical, with activity that has been more restrained in character. For example, this cycle has been different because building activity never rebounded in the aftermath of the last downturn—even as prices recovered and moved to new highs in nearly all markets.[15] Explanations vary, but many analysts have pointed to a large number of construction workers exiting from the industry altogether, including large losses in many specialty trades that are critically important to housing construction. The harsh aspects of the late-2000s downturn also resulted in many developers and builders leaving the industry as well. Those developments left the home building industry short of workers, and the result has been an industry with a constrained productive capacity overall.[16]

As a result, housing construction activity levels overall have never really fully recovered during the current period of economic expansion. The housing unit construction activity data, even more than eight years into the current U.S. economic upturn, has remained well below levels that are usually observed during economic upcycles—including the Glens Falls MSA (see Figure 1.4 below)—and has been more characteristic of new housing construction activity levels that appear more during typical periods of U.S. economic recession.

In addition to labor shortages, higher construction materials costs[17] has also been adversely impacting housing construction activity levels. In addition and with respect to local and regional housing markets, there also has been evidence that increased, and many times tighter, land use and building regulations have had an effect of holding back the construction of new housing units.[18]

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[14] Even though credit conditions and interest rate levels can be determined by national and sometimes global conditions.

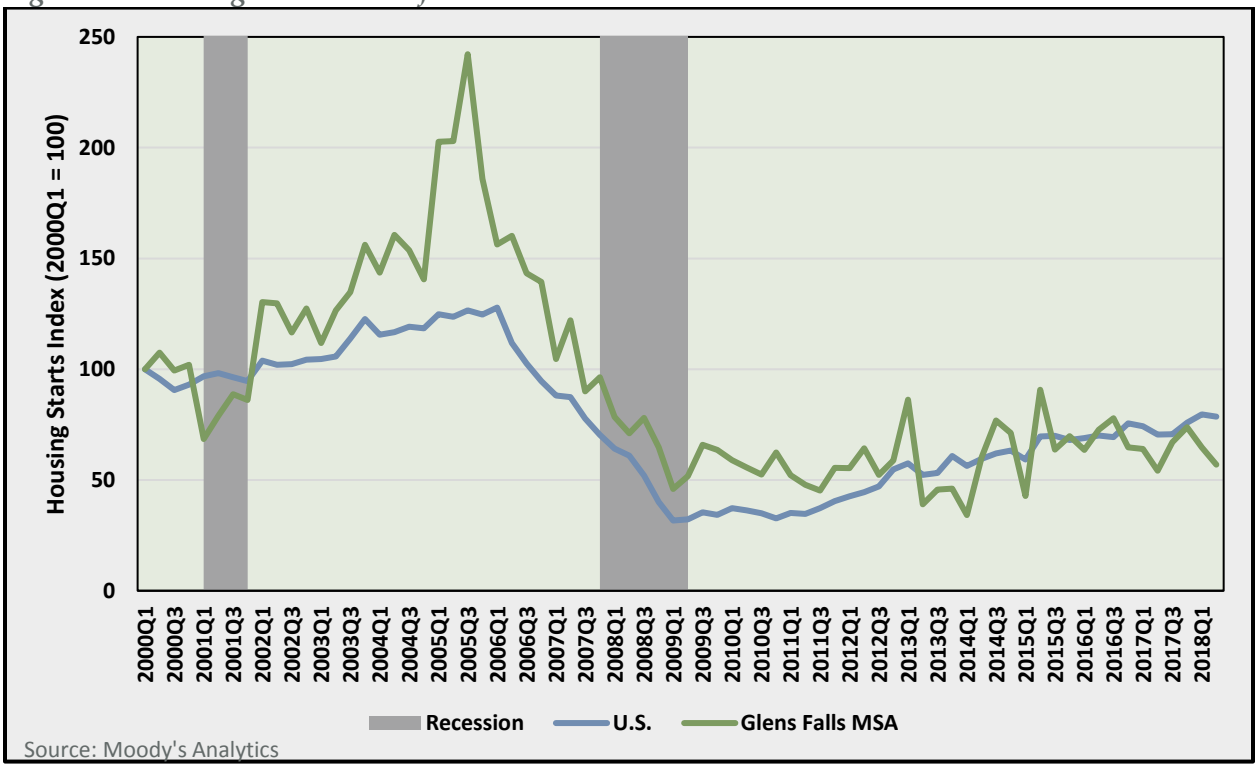
[15] For example, the Federal Housing Finance Agency's house price index showed that in the second quarter of calendar year 2018, housing prices increased in all 50 states for the 17th consecutive quarter (or for four and one quarter years in total). Through June 30 of calendar year 2018, roughly 40 states and the District of Columbia had reached their pre-"Great Recession" housing price levels, with only Connecticut, New Jersey, and Rhode Island among the northeastern U.S. states that have not yet reached their pre-mid 2000s pre-U.S. Great Recession, housing price peaks.

[16] Burcu Eyigungor. *Housing's Role in the Slow Recovery*. Q2 2016. Federal Reserve Bank of Philadelphia Research Department.

[17] Which at least in part appear to be due to trade tensions associated with the recently imposed U.S. tariffs on steel and aluminum and concerns about the so-called "dumping" of Canadian timber in U.S. markets.

[18] Raven E. Saks. *Job Creation and Housing Construction: Constraints on Metropolitan Area Employment Growth*. 2008. Federal Reserve Board of Governors.

Figure 1.4 Housing Starts Index for U.S. and Glens Falls MSA

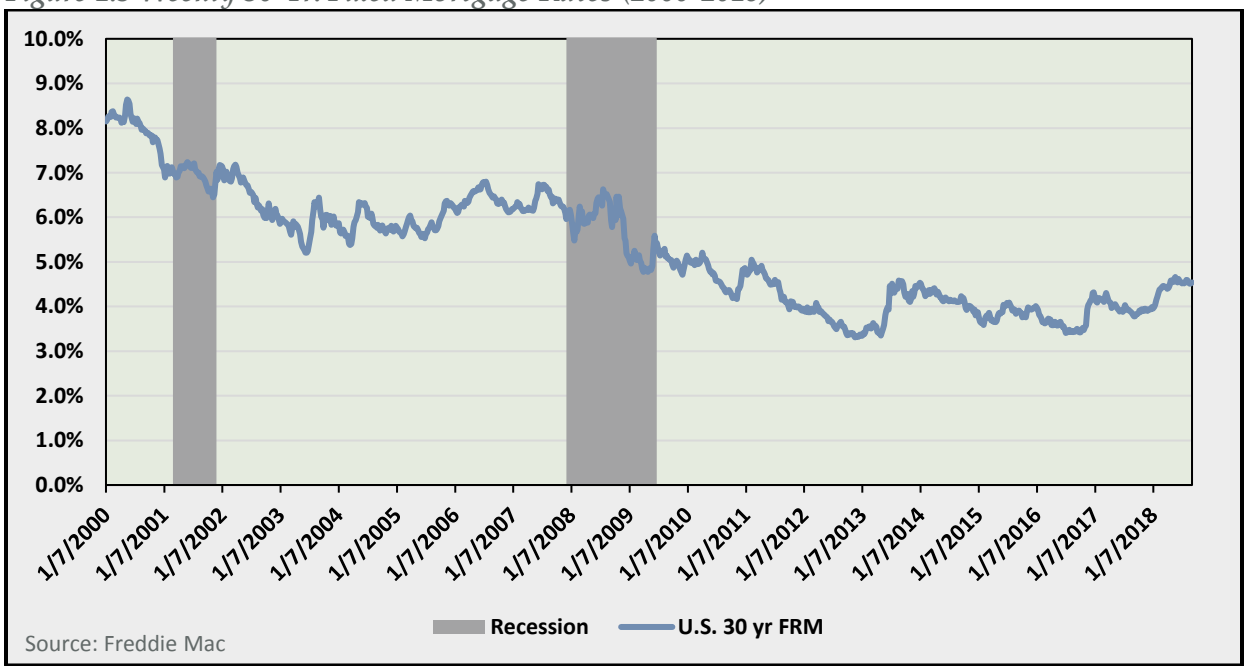


In fact, instead of experiencing growing levels of over-supply in housing markets that is a fairly typical development during aging economic cycles, many housing markets across the U.S. have experienced the worst shortage of available housing units for sale in decades. This has had the effect of driving up housing prices in many state and regional markets, which has had a worsening effect on affordability—as household income growth at the same time has been slower than normal. In many markets, these dynamics have had the effect of locking many first-time home buyers out of the market and prevented much of the aging in-place households from potentially downsizing. Widespread news reports through this economic cycle have indicated that the upper end of the price range has been the part of the housing market where the majority of the new construction activity has taken place during the current economic upcycle.

Looking ahead, there are a number of reasons that suggest that the above-described dynamics in the current housing environment will likely persist into the future. For example, mortgage rates have risen by roughly one percentage point over the past year on a national average basis in response to the shift in U.S. monetary policy towards what has been described as a "quantitative tightening" approach[19] (see Figure 1.5 below). Add to the above the passage of the Tax Cuts and Jobs Act of 2017 last December (which reduced homeownership incentives for buyers including foreign investors) and the ample supply of rental units in many markets (which has made buying a housing unit less important), it seems apparent that most key drivers underpinning the clear downshifting in housing activity are poised to continue.

[19] Following a long period of accommodative monetary policy termed "quantitative easing."

Figure 1.5 Weekly 30-Yr. Fixed Mortgage Rates (2000-2018)



The "silver lining" in the above is that compared to a decade ago, the housing market overall is currently far from being over-heated, and therefore will not likely play a role anything like the type of catalytic role that the industry played during the "Great Recession" and accompanying financial crisis back in the mid-2000s to late-2000s time frame. This likely positions the housing industry for a much gentler slowdown versus the mid-2000s if the U.S. economic upturn eventually runs into trouble. It is also unlikely that the housing industry itself will play any significant role in encouraging or precipitating an overall U.S. economic downturn, again in contrast to the late-2000s. Instead, the biggest threat to the continuation of the U.S. economic upturn appears to be an escalation of the budding trade wars with China and the European Union. While there are many legitimate trade issues to be negotiated, so-called "tit-for-tat tariffs" against both allies and other nations have been criticized as an ill-conceived tool for effecting the desired changes. Recent studies by Moody's Analytics,[20] United States Chamber of Commerce,[21] and IHS Markit[22] show substantial potential economic and job losses that could ensue if the current trade tensions escalate into a full-scale, protracted trade war.

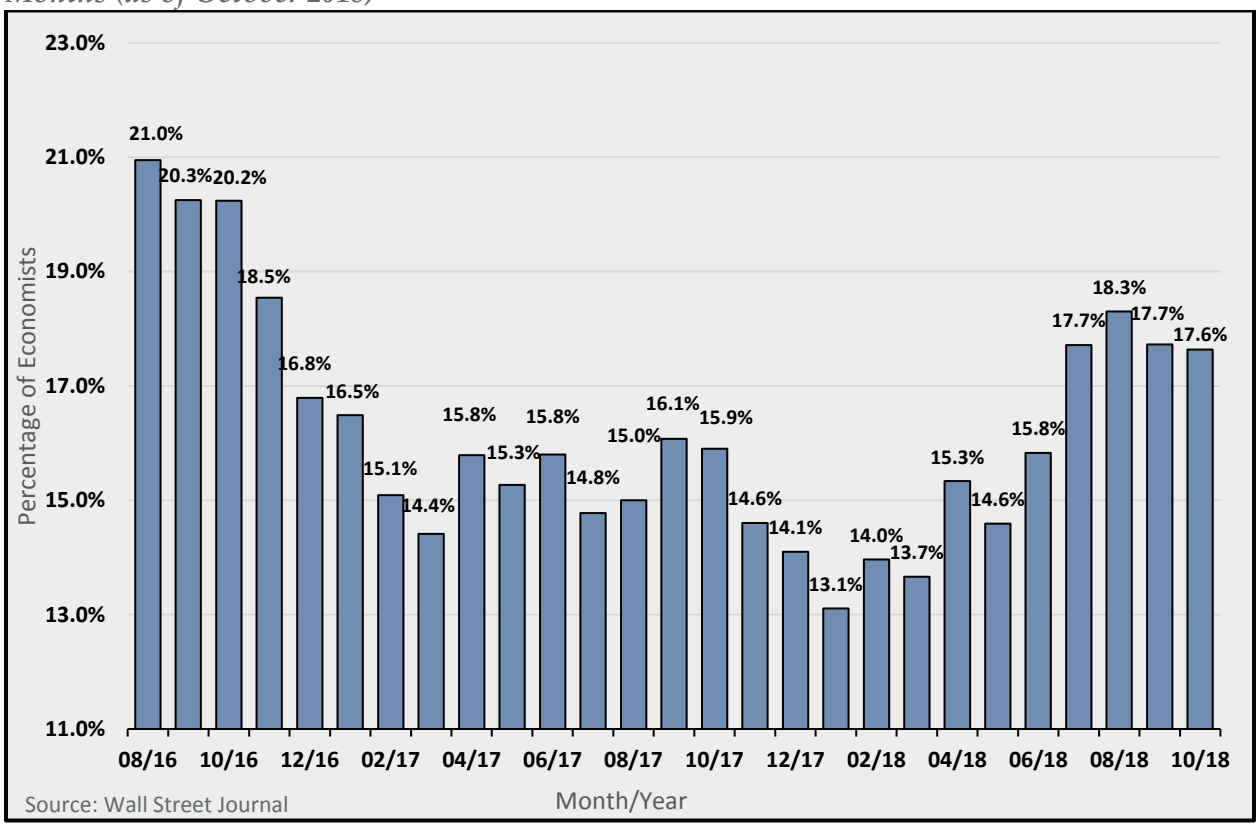
As the U.S. economic expansion ages, there are other risks that could also bring the current U.S. upturn to an end. Although there does not appear to be imbalances in the economy now that would precipitate a turning point towards a new broad-based recession in the U.S. economy, if the current acceleration in growth continues, such imbalances could develop. Because of this, the long-term macroeconomic and demographic forecast, which forms the basis for the longer term

[20] *Trump Trade War*. July 2018. Mark Zandi, Adam Kamins, Jeremy Cohn.
[21] *Trade Works. Tariffs Don't*. 2018. U.S. Chamber of Commerce.
[22] *Impact of a Global Trade War on the Economy*. 2018. Nariman Behravesh, Sara L. Johnson, John Anton.

demographic, housing unit demand, and supply forecast for this study, only calls for a slowing of U.S. growth (which will clearly have some regional implications) over the calendar year 2020 to 2021 period—corresponding to a more modestly-paced rate of economic growth over a roughly two-year "sub-cycle" but not a full-fledged economic recession (see Appendix A).

This is consistent with the prevailing view of more than 80 percent of U.S. economists surveyed each month by the Wall Street Journal (see Figure 1.6 below) who do not foresee a U.S. economic downturn within the next 12 months (from the date of this report). For this workforce housing assessment study, the above means the development, refinement, and implementation of polices to address the Town's needs will likely be occurring over a time frame when the economic environment will generally be "facilitating" in nature. Although the environment may not be consistently facilitating for each individual year over the entire 2017-27 economic forecast period, the long-term, regional economic and demographic forecast developed and used as a backdrop for this study does not expect the Town will need to deal with a deep and prolonged period of economic recession. If a period of economic recession was to occur during the 2017-27 time frame, that adverse economic performance development would clearly complicate the implementation of any adopted course of action to support workforce housing affordability in the Town.

Figure 1.6 Percent of U.S. Economists Who Believe the U.S. Will Fall Into Recession within 12 Months (as of October 2018)



Study Overview and Key Findings

This report describes the methodology and findings of a benchmark study of affordable workforce housing for the Town of Queensbury located in Warren County, New York, within the Glens Falls Metropolitan Statistical Area (hereafter the "MSA" or "Metro Area"). The Town recognizes that having a full range of affordable workforce housing choices is a critical part of a long-term strong and sustainable economy. As housing affordability pressures grow in the region and in the Town, there will be a rising regional and local need of additional affordable workforce and other housing options throughout the region. These rising housing affordability pressures will also include a rising need for affordable workforce housing, even though this study found that housing cost stress within the Town was not dramatically out of balance as of calendar year 2016—the base year for this study.

The Town's housing situation is mostly a reflection of the health of employers in the region (including a potentially growing influence of a key technology employer located just outside the MSA in Saratoga County), its aging demographics (like so many rural regions throughout the northeastern U.S.), and the impacts associated with its visitor economy. The Town's/region's visitor economy benefits from the presence of Lake George, a number of high-quality tourism attractions, its role as a southeastern gateway to the Adirondacks, and the high quality recreational assets/amenities within the Town (and region). The above factors, combined with imperative to protect the region's and Town's high environmental quality (as the so-called "Golden Goose" of the regional economy), all impact and will continue to impact the current and future demand and supply for housing in the community. More specifically to the point of the issue of affordable workforce housing, the Town requested Economic and Policy Resources Inc. of Williston VT, and Crane Associates, Inc. of Burlington, VT to provide a foundational, fact-based analysis on the regional and Town housing market; provide a long-term forecast of housing supply and demand 10-years forward; and assist in the development of a cohesive set of fact-based strategy options that could be considered by the Town to help facilitate the eventual implementation of a coordinated, strategic mosaic of polices to help ensure a full range of workforce housing options in the Town.

The study found that current affordability pressures in the Town are not unmanageable or anywhere near crisis levels as they are in many municipalities and regions throughout other areas in the northeast. However, although affordability pressures within the Town are currently significant for the very low and low household income groups for renter housing and for the very low end of the household income classes for owner units, the study found that housing cost affordability pressures are likely to mount for many households in both tenure categories in household income categories above those lower levels in the Town.[23] This is because the study found that affordability pressures are projected to grow significantly over the next decade if policies are not developed to help address them.

[23] Tenure category or tenure categories in the context of this study refers to the owner/renter status of households in the Town.

In many respects, the current workforce-housing policy environment in the Town makes developing policies to address building affordability pressures a difficult "lift." Because the level of housing cost stress in the Town has not yet risen to the level of being a crisis, there is not as much attention being paid to this issue, and the related issue of workforce housing affordability, outside of the development-construction community, and the non-profit housing affordability services-providing sector who have been working to address these issues.[24] Experienced policymakers understand that the lack of a crisis (or at least a compelling case for concerted action) in local policy matters can make discussing and implementing policies designed to address those pressures more difficult (in terms of reaching a consensus and implementation). This is especially true in the area of housing where there are long lead times between the implementation of polices and actual results, and there are nearly always significant and sometimes difficult trade-offs between policy alternatives and "no action" or maintaining the status quo.

The EPR-CA Team notes that the Town is not new to the arena for the implementation of difficult policy choices. Regional and Town economic development policy must always be careful to "thread the needle" to try to take advantage of the region's and Town's natural assets and amenities endowment without harming the quality of those very same natural assets and amenities that comprise the region's and Town's "competitive advantage" in this area. That "thread-the-needle" approach will be center stage as Town stakeholders debate the merits and disadvantages of the various policy alternatives to effectively deal with the Town's growing affordability pressures for workforce housing.

The authors intend this report to be a foundational study for the Town going forward that also builds upon the already substantial body of work within the Town on the affordable housing issue in general. This information has been memorialized in the previous affordable housing strategy effort back in the early 2000s and has been incorporated into the Town's Comprehensive Plan. The report, the associated data, and the long-term forecast is intended to provide the Town elected officials, staff, and volunteers with the full breadth of historical data of importance to this issue and the most accurate forward-looking forecast of the municipality's future using the most up-to-date data on economics, demographics, and housing available today (as of November 2018). The last section of this report includes a set of options based on the EPR-CA Team's analysis on the long-term forecast which shows the number of housing units that are estimated to be needed to supply the market today, and in the next ten years by tenure and household income level.

Finally, the various policy options presented below for further consideration, and potentially for further and full development, should be viewed as suggestions—not prescriptions. The EPR-CA Team does not pre-suppose that the data-driven suggestions directly transform themselves into specific policy prescriptions. Local decisions are driven by, and best made by, the citizens of the Town and their elected representatives with the assistance of municipal staff and volunteers.

[24] Although it could rise to that level over the 2017-27 time horizon—according to the findings of this study.

Nevertheless, we do hope that Town decision-makers find this study useful to informing future policy decisions that are made.

Summary of Key Findings

As with any study of this type, the report includes a very large amount of historical and forecasted data that at times can be overwhelming for readers. Before delving into the details of the data and forecast and all of the technical descriptions of the methods used in this study, the following section briefly describes some of what the EPR-CA Team felt were the more important findings (among many) that should be emphasized at the outset of this study. These findings are descriptive and highlight facts and trends that are particularly important to the key determinants of the Town's housing trends and the long-term economic, demographic, and housing unit demand and supply for the Town. The EPR-CA Team narrowed a much larger list of findings—which will all be presented elsewhere in this report—down to a "Top Five" list that in our opinion are likely to have significant implications for a workforce housing assessment study.

Key Finding #1—The Population is Aging and Is Likely to Continue to Grow Older.

This study found that the population of the Town has been aging and it is likely to grow older over the next ten years. The median age of the resident population in the Town in 2016 was estimated to be 46.1 years; roughly half a year higher than the Warren County population, 7.9 years higher than the median age for the State, and 8.2 years higher than the U.S. median age. Over time, the data show that the Town's age category of those residents aged 45 to 64 years and the population category aged over 65 years population has also been increasing. This has been occurring at the same time the Town's population categories of residents aged less than 19 years has been in decline over the 1990-16 time period.

The study found that this "graying" of the Town's resident population is likely to continue over the next ten years—similar to what is expected to occur in the Glens Falls MSA region as a whole and within each of the two counties that comprise the MSA. Over the 2016 to 2027 time frame, the Town's resident population aged 65 years and older is expected to increase in share from 20.1% of the total to 24.1%—an increase of 4.0 percentage points. Many within the aged 65 years and older population category are "retirees." Though much of these gains in the Town's older population groups have been due to the natural aging of the population (such as the aging of the so-called "Baby Boom" generation), there also has been a net in-migration of "retirees."[25]

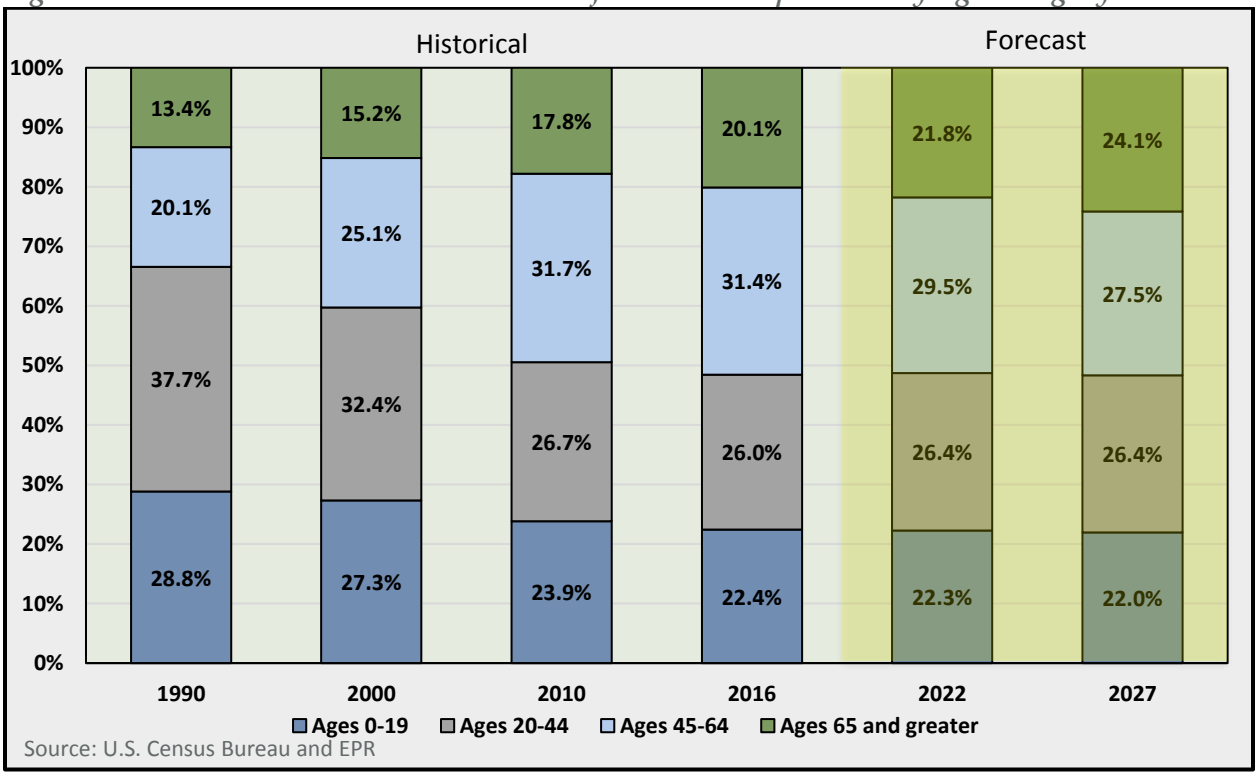
As the resident population in the Town continues to age, the rising numbers of elderly residents will have significant housing implications. For example, the aging of the population is strongly correlated with declining household size (e.g. which results in a smaller number of persons occupying each housing unit in the Town) which means there is likely to continue to be a decline in the number of persons residing in each housing unit in the Town (and region). Practically

[25] Which has contributed to a significant decline in the number or persons per household over time. This, in turn, has also contributed to, and will likely continue to contribute to, a larger increase in the number of households in the Town—with households as a fundamental building block of housing unit demand.

speaking, this means that the Town's housing inventory of units (sometimes also referred to as the Town's housing stock) will need to work harder and harder as the population ages just to house the Town's population—even if the absolute number of residents in the Town simply stays the same—much less increase as the Town's population is expected to do so through calendar year 2027. In addition, the aging of the Town's population has implications regarding the need for additional units of appropriately priced housing to support downsizing demand, demand for additional units of transitional housing, the need for additional assisted-living units suited for the needs of the elderly, and the need for additional bed capacity for nursing home care.

The aging population also can be important to driving demand and changing market preferences. For example, in some regions, an aging population means there is a developing need for additional high-quality, smaller-square-footage housing units that can be used for "down-sizing" purposes. This is particularly important for the Town if it desires its aging residents to have the opportunity to "age in place,"[26] and for the Town to have the opportunity to get younger and slow, or even reverse, its long-term "graying" trend.

Figure 1.7 Historical and Forecasted Shares of the Town Population by Age Category



[26] The ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or disability status-level.

Key Finding #2—Future Population Growth Will be Driven by Economic Migration.

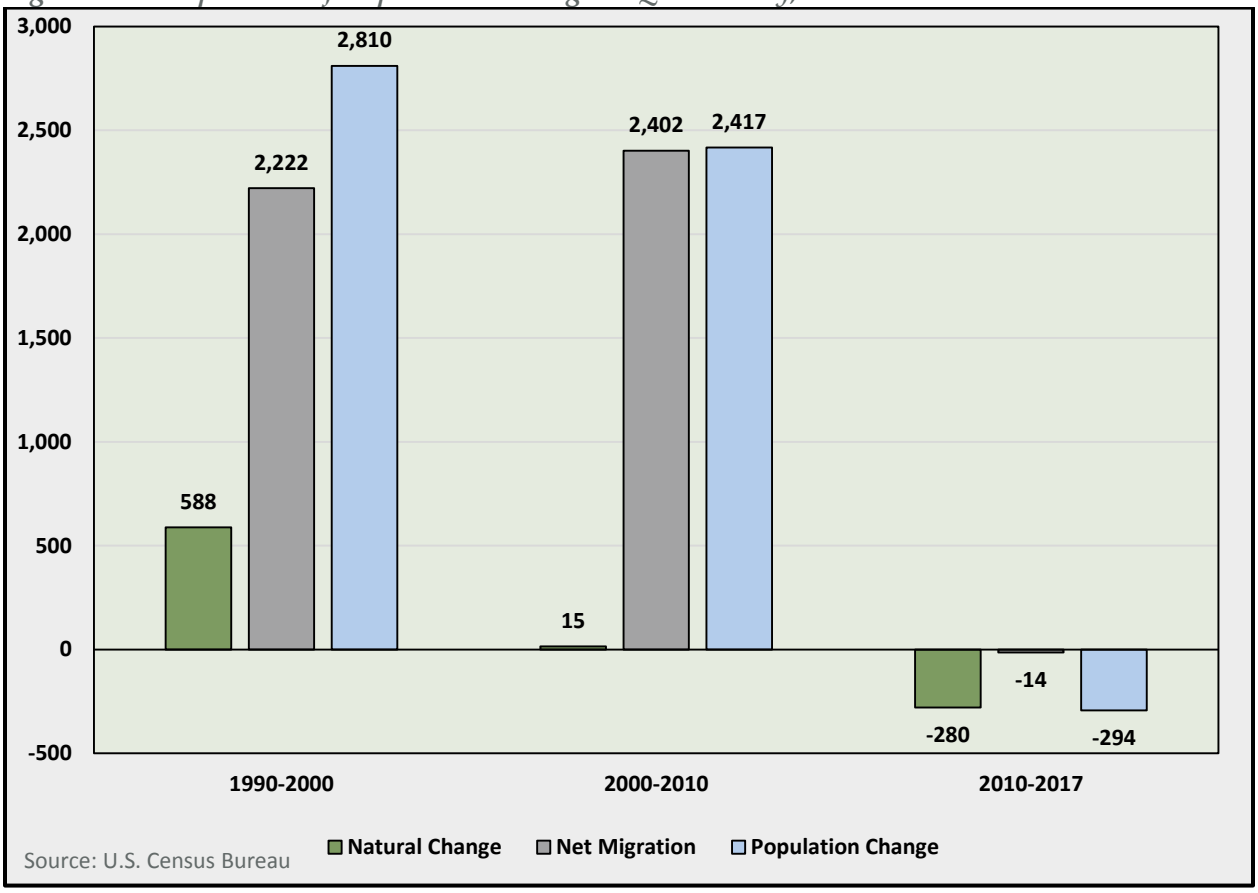
For most of the post-World War II period, the so-called "Post-War Baby-Boom" dominated the demographics of the nation as a whole—including upstate New York and other northeastern U.S. regions that are rural in character. Located in upstate New York, the Town was part of those demographic trends when post-war birth rates soared, and large families tied to a rising Middle Class were the norm. Over the last nearly three decades, the population growth in the Town during the 1990s and early 2000s, and recently the small declines in population for the Town during the 2010s, have been driven by an evolving mix of factors associated with post-Baby Boom demographics—where smaller families have become the norm and where the population, on average, has been aging.

The above in fact describes the evolving population-change experience of the Town. The last 30 years has seen the role of the natural change in resident population growth decline[27] relative to the number of new residents that move into the Town (in-migration) versus those existing residents who move away (out-migration). During the 1990s, the Town's population was driven by the combination of a natural increase in population (with 588 more births in the Town versus deaths in the Town over the decade representing 20.9% of the Town's population growth during the period), with net population in-migration providing the rest of the Town's resident population growth (at 2,222 new residents or 79.1% of the total). During the 2000s, the net contribution to the Town's natural increase began to decline, and the decade ended with a smaller positive change to the Town's population due to the natural change, with virtually all of the Town's population growth due to net in-migration (see Figure 1.8 below).

Since 2010, mid-year population estimates from the U.S. Bureau of the Census indicated that the natural change has turned slightly negative in the Town, with the number of deaths higher than the number of births. This contributed to a net loss of -280 residents over the six-year period between 2010 and 2017. Net migration, no doubt adversely impacted by the economic and demographic dynamics associated with the U.S. "Great Recession," changed from providing nearly all of the net increase in the Town's population growth during the 2000s to flipping to a small net population loss (at -14 residents in the years since 2010). Since much of a region's population in-migration is tied to the performance of its economy, the leveling of population in-migration during a period that included a long and deep period of national economic recession was found to be not at all surprising.

[27] Which is determined by the number of births in the Town versus the number of deaths of Town residents.

Figure 1.8 Components of Population Change in Queensbury, 1990-2017

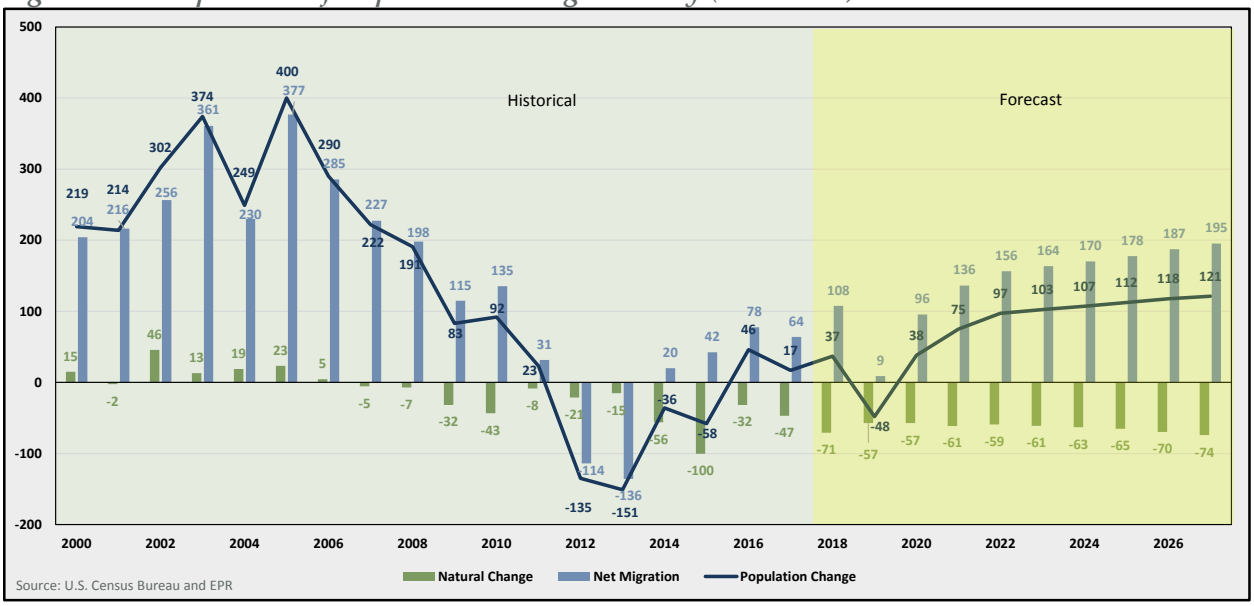


However, with the positive outlook through calendar year 2027 for the U.S. and regional economy, given the Town's ethnic make-up,[28] and considering the Town's graying population, this study expects that the overwhelming majority of the Town's future population change will be driven by economic migration. Based on the study's long-term economic and demographic forecast, we also expect that population in-migration over the calendar year 2017-calendar year 2027 period will be positive and will be enough to push overall population growth in the Town back into positive territory by calendar year 2020 (see Figure 1.9 below). This forecast has significant implications for the Town's (and the region's) future economic performance, and includes the ramifications of the attendant policy issues such as the Town's and region's labor force development needs and the workforce housing needed to support those labor market requirements. The forecast also implies there will also be environmental cross-pressures that many of these associated economic growth issues will prompt going forward.[29]

[28] With a population that was 96.1% Caucasian as of 2016—with that demographic category's very low birth rates—according to the 2016 American Community Survey.

[29] Not to mention impacts on local K-12 schools and higher education in the Town and region.

Figure 1.9 Components of Population Change History (2000-2016) and Forecasted 2017-2027



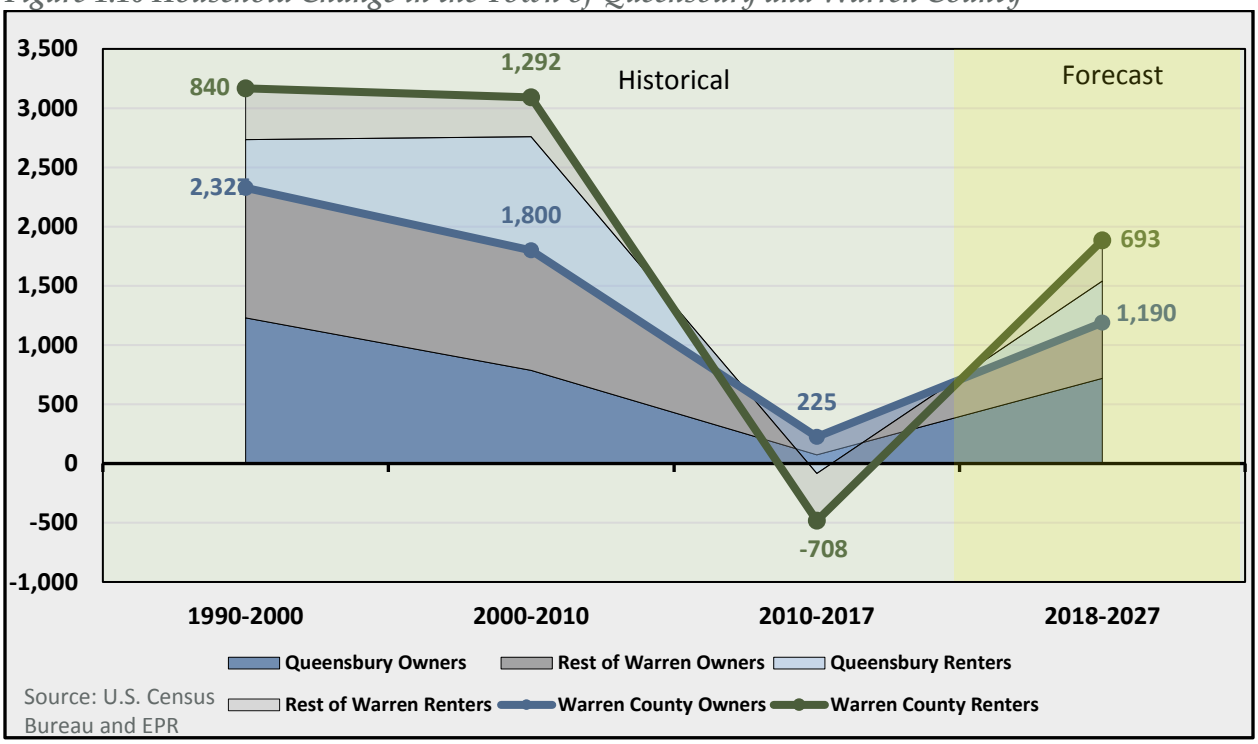
Key Finding #3—The Town's Historical Role as an Economic Center and a Provider of Regional Workforce Housing Will Continue in the Future.

Over the last nearly three decades, the Town has played a leading regional role in hosting key regional employers and for providing housing to the regional population. During the calendar year 1990-2017 time frame, a total of 54.5% of total household growth in Warren County overall (and a total of 97.7 percent of population growth for the county[30]) was in the Town. This leading role is expected to continue over the study's forecast period with over half (or 56.7 percent of the county's expected 1,883 household growth over the forecast period)[31] expected to occur within the Town (see Figure 1.10 below). Among the two principal housing tenure categories, the study's long-term forecast indicates that the Town is expected to account for a total of 60.3 percent of Warren County's forecasted owner household growth and 50.5 percent of the county's forecasted renter household growth.

[30] Largely because the Town lost less population over the calendar year 2010-17 period than the area in the county outside of the Town—which lost a significant number of residents.

[31] The reader will note that this is larger than the forecasted population growth, which may seem counterintuitive. However, this growth is supported not just by increasing population but also the aging population and decreasing household size that are and have been significant on-going changes that have been occurring below the top line population change numbers.

Figure 1.10 Household Change in the Town of Queensbury and Warren County



Key Finding #4—Current Housing Cost Stress in the Town Appears Manageable—But This Will Worsen Over the Next Decade Without Action.

The study estimated that housing cost stress[32] in the Town in the base year of calendar year 2016 (see Table 1.1 below) was limited to the lowest household income category for owners (at or below 50% of the median household income level of owner households in the Town) and the bottom three household income categories for renters (or for the household income categories at or below 100% of the median household income of renters in the Town). Compared to many other municipalities, regions, and States throughout the northeast, these calendar year 2016 housing cost stress benchmarks are relatively "manageable," and in many jurisdictions would very likely be envied. As such, these benchmarks mean the Town has the opportunity to address its workforce housing issues from a position of relative strength. That is, the Town appears to have the latitude to begin to address these growing affordability pressures before the Town's measures of housing cost stress rise. However, because many housing cost items for both owners

[32] It is important to note that this analysis is strictly about *housing* cost and as such does not include any analysis of transportation costs and its potential effects on housing affordability in the Town. Although the authors recognize that transportation costs are a significant, but not easily estimated household cost for rural households (like those in the Town), we did not include estimates of household transportation costs by household income category in the housing cost affordability calculations. As of the date of this report, these costs are not typically included in housing cost affordability calculations and they are not yet a routine part of affordability benchmarks used by the U.S. Department of Housing and Urban Development ("HUD). However, this is an area ripe for further investigation if the Town elects to pursue strategies to facilitate the development of affordable workforce housing. The prospective commission or committee that may result from this effort could identify this area of costs as important to furthering Town policies in this regard.

and renters are expected to increase at a rate that is roughly double household income growth in the Town over the calendar year 2017-27 time frame, the Town's opportunity to act is not open-ended. In fact, failure to act may result in affordability pressures rising within the Town by calendar year 2027 to a level where a large number of owner and renter households could end up experiencing a genuine housing cost stress-based crisis.

Table 1.1 Existing Housing Cost Affordability Gap in the Town of Queensbury (2016)[33]

Town of Queensbury-Estimated Affordable Gap for Owner Units, 2016					
% of Median Household Income	**<50%**	**50% to 80%**	**80% to 100%**	**100% to 120%**	**>120%**
Median Household Income	$38,357	$61,371	$76,714	$92,057	
Affordable Price [Excludes Transportation Costs]	$99,679	$189,321	$243,646	$297,735	
Estimated Unit Demand	1,450	1,592	1,092	850	3,403
Estimated Unit Supply	865	2,393	1,620	1,440	2,069
Affordability Gap in Units (Demand minus Supply)	585	-801	-528	-590	
Cumulative Demand	**1,450**	**3,042**	**4,134**	**4,984**	**8,387**
Cumulative Supply	**865**	**3,258**	**4,878**	**6,318**	**8,387**
Cumulative Gap	**585**	**-216**	**-744**	**-1,334**	
Town of Queensbury-Estimated Affordable Gap for Renter Units, 2016					
% of Median Household Income	**<50%**	**50% to 80%**	**80% to 100%**	**100% to 120%**	**>120%**
Median Household Income	$19,048	$30,476	$38,095	$45,714	
Affordable Rent [Excludes Transportation Costs]	$476	$762	$952	$1,143	
Estimated Unit Demand	804	190	494	284	1,212
Estimated Unit Supply	265	206	763	653	1,099
Affordability Gap in Units (Demand minus Supply)	539	-15	-268	-368	
Cumulative Demand	**804**	**995**	**1,489**	**1,773**	**2,985**
Cumulative Supply	**265**	**471**	**1,234**	**1,886**	**2,985**
Cumulative Gap	**539**	**524**	**256**	**-113**	
Source: U.S. Census Bureau, American Community Survey				Prepared by Economic & Policy Resources	

The above situation presents Town residents, policymakers, and stakeholders with both opportunities and challenges. On one side, the size of the workforce housing cost stress gap is not large, and the Town is presented with the opportunity to get out of its situation before the size of the problem grows to require decades to recover—as long as it can develop a sufficient consensus to move forward to address those relatively small, but still significant gaps. On the other side, as mentioned above, it is difficult to develop an appropriate level of urgency to take the sometimes difficult steps to address the problem among Town residents because a sufficient consensus is not present to take action. This can particularly be an obstacle for housing policy of this nature, because many best practices policy solutions of this type can be expensive and involve sometimes politically-unpopular changes within communities. As stated above, "threading the needle" to devise and implement policies will be challenging and will test the will of Town residents to thoughtfully address these workforce housing affordability issues before they have the opportunity to become a potential crisis.

This is the case because this study found that housing cost stress in the Town can be expected to increase significantly over the next ten years. This is because many categories of housing costs for both owners and renters are expected to increase at a rate that is roughly double the expected

[33] Red text in Table 1.1 above indicates the first income category that currently has an adequate or cumulative over-supply of housing units at that household income level.

increase in household income growth for both tenure categories over the calendar year 2016-2027 period. As a result, the number of housing cost stressed households are expected to increase in both tenure categories across a broader range of household income categories (see Table 1.2 below). The table shows that housing cost stress can be expected to engulf a larger number of households in an increasing number of household income categories in both tenure categories.

Table 1.2 2027 Forecasted Affordable Gaps by Tenure in Queensbury[34]

Town of Queensbury-Estimated Affordable Gap for Owner Units, 2027					
% of Median Household Income	**<50%**	**50% to 80%**	**80% to 100%**	**100% to 120%**	**>120%**
Median Household Income	$48,999	$78,399	$97,998	$117,598	
Affordable Price [Excludes Transportation Costs]	$112,735	$201,365	$260,845	$320,081	
Estimated Unit Demand	1,585	1,726	1,220	796	3,804
Estimated Unit Supply	695	1,356	1,411	1,334	4,335
Affordability Gap in Units (Demand minus Supply)	890	370	-191	-538	
Cumulative Demand	**1,585**	**3,311**	**4,530**	**5,326**	**9,130**
Cumulative Supply	**695**	**2,051**	**3,462**	**4,795**	**9,130**
Cumulative Gap	**890**	**1,260**	**1,069**	**531**	
Town of Queensbury-Estimated Affordable Gap for Renter Units, 2027					
% of Median Household Income	**<50%**	**50% to 80%**	**80% to 100%**	**100% to 120%**	**>120%**
Median Household Income	$24,109	$38,574	$48,217	$57,860	
Affordable Rent [Excludes Transportation Costs]	$603	$964	$1,205	$1,447	
Estimated Unit Demand	915	428	350	273	1,431
Estimated Unit Supply	283	116	500	687	1,810
Affordability Gap in Units (Demand minus Supply)	632	312	-150	-414	
Cumulative Demand	**915**	**1,343**	**1,692**	**1,965**	**3,396**
Cumulative Supply	**283**	**399**	**899**	**1,586**	**3,396**
Cumulative Gap	**632**	**943**	**793**	**379**	
Source: U.S. Census Bureau, American Community Survey				Prepared by Economic & Policy Resources	

Indeed, by calendar year 2027 both renters and owners have a unit gap at all income levels up to 120% of median income by tenure category. This shows there is likely to be a significant affordability problem for owners and renters and units affordable at or below the 30%-of-median-income threshold[35] will be largely unavailable leading to many households becoming "housing-cost burdened." This change from calendar year 2016 is largely due to a significantly faster rate of increase for rent and home prices than for incomes through the forecast period (See Figures 1.11 and 1.12 below).

[34] The reader will note that there is no red text on these tables as is there no income category that has a cumulative over-supply of units in calendar year 2027.

[35] The 30% of median income threshold is defined by the U.S. Department of Housing and Urban Development, which says that households spending more than 30% of their total household income on housing are "housing cost burdened."

Figure 1.11 Owner Household Income and Housing Cost Growth

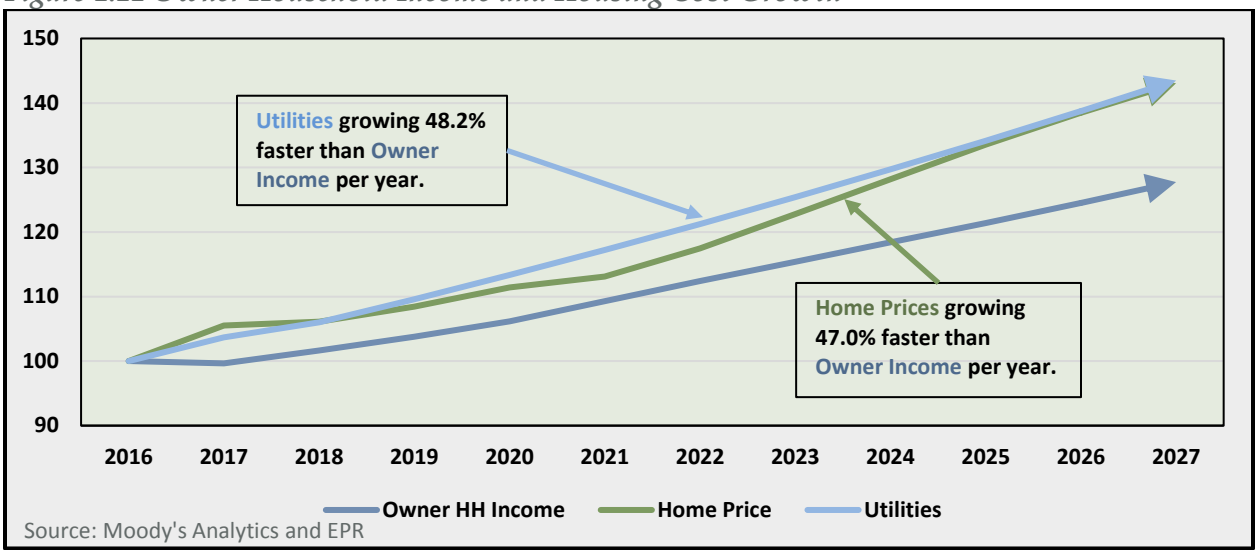
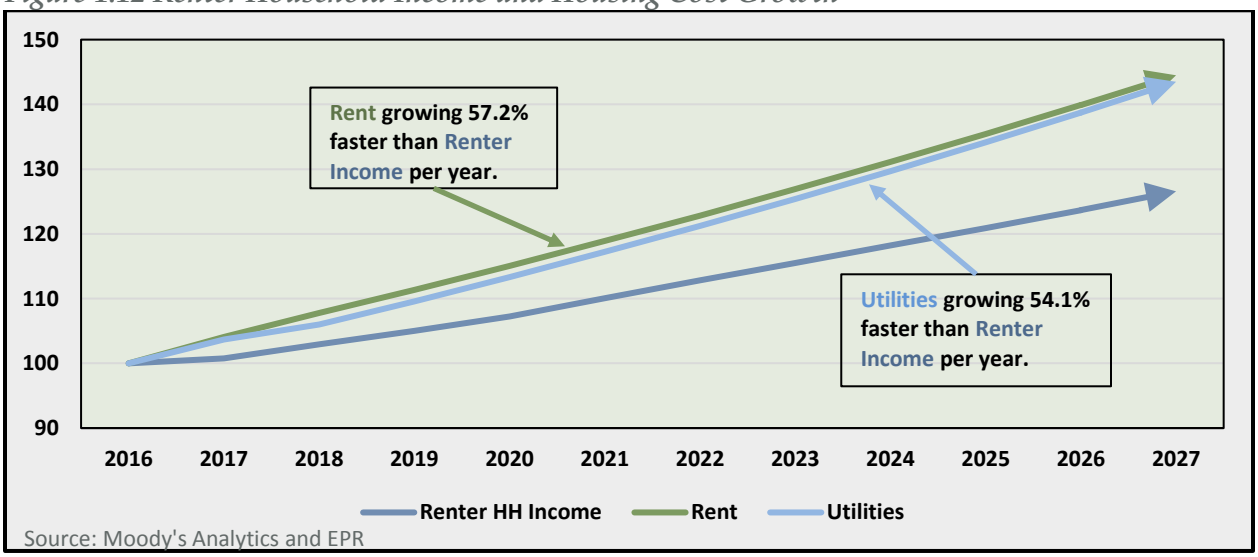


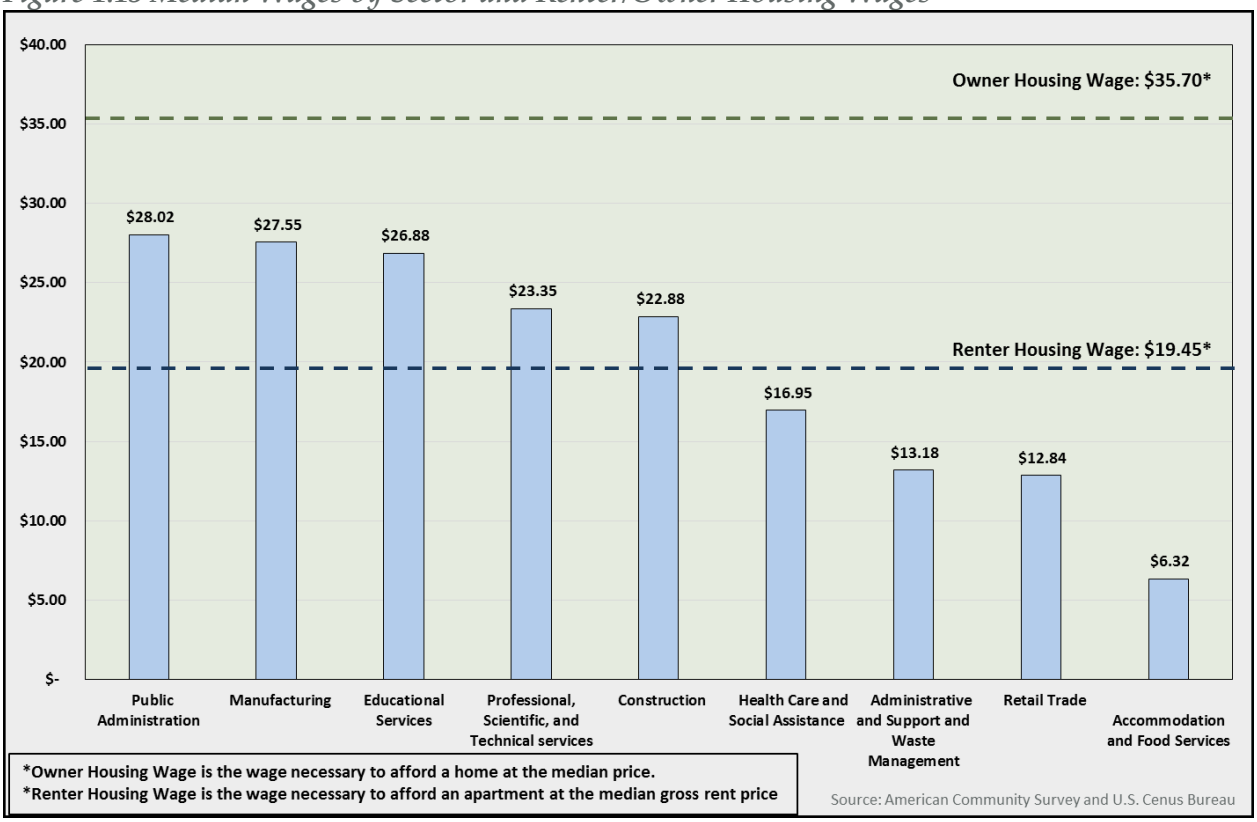
Figure 1.12 Renter Household Income and Housing Cost Growth



Key Finding #5—Many Single Wage Earner Households Are Housing Cost Stressed with Few Signs of Relief Forthcoming

Reflecting the economic realities of our times, many single-wage-earner households in the Town are housing cost stressed (See Figure 1.13 below). The chart compares hourly median wages paid during calendar year 2016 in the Town's nine largest job categories and compares that wage to the median costs of occupying an owner or renter unit on a full-time (2,080 hours per year) basis. As such, the chart presents housing cost on a per-hour basis for a full-time worker by tenure, in order to compare what a single wage-earner in a household would need to earn per hour to avoid being housing cost stressed in each tenure category.

Figure 1.13 Median Wages by Sector and Renter/Owner Housing Wages



For residents of the Town participating in the workforce, the data show that single-wage-earner households were likely experiencing significant levels of housing cost stress in calendar year 2016—the base year for the study. From the data, single-wage-earner households would have very likely been housing cost stressed in calendar year 2016 if they had occupied an owner unit and worked in any of the Town's nine largest job categories. For single-wage-earner households occupying a renter unit, renters working in five of the nine major job categories in the Town would earn a high enough hourly wage on average to pay the typical costs of occupying a renter unit without being housing cost stressed (including the job categories of Public Administration, Manufacturing, Educational Services, Professional, Scientific, and Technical Services, and Construction).

In the other four job categories, single-wage-earner households were likely to be earning an average wage that would not enable their household to avoid being housing cost stressed, unless there was a second wage earner or the household had sufficient wealth to pay those costs. In today's economy, two wage earner households are more the "norm" than the exception. This housing cost stress situation in the Town is unlikely to change over the study period as affordability pressures in both tenure categories are expected to increase over the calendar year 2017-27 time frame as housing costs are expected to increase at a rate significantly faster than household income (see Key Finding #4 above).

Why Workforce Housing?

For business advocacy groups and government officials, expanding affordable workforce housing options has recently been attracting more attention as a means to implement broader strategies working toward building healthy, livable, and sustainable communities. In the region, there are a number of competent, traditional affordable housing services-providing organizations who have been involved with providing an impressive array of services that have helped to address the often formidable affordable housing challenges throughout the region. However, these groups' activities, as they relate to the Town's workforce housing needs, have been mostly indirect in nature. As such, they have been targeted at the housing needs of households in the lowest household income categories that may happen to include assisting households that may include wage earners in the lowest wage job categories.[36]

For the Town, the workforce housing issue provides an opportunity to work proactively to devise a set of strategy options that are designed to address an underserved area of policy that exists between the more traditional, federal, state, and federal-state cooperative affordable housing programs and those which would emphasize the facilitation of the development of affordable workforce housing of both tenure types. For the most part federal, state, and federal-state cooperative programs for both renters and owners are targeted towards the lowest end of the household income scale and provide assistance to households that may or may not necessarily include wage earners. With some exceptions,[37] these programs also tend to provide assistance directly to households, and serve household income categories that may or may not be in the "sweet-spot" for work force housing initiatives. As such, while the housing affordability challenges of the lowest household income categories have a number of existing, well-developed programs providing services, the mostly higher than the lowest range of household incomes categories impacted by workforce housing affordability challenges appear to currently be underserved. In combination with the existing programs' more general focus on providing services to individual households, there may be an opening for a more coordinated, harmonized policy response; emphasizing the needs of groups of households with similar housing needs related to the dynamics of the Town/regional labor force.

For the Town, the underserved household income categories include those between the 50% of the median and 120% of the median household income levels. For those working households—many of whom would be viewed as "middle class working households"—additional program assistance to assure affordable workforce housing appears needed,[38] even though earnings levels of those working households will generally not allow them to find affordable housing within a reasonable commuting distance of their work place.

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[36] See https://www.osc.state.ny.us/reports/housing/affordable_housing_ny_2014.pdf#search=%20housing.

[37] Such as the Low-Income Housing Tax Credit Program which has had some historical program activity in the Town.

[38] Again, this is not to say there are no programs that are offered to assist these household income groups as discussed above. However, they tend to not to be organized around the needs of households with workers.

While workforce housing strategies could be devised to begin to address that situation,[39] the policy environment for workforce housing policy initiatives has largely been left to local governments on the municipal and county level to initiate, design and implement such programs. The Town should also be very concerned about that policy vacuum because it is precisely those middle household income categories—the ones that could potentially benefit from a cohesive set of affordable workforce housing policies—that are the households this study found that are likely to experience the largest increases in affordability pressures over the 2017 through 2027 study period.

Summary of Policy Options-Opportunities.

When undertaking this study, the EPR-CA Team understood that this study followed a significant body of past work in the community on a number of topics that were close to, but not always "exactly on point" when it came to the affordable workforce housing issue. Even so, it was important for this study to utilize, and when possible build upon, this past body work. As a result, we spent time reviewing the Town of Queensbury Affordable Housing Strategy that was completed back in December of 2003. Our team also consulted the Town's Comprehensive Plan (as noted above) in order to get a sense of the community's collective vision and how residents suggested that the Town realize that vision. We also reviewed the June 2015 "*Pathways to Progress: Charting a Course for the Adirondack Gateway Region*," which identified a number of affordable housing and other strategies that were thought to be important to the entire Adirondack Gateway Region's future. Throughout the study process, the EPR-CA Team sought to use every good idea, update whatever needed to be updated, and incorporate any relevant information from the past into its study.

Selecting the Right Recommendations for Queensbury

The recommended strategy options presented in this study for the Town's consideration come from the above perspective. In addition, the EPR-CA Team also made additions to the selection criteria for this study's recommended strategy options. The consulting team believes that any proposed strategy option should:

(1) Be collaborative with both existing affordable housing stakeholders and stakeholders with an interest in workforce housing[40]—who have demonstrated expertise and potential "skin-in-the-game" for workforce housing and related economic development issues;
(2) Leverage the Town's invested resources—in order to make the greatest impact possible for the Town's investment; and
(3) Emphasize incentives versus imposing mandated requirements (e.g. using a "carrot" versus a "stick" approach)—because using an incentives approach appears at this time to be the "best fit" for the facts on the ground within the Town.

[39] Sullivan, Wendy. *The Impact of Affordable Workforce Housing on Community Demographics, Economies, and Housing Prices and Options*. 2014.
[40] Such as key employers in the Town and MSA region.

With that context as background, this study recommends the following list of strategy options be considered by the Town.

Strategy Option 1: Re-focus/Re-orient the Town's Housing Rehabilitation Program to Adapt to Evolving Funding/Support Services Realities

Since the early 2000s, the Town has sponsored a popular housing rehabilitation program within the community for owner-occupied units that has completed the rehabilitation of roughly 115-120 units of housing. Over the years, the program has successfully leveraged federal and state funding programs and sources to undertake projects that were consistent with addressing the need for decent and safe housing within the Town, and particularly those parts of Town where the housing inventory is in need of rehabilitation and repairs.

The Town's program has historically focused on the rehabilitation of units' roofs, bathrooms, kitchens, electrical, plumbing, water systems and septic systems up to an allowed maximum dollar amount per project as prescribed by the requirements of whatever program (or programs) was (or were) funding the rehabilitation project. Over the years, the Town has sought to leverage its rehab projects' funding sources by combining them with other compatible programs. For example, projects were often undertaken in combined efforts with the weatherization program (which typically has been sent in first to thoroughly evaluate the condition and needs of the housing unit), and through leveraging the Town rehabilitation program's funds with funding procured from the State's HOME, the CDBG program and in conjunction with other eligible program funding from the New York State Affordable Housing Corporation. This leveraging strategy sometimes allowed the Town's program to provide funding for more challenging rehabilitation projects with funding needs that would potentially exceed the usual per unit caps available from each individual program funding source by themselves.[41] Because of the Town rehabilitation program's emphasis on supporting decent and safe housing, the program has historically steered away from homeowner requests that were primarily aesthetic in nature—such as undertake repairs of landscaping retaining walls.

Since the beginning of the Town's program, rehabilitation projects have been accomplished with the assistance of a third-party contractor (Shelter Planning & Development) with program management and oversight provided by Town Community Development Department staff. The third-party contractor provided program support services in the form of: (1) grant writing, (2) grant administration, and (3) working directly with contractors and participating households to complete the rehabilitation work on the unit. The Town was able to have a successful program by leveraging its scarce staff resources with a knowledgeable and competent partner who was willing to raise grant funds and accept the level of administrative support provided from those grants as adequate compensation for their providing the Town program's necessary support services.

[41] The Town also has a revolving loan program for funding subject to proper terms (including security).

However, over time the State has not increased the funds allowance to reimburse the Town's third party contractor for the administrative costs associated with meeting the requirements of the State funding program. Shelter Planning & Development ceased operations in 2018, and it currently appears that no other private consulting firms in the greater Capital District area provide the full level of support services that the Town has historically utilized in its housing rehabilitation program. As a result, the Town must make alternative arrangements to obtain the full scope of program support services that it had built into its program execution if the Town desires this program to continue.

The Town essentially has two options to re-direct/re-focus this program: (1) find another outside third party able to provide grant writing, grant administration and project delivery services within the financial constraints of available grant administrative cost allowances, (2) develop the in-house capacity, supported by a possible Town-sourced appropriation, to provide all of the same program support services and program administration that have historically been provided by third party providers. The second alternative does not seem consistent with the Town's historical approach to the program or the "facts-on-the-ground" within the community. While the first option may still require some additional investment of Town resources—at least to re-direct or re-focus the Town's program over the short-term—this seems more consistent with the Town's historical approach to this successful program.

As such, this Strategy Option recommends the Town undertake a two-part effort to pursue funding and reach an agreement with a strategic partner to fill the support services role with the Town that has historically worked for the program. We are aware that Town Community Development Department staff has had initial contact and conversations with at least one regional non-profit organization that would be a candidate for meeting the required support services role. The EPR-CA Team therefore recommends that such a strategic partnership be pursued and a necessary support services agreement be achieved in order that the program be continued at its past historical activity level. In addition, the Town should fully explore any and all alternatives for similar leveraged, partnerships with potential providers of support services in programs that may address only strategic parts of past rehabilitation efforts that are a part of the Town's existing program.

One option in this regard may also include the examination of opportunities for the Town and perhaps other nearby municipalities to explore the development of a CDBG program based solely on replacement of failing on-site wastewater systems for income-eligible single-family homes—even if it means the Town applies for funding to do fewer than the usual 12 units per grant request. Town staff knows of a limited number of candidate opportunities under such a program within the Town. We recommend that the Town have the Community Development Department staff work with the State to see if an appropriately-scaled program could developed to meet the Town's needs in this regard. This effort could be undertaken within the context of the development of an evolved rehabilitation program that would meet the funding and services requirements so that it could operate effectively within the changed administrative support financial landscape that the Town finds itself today.

The EPR-CA Team believes this option would be consistent with the evaluative criteria specified above for strategy options. Continuing this current rehab program (with necessary modifications for today's changed administrative, support services, and funding circumstances) builds upon an existing idea and experience-competence, would be collaborative and leveraging in nature, and would certainly be consistent with the Town's vision and goals as articulated in the comprehensive plan.

Strategy Option 2: Use the Power of the Town's Zoning—Including Planned Unit Development Zoning (PUD)—to Encourage Quality-of-Life Enhancing, Non-Intrusive Workforce Housing Development

The Town's affordable housing strategy back in December of 2003 identified a number of zoning-based strategies that could be employed by the Town to encourage the expansion of affordable housing overall within the community.[42] The zoning analysis in the Town's Affordable Housing Strategy report identified opportunities to help expand affordable housing options in the Town using in the PUD process, and opportunities for using such well-known approaches as clustering housing, in-filling of units, and even the consideration of re-zoning of vacant land with access to public water and waste water so that residential development would be allowed on parcels as small as 20,000 square feet. Although the Town ultimately did not elect to move forward with those specific ideas, our analysis indicates that at least some of those approaches could be further developed and adapted to address the Town's affordable workforce housing needs.

We recommend that the Town consider allowing increased unit densities within the parts of the Town that could accommodate such projects in an unobtrusive manner. The areas of the Town, where increased densities would be allowed, would ideally utilize existing public water and waste water systems, and would have proximity to public transit and other infrastructure capacity within the Town. One specific policy option in this area would encourage (e.g. allow) projects to have higher unit densities per project by allowing housing developers to add units through density bonuses to a project. Density bonuses, if structured properly, can encourage more affordable units by allowing projects to spread their fixed costs of development-construction[43] across larger numbers of units in a project thereby lowering per unit costs (This is analogous to a "carrot approach"). The carrot approach is in contrast to policy options in the "stick approach" category where the Town could impose requirements that a certain percentage of units be at price points or rent levels that are "affordable" without allowing projects to include additional units overall in a project. Mandating that a certain percentage of units in a project be affordable without allowing for greater unit density would not increase the financial return or lower per unit costs for a project as a natural financial outcome. In fact, requiring a certain number of units to be "affordable" by requirement without allowing for greater unit density, many times can add significant costs to the remaining units of a project that are not required to be "affordable."

[42] See Town of Queensbury Affordable Housing Strategy, December 2003, pp. 40-43.

[43] For example, including project infrastructure cost categories such as roads, paths, utilities, and landscaping.

The EPR-CA Team's suggested approach is grounded on the premise that the use of incentives is more in keeping with the current and near-term market demand and current market supply conditions within the community on the ground. Any bonus of unit density would require an assurance that the units would be reserved for households with household income at or below 80% of the median. Whether or not this will require additional administrative time from the Town will depend on the strategy chosen and the administrative process used to implement it. If the Town does elect to pursue policies in this area, there will clearly be some accompanying administrative burden. The implementation procedures of any strategy must be customized to the municipality's needs and desired outcomes and be consistent with the Town's fiscal capacity to support additional appropriations and/or the re-programing of current fiscal resources to support a credible program. There is no set formula for estimating the scale of these additional or re-programmed resources. Crafting the right procedures and recommending a resource commitment to the Town's legislative appropriators could be part of the role of the prospective Workforce Housing Advisory Committee or Commission as recommended herein.

The EPR-CA Team's review of the Town's situation indicates that the Town could benefit from the full exploration of the "pros and cons" of possible zoning changes to encourage workforce housing such as allowing for:

- The conversion of apartments to condominiums;
- For accessory dwelling units;[44]
- Smaller square footage dwelling units on smaller than currently allowed parcels; and
- Cottage Housing complexes.

We recognize that one of the more important considerations under this strategy option is a model list of criteria that a prospective project would need to meet in order to be considered as an "affordable workforce housing project." This list of eligibility criteria should reflect a consensus of a broad number of interested stakeholders in the community and be limited to only appropriate areas within the Town's many different neighborhoods and areas. One of the most important of the criteria for appropriately targeting the Town's workforce housing needs is for owner units and renter units to reflect the proper price points (for owner units) and rent levels (for renter units). This study found, based on the study's calendar year 2016 base year, that the proper price points for owner housing were between $194,255 (which is affordable at 80% of the Town median household income category) and $252,125 (which is affordable at 100% of the Town median household income category), and monthly cash rents of between $762 (which is affordable at 80% of the Town median household income category) and $957 (which is affordable at 100% of the Town median household income category). The EPR-CA Team suggests that the other workforce housing selection criteria be developed through a consensus process as part of the deliberations-research agenda of the prospective Workforce Housing Advisory Committee or Commission (see Recommended Strategy Option #7—below). We also recommend that the Workforce Housing Advisory Committee or Commission work with Town staff and other stakeholders in the housing

[44] Also known as granny flats, in-law units, and so-called backyard cottages.

community to develop a recurring schedule for establishing these price points and rent levels each year and update the study's price point and rent level calculations for the 2017 calendar year.

The EPR-CA Team recognizes that adopting zoning changes that would encourage higher housing unit densities in certain parts of the community might appear on the surface to run counter to the longstanding unit density bonuses currently provided in the Town's subdivision regulations where project applicants-sponsors make efforts to preserve open space and improve recreational amenities. However, increasing unit density above those already allowed[45] is not only key to having such workforce housing units priced or rented at affordable levels, it also is consistent with encouraging the type of higher density housing that discourages settlement patterns where units are developed on the periphery of the Town where land prices are lower and are farther away from the Town's and region's employment centers. In that way, increasing density can be a useful tool for encouraging the type of settlement patterns related to future economic and population growth that would actually help preserve the Town's open space assets and high-quality recreational assets.

At the same time, more compact development would also help in developing the type of population density that would encourage the expansion of transit options—which we believe is an approach consistent with the vision and objectives of the Town. A specific transit plan is not explicitly mentioned in the Queensbury Comprehensive Land Use Plan of 2007, mainly because transportation planning for the region is completed by the regional MPO,[46] the Adirondack/Glens Falls Transportation Council. Nonetheless, transit preferences and options that encourage workforce housing development can and should be written into the Comprehensive Plan to help guide the regional Transportation Improvement Plan (or the so-called regional "TIP"). The Town has the opportunity to utilize its membership on such regional planning entities to coordinate its workforce housing policy development efforts with complimentary projects pursued through those organizations.[47]

Within this broad strategy option is also a number of other potential zoning-based sub-strategies that are worthy of consideration by the Town. These include changing (e.g. reducing) the current size requirements for units and parcels, allowing for so-called "cottage housing" development,[48]

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[45] See sections 179-179-12-020(C) and 179-12B-020(C) of the Town's Zoning Code.

[46] The term "MPO" means Metropolitan Planning Organization, which is a federally-designated regional planning body in charge of a federally-designated region's long-term transportation planning and the federal funding used for transportation system development and maintenance-support.

[47] Such regional planning agencies also includes opportunities to support the Town's efforts with the Lake Champlain-Lake George Regional Planning Board as the regional organization that spearheads the region's Comprehensive Economic Development Strategy (or "CEDS"). The regional CEDS offers an opportunity for the Town to make sure key infrastructure projects are listed and potentially competing for federal funds to support infrastructure needs to support work force housing in the Town. For example, one potentially helpful area for federal CEDS dollars might be support for waste water infrastructure improvements to allow for higher unit densities within areas of the town served by the Town's waste water treatment plant in Glens Falls.

[48] Cottage Housing is a type of coordinated neighborhood design where a group of small, single-family housing units are clustered around a common area with shared amenities. The shared common area is typically used to allow for higher unit densities that are allowed in typical single family neighborhoods. In some municipalities, this has recently

zoning changes that would allow for apartment units to be converted to condominiums, and allowing workforce housing projects to receive expedited application consideration-review by the Town.

At this early stage of the evaluation of strategy options, the EPR/CA Team believes it remains premature to suggest specific implementation procedures or specific legislative changes for any of the above options until a broader policy consensus has been reached within the community. There are a number of possible options that could be employed to increase unit density that the Town should decide upon before evaluating specific zoning or PUD language designed to implement those options.[49]

Strategy Option 3: Modernize Zoning for a More Resilient Economy

Another strategy option recommended for further evaluation includes possible zoning changes that would allow for a wider range of residential development within the Town by permitting more housing in areas that have not traditionally been thought of for residential development. Based on site visits and the project's interviews with a broad group of informed stakeholders, it was found that the Town has an opportunity to modernize its zoning for the "new economy." A review of the Town's current zoning policies promote a land use and development pattern that promotes an economy, market demand, and lifestyle of past generations. The zoning document facilitates auto-dependent and single-use development patterns currently demonstrable throughout the Town.

Looking forward, the rise and fall of urban shopping centers will be driven by the experience that shoppers are demanding. Mobility and shopping are closely linked; in the 1970's there were far fewer cars and people on the roads. What was once convenient in our retail experience, is now a struggle as roads become clogged, wider, and more difficult to cross. Parking standards create parking lots that are an exercise to cross and an aesthetic scar on the landscape. A Credit Suisse report from 2017[50] estimated that approximately twenty to twenty-five percent[51] of America's

been employed as an "in-fill" strategy which hopes to reduce costs to households versus traditional single family housing while minimizing the impact of higher unit densities on adjacent neighborhoods.

[49] However, we have included "model language" for some of the options listed above. For example, we include sample density bonus language and other model language (in Appendix F) that we hope will be useful to facilitate policy discussions for the Town's evaluation process in this regard.

[50] See Apparel Retail & Brands—Making Sense of Softlines Following a Tumultuous Twelve Months, May 2017. Credit Suisse.

[51] Corresponding to roughly 220 to 275 of the U.S.' roughly 1,100 shopping centers.

malls will close within the next 5 years. This is because of the growing demand for a more walkable, user-friendly shopping and activity-based experience (known as "A-Center" locations[52]) and the increasing share of total retail sales accounted for by e-commerce based retail activity.

The Town's zoning that allowed for large scale surface parking, and required wider roads resulted in the land use patterns that are observed today in the NC, CI and CM zones along Routes 9, and 254 (Quaker Road). If these properties follow the fate of national trends, then their values will decrease.[53] Even if realtors, developers and owners continue to achieve their occupancy goals, the value differential between these properties and a land-use pattern more appealing to a 21st century lifestyle will grow. A more modern shopping experience is less dependent on physical shopping and more geared toward socializing and entertainment in a visually-pleasing and walkable experience. A large part of what is missing in the zoning documents for these areas of the Town is the allowance of mixing commercial and residential uses. An increase of residential development in these areas will increase supply and open more housing options for the Town's and region's workforce. In addition, the workforce could be closer to their jobs and reduce the demand on transportation infrastructure.

The Town can use the power of zoning policy to incentivize the conversion of the Town's shopping centers to a more modern and valuable urban landscape. In doing so, the conversion will open up mixed-use development opportunities and include housing units for multiple income levels. To do this will require a thorough review of the zoning documents and extensive public process. The EPR-CA Team suggests the Town undertake such a review and, if warranted, an extensive public process to implement this zoning modernization.[54]

As mentioned above, it should again be noted that the Town's Comprehensive Plan was completed in 2007, or more than 11 years ago, and is likely in need of an update. A logical vehicle for undertaking a zoning modernization effort to assist in modernizing the Town's retail economy would logically be within the context of a full update of the Town's 2007 Comprehensive. The State of New York requires that all zoning be in accordance with local comprehensive plans. Since

[52] With less retail and more eateries and entertainment offerings.

[53] Conversely, according to an August 2009 study entitled "Walking the Walk, How Walkability Raises Home Values in U.S. Cities;" Joe Cortright; Impresa, Inc.; each additional walk score point resulted in home values increasing between $500 and $3,000.

[54] As mentioned above, we note that the Town's Comprehensive Plan was approved in 2007—or more than 11 years ago. We note that a logical vehicle for undertaking a zoning modernization effort would logically be within the context of a full update of the Town's 2007 Comprehensive Plan.

Queensbury's 2007 Comprehensive Plan did not at that time envision modernizing shopping centers as discussed here, it may be difficult to simply rewrite zoning to accommodate the suggested approach. While it is possible to rewrite zoning without an updated Plan, the Town may be at risk of a legal challenge from groups opposing such conversions.

The following resources are listed here to learn more about shopping center conversions and the rewards and challenges associated with them:

- The Sprawl Repair Manual; Galina Tachieva; Island Press; (ISBN-13: 978-1597267328)
- Ten Principles for Rethinking the Mall; Urban Land Institute (April 2006); Available online at https://uli.org/wp-content/uploads/ULI-Documents/Tp_MAll.ashx_.pdf
- Retrofitting Sprawl: Addressing Seventy Years of Failed Urban Form; by Emily Talen; University of Georgia Press (April 2012)
- Walkable City Rules: 101 Steps to Making Better Places; by Jeffrey Speck; Island Press; ISBN-13: 9781610918985 (October 2018)
- Rezoning Urban Retail Strips to Create Neighborhood Centers; Tony Smith (American Planning Association Publication)

Strategy Option 4: Undertake Steps to Facilitate the Funding and Completion of a Collaborative and Detailed Housing Market Preference Study

This study suggests that the Town consider working collaboratively with the key stakeholder groups in the county (e.g. the EDC Warren County, the Adirondack Gateway Council, the Southern Adirondack Realtors Association, etc.), peer municipalities in the county, traditional affordable housing stakeholder organizations (e.g. members of the region's well-engaged housing non-profits) throughout the region, and key private sector stakeholders (e.g. key regional employers and construction firms that might be part of the constituency for this study to construct units for the housing inventory) to commission and fund a regional market preference study[55] to provide critical information on how to distribute countywide demand for housing by different market segments. It will also provide a level of housing market details that has not been generated previously for the region. While this study provided detailed analysis of future housing market demand by tenure and affordability, there are many micro-market details that are currently unknown that would be identified and quantified by the study.

The study would be an important next step to furthering the actual development of affordable workforce housing in the Town by providing private developers and potential non-profit partners with detailed market information of consumer preferences that could be used to determine product preferences by key the market segments that play a role in encouraging a smoothly functioning Town and regional housing market with an eye towards product that enables affordable workforce housing—directly and even indirectly.

[55] Including detailed market preference data by municipality, tenure and type.

Based on the EPR-CA Team's more than 25 years of experience with housing supply and demand studies, we have found that a typical housing lifecycle has five stages:

(1) The housing life cycle starts with young renters who after a few years start to earn more income and enter into their second phase;
(2) This involves the household either renting single family attached units like condos or townhouses with one or two bedrooms, or buying the same;
(3) In the third phase of the lifecycle, households create families and their demand preference for space increases, and they move again to a larger home;
(4) Fourth, when the household's children leave, and become young renters themselves, and the "empty nest" household (often a couple) starts to look for downsizing opportunities by looking into retirement communities or neighborhoods with smaller units similar to those they were in as young unmarried professional;
(5) Fifth, at this phase households tend to move yet again, either by choice or necessity, into a relative's home or accessory unit, an independent living facilities, or assisted living facilities.[56]

Within the Town and the greater Glens Falls region, aging population dynamics often mean that the last two stages, mostly the fourth, are being missed by the market. Our experience indicates that often in aging regional and municipal populations, healthy and independent seniors are not downsizing—many times because they cannot because the marketplace is just not providing the type of quality housing unit choice at price points and/or rent levels demanded in desirable locations. This, in turn, puts a greater strain on the existing stock to serve the current population. Increasing stock to serve the soon to be largest demographic group in the Town could potentially be essential to assuring a properly function regional housing market—and the ability to more efficiently provide affordable workforce housing options within the Town.[57]

A housing preference study would also ideally develop actionable market preference information regarding all other major market segments including young renters, households without children, and families by all age groups, tenures, and household incomes. By "actionable," the EPR-CA Team means sufficiently detailed and robust information that would support the use of this study as part of an application for debt financing from a local or regional lender or financial institution. Representative and appropriately detailed market segment demand-preference data might cover/include the following segments: (1) Unit types: Condominiums; townhouses; single

[56] The choice of an independent living unit or assist living facility is preferred when households have the financial means to do so and/or when living with family within the household's housing unit or in an accessory unit is not a viable or realistic option.

[57] This dynamic is also somewhat confirmed by 2016 American Community Survey data which shows a large number of households, headed by persons over sixty years of age, occupying higher than average priced owner housing units with the less than 2-person average household size. This implies there is a number of older, empty-nest households that could be looking to downsize—if they only had affordably priced and appropriate down-sizing options. This proposed market preference study could be helpful in confirming that dynamic—if it in fact is the case—and provide credible support for projects to obtain financing to develop projects designed to address this market condition.

family attached and detached, mobile homes and possibly other housing types; (2) Degree of Compactness: Number of units per building; yard sizes, density of neighborhoods; (3) Location: Proximity to the Town's high density housing neighborhoods that border with Glens Falls; proximity to services and entertainment options; (4) Public Infrastructure: importance of public transit, trails and/or sidewalks; road conditions, traffic, preferences for public sewer, private vs. public water; pedestrian mobility options; public recreation facilities; (5) Possible Interior design alternatives (e.g. including desired features by housing demand segment): such as the number of bedrooms and baths; bathroom amenities; kitchen amenities; storage; entertainment rooms; laundry; entrance way; garages, and (6) Exterior Design features: including patios, porches, decks, driveways.

This study would also ideally include a statistically robust market sampling method. Members of the Committee or Commission as recommended for consideration (see Strategy Option 5 below), members of the Town's building professionals, and Town and regional real estate agents should play a lead role in designing the market research questions. The study might include a section regarding the demand for seasonal housing units. However, at this point the EPR-CA Team believes the workforce housing emphasis of this effort means that the market preference study should primarily focus on units for year-round residents in and out of the workforce.

In short, a housing preference study is recommended to assist the Town in identifying the various direct and indirect approaches to helping expand the supply of affordable workforce housing. At times, some of the most effective strategies are those which address other short-comings-inefficiencies in the functioning of the municipal and regional housing market that then enable other actions that more directly address the target housing segment. Studies such as the one recommended, are often key to getting the industry in forward motion by supplying the type of market information developers need to design and obtain financing for such projects. The EPR-CA Team believes Town support, even possible coordination of the scope of services and grant-public-private sector funding support of such a study—would be another example of a collaborative, leveraging strategy that would facilitate a very important foundational piece of research that would accelerate the development of critically important housing supply at the right price points and rental levels in the Town.

Strategy Option 5: Consider Undertaking a Unique Collaborative Project Opportunity to Develop Affordable Student Housing to Support Full-Time Students at SUNY Adirondack Community College

The stakeholder interview process included a session with the President of SUNY Adirondack Community College and other key SUNY Adirondack staff, a Board member, and Town officials where there was discussion regarding a unique opportunity to provide an on-campus housing option for part of the roughly 3,000 students currently commuting to campus (of which over half are reported to be full-time students). SUNY Adirondack has an enrollment of roughly 3,400 degree students and currently only about 400 of those students (or less than 15% of the college's

total degree-student enrollment) are currently housed on campus. This current dynamic alone creates a strong source of demand for affordably priced housing in the Town.

From the discussion during the stakeholder session, it was reported by SUNY representatives-staff that its students often seek housing at distant locations from the campus in Queensbury in lower housing cost locales such as Fort Edward, Hudson Falls, and municipalities in Washington County that require significant levels of transportation expense for students.

In the past, SUNY Adirondack constructed and is now using the existing dormitory on campus utilizing a non-profit entity that was established specifically for the purpose of constructing student housing. During the stakeholder meeting for this project, representatives of SUNY Adirondack expressed an interest to work with the Town to develop a student housing project to house additional students on their campus. With available vacant land, a non-profit housing entity that was established for this purpose, and ample demand, indicated a willingness to go forward with the Town to build "a financially viable" project. The challenge for the school is finding the funding in times when higher education institutions are having difficulty raising cash for such projects.

Although this potential project is not exactly a workforce housing project, the EPR-CA Team believes this is an opportunity where a public/private/non-profit partnership may work well to facilitate a project in this situation. A partnership with a private sector developer can give the school the infusion of private capital that it needs. There are many issues that will need to be addressed to ensure the partnership works well for all involved. Therefore, this strategy option recommendation suggests that the Town act as a facilitator to help the parties come together in an agreement to pursue this opportunity.

The Town's participation in this potential project also could be used as a "low risk" means to establish the Town's affordable workforce housing processes and procedures, along with the policy development and staff/committee/commission resource infrastructure needed to implement the affordable workforce housing strategies contemplated by this study. It also could be helpful in further identifying all of the sometimes subtle linkages to other Town and regional initiatives that may be needed to fully support the community's affordable workforce housing initiative.

Further, the project also provides the opportunity for collaboration with a key community stakeholder, and has the potential for leveraging the Town's resource commitment that would be required for the potential project. When completed this could also be a significant contribution to smart growth. The smart growth attributes of the project include: the potential to reduce commuter traffic (and therefore congestion and transportation-related pollution in the Town through a reduction of vehicle miles traveled), the potential to provide the Town's commercial base with additional customers in an advantageous location; and the project could perhaps even add enough population density to provide further encouragement for expanded transit options within the Town. Although the proposed project may also require a zoning change, the process

for initiating such a change could be helpful in terms of a dress rehearsal for any affordable workforce housing-based zoning changes to potentially be considered in the future.

Strategy Option 6: Hold a Workforce Housing Summit

Throughout the writing and research for this Affordable Housing Strategy, numerous housing stakeholders were contacted. Their input and insight were invaluable to the completion of this study, and they all expressed an interest in staying involved in the Town's workforce housing efforts. The primary objective of this research was to: (1) identify the supply and demand for housing obtainable to households at different income levels; (2) identify the supply gap between the two; (3) forecast that gap into the future; and (4) present at set of recommended strategy options as next steps for the Town to consider in tackling the challenges posed by its workforce housing needs.

The prospective "Workforce Housing Summit" recommended here would use this report for the launching point for the summit. The stakeholders with interest in attending such a Summit are likely more savvy and know the intricate details of implementation in the Town. Collecting their group opinions is critical making recommendation viable and specific to the Town. This recommended summit is a simple first step in allowing more people to become involved. Attendance is very important to generate interest in developing solutions. Therefore, the EPR-CA Team suggests that the Summit not be advertised like most public meetings. Prospective attendees should receive personal phone calls, and be canvassed for their recommendations for the agenda and format. The date should be established well in advance with repeated follow up invitations, or even recruiting of key stakeholders' participation in the preparations for the Summit to help ensure good attendance at the event. The event should be between 4 and 7 hours long.

Strategy Option 7: Consider Creating a Workforce Housing Advisory Committee (or Commission) as the Central Coordinating Body to Oversee Affordable Workforce Housing Policies in the Town

To effectively implement any one or more of the recommended strategy options (above), the Town is going to need a policy assessment-analysis, decision, and implementation infrastructure to oversee and be a repository for the Town's policy development and implementation. The Town's continuing leading role within the county as an economic engine and as a current provider of a significant portion of the regional housing stock for the population of the greater Glens Falls region means it likewise has a leading role and responsibility in the provision of affordable workforce housing options in the region as the economy county's economy continues to grow. The Town will continue to play a similar central or leading role in the region's future growth dynamics either by default or design. As such, it is far better to actively accept a role in shaping events versus sitting back and simply accepting the outcomes of this future growth and its implications for the settlement patterns in the Town that such future growth implies.

The best way to effectively manage the implications of this potential future economic and population growth on the quality of life and the high quality recreational assets of the community

is to actively engage with stakeholders and design the full range of options necessary to assimilate this future development activity sustainably and with minimal impact of the community's "quality of life." While there are many independent private and non-profit entities operating within the region, there is no organization that coordinates these efforts for the common purpose of encouraging affordable workforce housing.[58] The Town appears positioned to fill that role and advance what looks to be a promising opportunity to fill an important municipal and regional policy vacuum.

Experience shows that the best and most impactful policy decision making on the local-municipal level is made with broad stakeholder representation, including an appropriate mix of advocates, users, and providers. It is therefore recommended that a number of credible representatives from all three of the above listed groups be represented. The Town's Community Development Department would be the ideal organization within the Town to provide staff support and resources for this effort. A new entity of this type, with a credible mix of stakeholders on the demand and supply side of the workforce housing issue, and with appropriate level of staff support would send the message that the Town is serious about effectively dealing with these issues and preserving the open spaces that its residents demand. This appears necessary to overcome a possible perception that the Town does not have a serious or emerging problem in affordable workforce housing, and to help overcome any residual public perception there will be no concrete action on the policy options listed in this study going forward, just like what happened in the Town following over the 15 year period since the 2003 study was completed—when only one strategy recommendation was actually implemented.

An initial beginning point for research and analysis for the Advisory Committee or Commission would be to fully research, analyze, and investigate the several tax incentives of the State of New York on the books that may prove useful to the Town's efforts to encourage workforce housing. Initial analysis indicated that a particularly useful resource may be the Exemption Administration Manual – Part 2 "Multiple Dwellings" Sections 4.07 for what may be available from the State to potentially help incentivize the production of workforce housing in the Town. The EPR-CA Team encourages a full and careful analysis of all potential options with applicability to the Town with the full participation of the Town Assessor.

As part of the above, a logical starting point for the prospective Committee's or Commission's work for the Town would be to work with the local-regional affordable housing stakeholder community to assure the Town efficiently and effectively is meeting the affordability challenges among its households at the lowest household income levels. To-date the majority of the Town's efforts in this regard appear to have been "more passive" in nature than what is being suggested below. The study's long-term forecast and forward-looking housing affordability estimates document that the next ten years is likely to bring intensifying housing affordability pressures across the lower and middle household-income categories. For example, this study found there

[58] During the course of this study, Town staff noted that although the Adirondack Gateway Council ("AGC") suggested back in 2015 that the AGC might play such a role regionally, the Town has not observed the AGC to-date taking on a regional role on housing issues.

is in fact a significant number of households that are currently housing cost stressed in both tenure categories among the lowest household income levels that could potentially benefit from such a collaborative project. An estimated 256 renter households at or below 100% of median household income for renters were housing cost stressed in 2016; another 585 households in the at-or-below-50%-of-median-household-income level in the owner category were also housing cost in 2016.

Currently, the region has a vibrant, well-developed and effective network of stakeholders that have a long track record of effective policies to address the housing affordability needs of households at the lowest household income levels. Based on our extensive stakeholder interviews during the study, this network has stated the desire to do more of what it is already doing and to undertake new projects designed to help address the Town's affordable housing needs within the traditional housing affordability program framework.

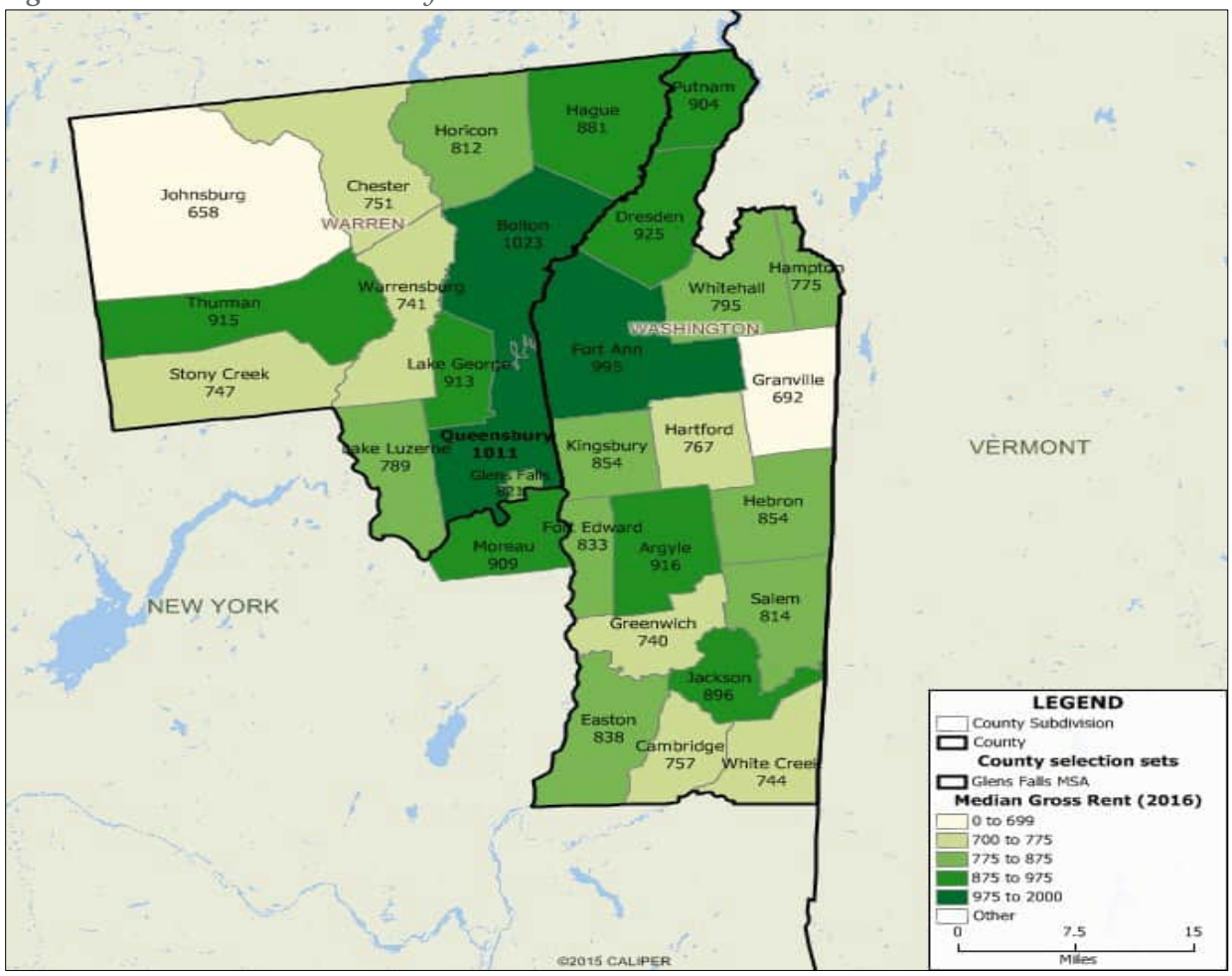
In light of the above, our final strategy option for the Town is to take a more active role in working with the regional low-income housing affordability advocacy stakeholders to more proactively and collaboratively address this worsening housing affordability situation. By collaborating with this well-established network of expertise, the Town will be able to leverage its resources, and at the same time expand capacity to take on the emerging workforce housing challenges where there is currently a policy vacuum.

Focusing some Town efforts and resources on the regional housing affordability challenges is supported by data from the 2016 American Community Survey regarding monthly gross cash rents paid by households in the Town, where Queensbury had the second highest median gross monthly rent in the entire Glens Falls Metro Area (see Figure 1.14 below). At the level of $1,011, the Town was second only to the Town of Bolton (at $1,023 in cash rent paid per month). As rental units are expected to continue to be an important and growing part of the Town's housing supply through calendar year 2027, taking a more proactive role in supporting the efforts of the existing affordable housing regional stakeholder network to continue to work on solutions to address these renter unit affordability issues is recommended. A more active approach to encouraging affordable housing (versus the current more passive approach) can be viewed as an important part of the strategic mosaic of policies that could be employed to address the Town's growing affordable workforce challenges.

This approach is recommended for a number of reasons. First, working with and encouraging these on-going efforts by the broader, non-profit affordable housing stakeholder infrastructure is consistent with the Town's regional role in hosting economic and population growth (and receiving the benefits of that growth). As such, this approach would help the Town meet its corresponding responsibility to participate in addressing the region's overall housing affordability challenges. Further, a participatory effort in this regard would enable the Town to utilize the competencies and leverage existing resources without having to develop duplicative expertise and programs on its own. This would be consistent with the proactive, collaborative, and leveraging type of approach to the strategy options this study recommends be fully explored.

Utilizing such an approach would enable the Town to more appropriately focus on the workforce housing issue where there is a significant policy void.

Figure 1.14 Median Gross Rent by Town in 2016



In addition, the stakeholder interview process found that there is in fact interest among more than one regional non-profit group to work collaboratively with the Town to build more affordable units within the Town. This interest seems to be a legitimate opportunity worth exploring with these groups and should be followed up on by appropriate Town representatives and staff. Any such project (or projects), after further specification and development, should move through the Town review process like any other residential project and should likely be sited in keeping with the character of existing neighborhoods so as to minimize potential negative sentiment that can complicate the actual development of such projects. Active Town participation in an affordable project (or perhaps even a few over the next 10 years) need not be neighborhood altering or detrimental. Active involvement can help assure that any and all such projects become an asset to the Town—which is far easier to do when it is a partner "at the table" in siting and developing such project opportunities—than if its role is more passive in nature.

A Final Word

The consulting team that undertook this workforce housing needs assessment study is just the beginning of the next phase of a long-term, living process within the Town to help make the community a sustainable, livable community consistent with the vision and goals as set forth by its Comprehensive Plan (discussed previously). As such, the investigative process started by the publication of this report is not yet finished. The data collection, analysis, and long-term forecast is completed. There are many interrelated development issues, policies, and history that brought the Town to its current housing status. The strategy options are based on the consultant's best interpretation of the findings combined with professional experience. We believe the Town would benefit with additional discussions and additional information coordinated though the Workforce Housing Advisory Committee (or Commission) as recommended above.

During this project, the EPR-CA Team held more than twenty hours of meetings and interviews with more than 20 stakeholders and groups operating within and knowledgeable about the broader affordable housing situation and the homelessness situation in the Town and region. One of the most prominent outcomes of the policy session was the need to continue this dialogue. Continuing those discussions and using the data and findings of this report is key to ensuring that future policy discussions use the best information and facts available to address these matters effectively.

2. SOCIOECONOMIC TRENDS

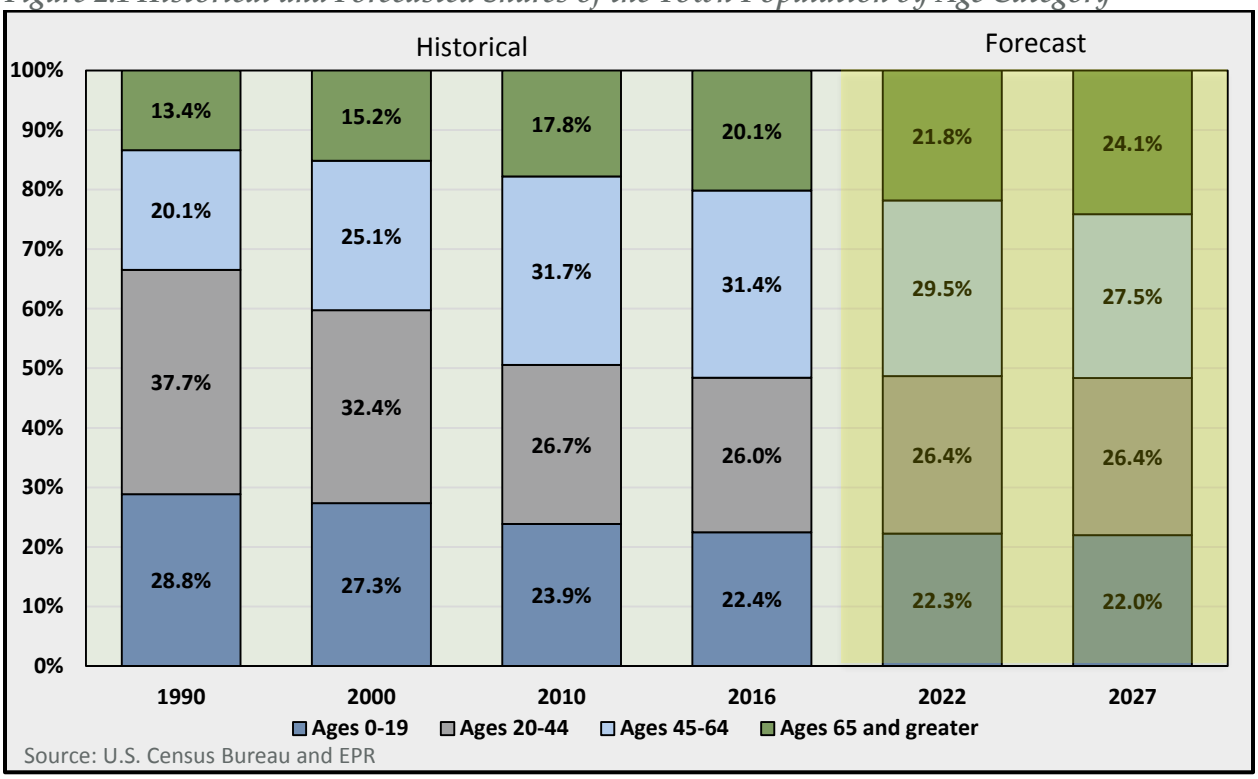
This study found that the population of the Town is aging, and it is likely to grow older over the next ten years. The median age of the resident population in the Town in calendar year 2016 was estimated to be 46.1 years, roughly half a year older than the whole of Warren County, 7.9 years older than the median age for the State, and 8.2 years older than the U.S. median age. Over time, the age category of the Town's residents aged 45 to 64 years and those aged over 65 years has been increasing. Meanwhile the Town's population aged less than 19 years has been declining.

The study found that this "graying" of the Town's resident population is likely to continue over the next ten years—similar to what is expected to occur in the Metro Area as a whole and within each of the two counties that comprise the MSA. Over the calendar year 2016 to 2027 time frame, the Town's resident population aged 65 years and older is expected to increase in share from 20.1% of the total to 24.1% over the calendar year 2016 to 2027 period—an increase of 4.0 percentage points. Many within the aged 65 years and older population category are "retirees." Though much of these gains in the Town's older population groups have been due to natural aging of the population, there also has been a net in-migration of "retirees."

As the resident population in the Town continues to age, the rising numbers of elderly residents will have significant housing implications. For example, the aging of the population is strongly correlated with declining household size which means there is likely to continue to be a decline in the number of persons residing in each housing unit in the Town (and Metro Area). Practically speaking, this means that the Town's housing stock will need to work harder and harder as the population ages to house the Town's population—even if the number of residents in the Town simply stays the same, much less increases as it is expected to do through calendar year 2027. In addition, the aging of the Town's population has implications regarding the need for additional units of transitional housing, the need for additional assisted living units suited for the needs of the elderly, and the need for additional bed capacity for nursing home care.

The aging population also can be important to driving demand and changing market preferences. For example, in some regions, an aging population means there is a developing need for additional high-quality, smaller square footage housing units that can be used for "down-sizing" purposes. This is particularly important for the Town if it desires its aging residents to have the opportunity to "age in place," and for the Town to have the opportunity to slow, or even reverse, its long-term "graying" trend.

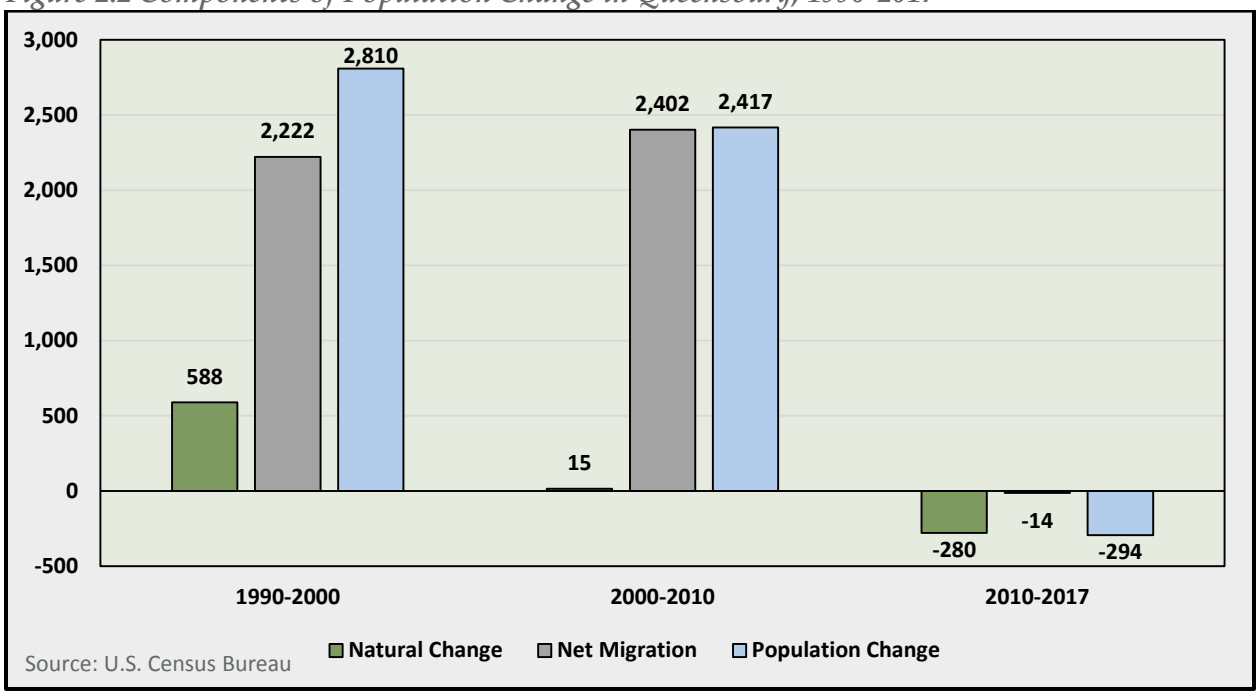
Figure 2.1 Historical and Forecasted Shares of the Town Population by Age Category



For most of the post-World War II period, the so-called "Post-War Baby-Boom" dominated the demographics of the nation as a whole—including upstate New York and other rural regions throughout the northeastern region. The Town was part of those demographic trends when post-war birth rates soared, and large families tied to a rising Middle Class were the norm. Over the last three decades, the population growth and recently the small declines in population for the Town during the 2010s, have been driven by an evolving mix of post-Baby Boom demographics—where smaller families have become the norm and when the population has been aging (see above). This clearly describes the evolving population change experience of the Town, when over the last 30 years the role of natural change in the resident population (which is determined by the number of births in the Town minus the number of deaths of Town residents) has shifted from growing the population to decreasing it.

The other element of population to consider is in- and out-migration. During the 1990s, the Town's population was driven by the combination of a natural increase in population (with 588 more births in the Town than deaths in the Town over the decade) with in-migration providing the rest of the Town's resident population growth (2,222 new residents or 79.1% of the total). During the 2000s, the net contribution to the Town's natural increase began to decline, and the decade ended with a smaller positive change to the Town's population due to the natural change, with virtually all of the Town's population growth due to net in-migration (see Figure 2.2 below).

Figure 2.2 Components of Population Change in Queensbury, 1990-2017



Since 2010, mid-year population estimates from the U.S. Census Bureau indicated that the natural change has turned slightly negative in the Town, with the number of deaths higher than the number of births. This has contributed to a net loss of -280 residents over the seven-year period between 2010 and 2017. Net migration, no doubt adversely impacted by the "Great Recession," changed from providing nearly all of the net increase in the Town's population growth during the 2000s to flipping to a small net population loss of -14 residents in the years since 2010. Since much of a region's population in-migration is tied to the performance of its economy, the leveling of population in-migration during a period that included a long and deep recession was not at all surprising.

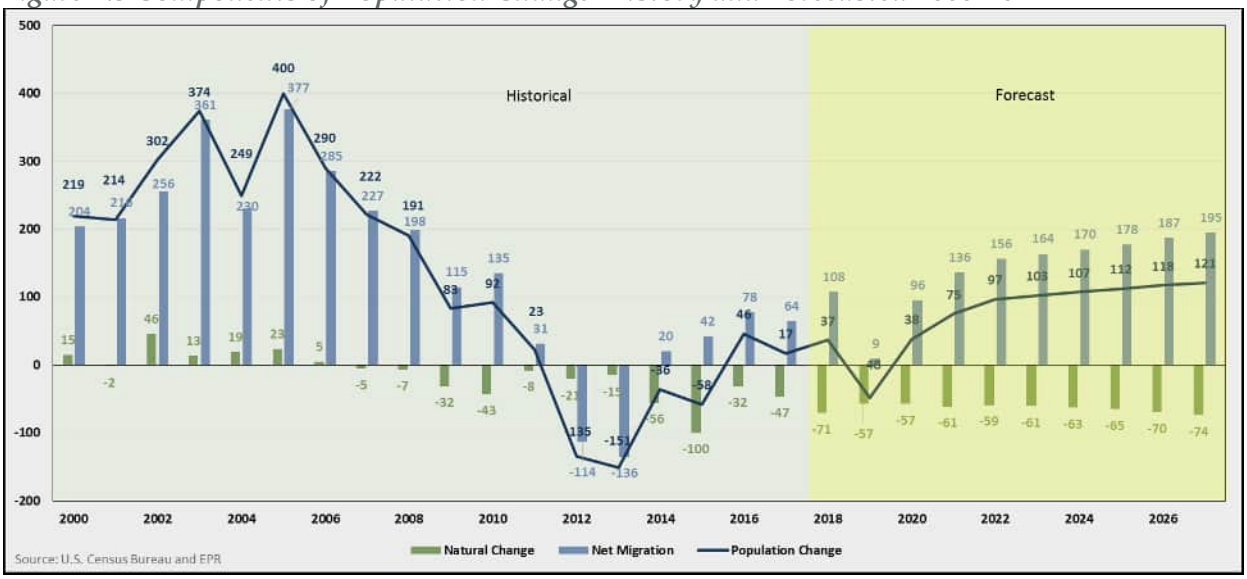
However, with the positive outlook through calendar year 2027 for the U.S.-regional economy, given the Town's ethnic make-up,[59] and considering the Town's graying population (see above), this study expects that the overwhelming majority of the Town's future population change will be driven by economic migration. Based on the study's long-term economic and demographic forecast (see Appendix B), we also expect that population in-migration over the calendar year 2017-2027 period will be positive and will be enough to push overall population growth in the Town back into positive territory by calendar year 2020 (see Figure 2.3 below).

This forecast has significant implications for the Town's (and region's) future economic performance, and all of the attendant policy issues (including labor force development needs and the workforce housing needed to support those labor market requirements along with impacts

[59] With a population that was 96.1% Caucasian as of 2016—with that demographic category's very low birth rates—according to the 2016 American Community Survey.

on local K-12 schools and higher education), and the environmental cross-pressures that many of these associated issues will prompt going forward.

Figure 2.3 Components of Population Change-History and Forecasted 2000-2027

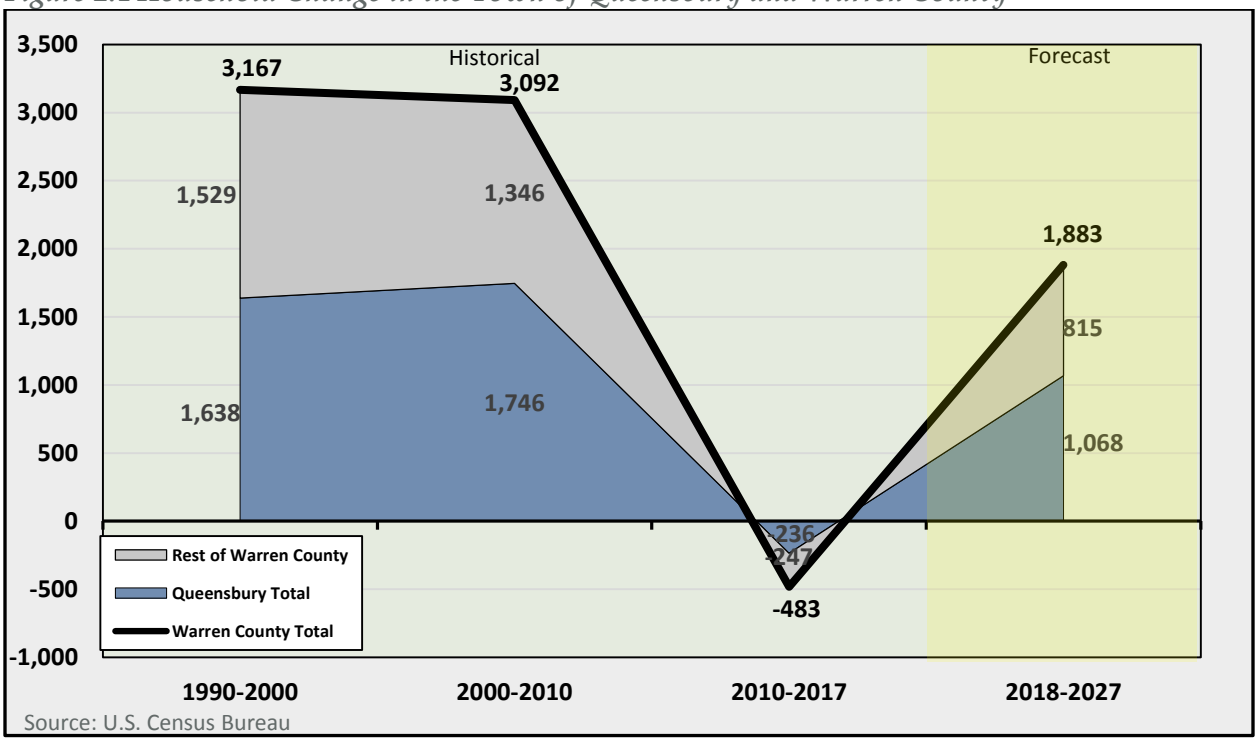


Over the last nearly three decades, the Town has played a leading regional role in hosting key regional employers and for providing housing to the regional population. During the 1990-2017 time frame, a total of 54.5% of total household growth in Warren County overall (and a total of 97.7 percent of population growth for the county[60]) was in in the Town.

This leading role is expected to continue over the study's forecast period with over half (or 56.7 percent of the county's expected 1,883 household growth over the forecast period) expected to occur within the Town (see Figure 2.4 below). Among the two principal housing tenure categories, the study's long-term forecast indicates that the Town is expected to account for 60.3 percent of the county's total owner household growth and 50.5 percent of the county's renter household growth over the 2018-2027 period.

[60] Largely because the Town lost less population over the 2010-17 period than the area in the county outside of the Town—which lost a significant number of residents.

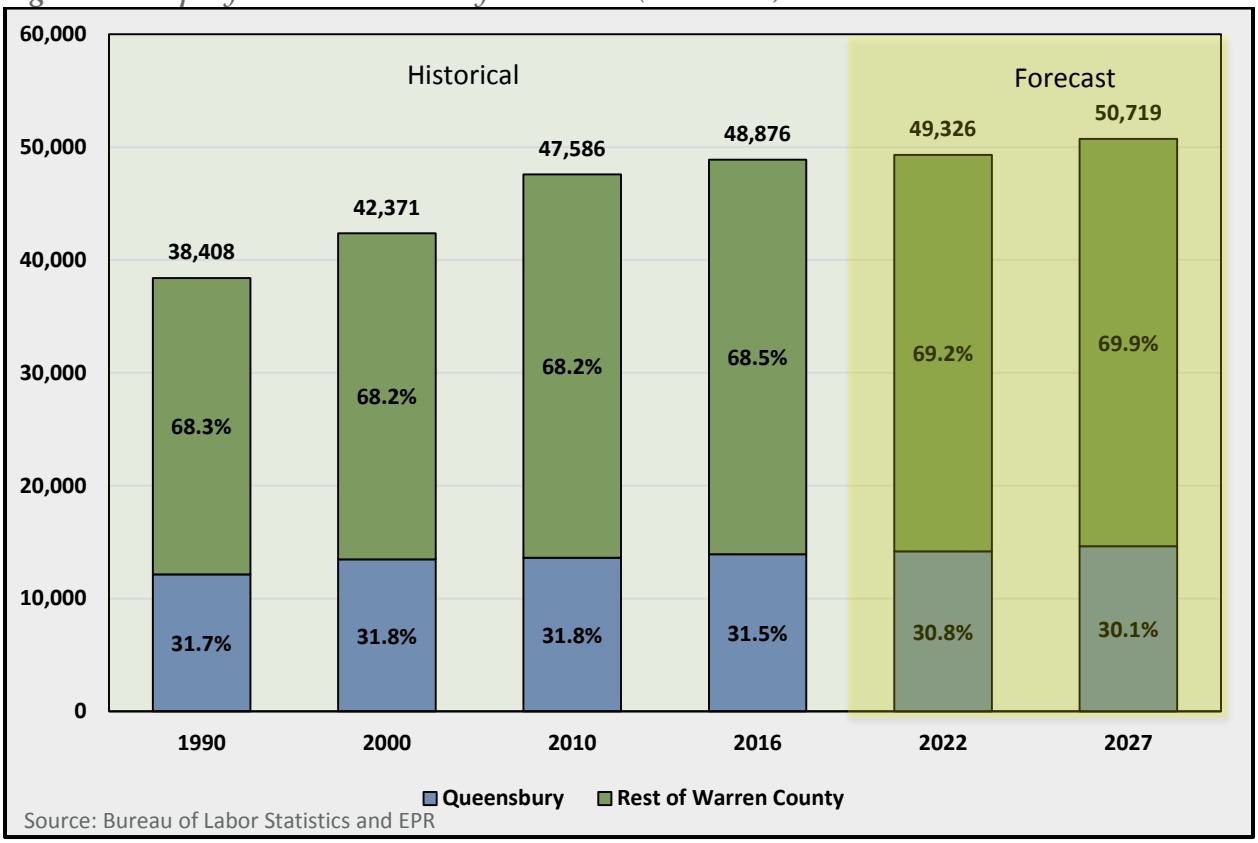
Figure 2.4 Household Change in the Town of Queensbury and Warren County



In the 1990s, total employment[61] in the town has remained relatively stable, then grew rapidly in the 2000s with peak employment over the period reached in 2008, with 15,388. Much of the region's employment growth occurred during the early 2000s, however the start of the next decade signaled actual losses in employment as the region experienced then recovered from the "Great Recession." Thus far during the latter half of the 2010s, employment growth in the town has plateaued at the same levels first observed in the early 2000s. The Town has also historically been a very large part of the total county employment though more jobs were added to the rest of the county in the late 2000's through 2010's. Our forecast calls for Queensbury to remain the largest employer in the County and to grow slightly in share over the forecast period as shown in Figure 2.5 below.

[61] Total employment used in this report is consistent with the Bureau of Economic Analysis ("BEA") series of full- and part-time employment. In addition to wage and salary employment, the BEA includes employment of proprietors; as well as farm workers and military.

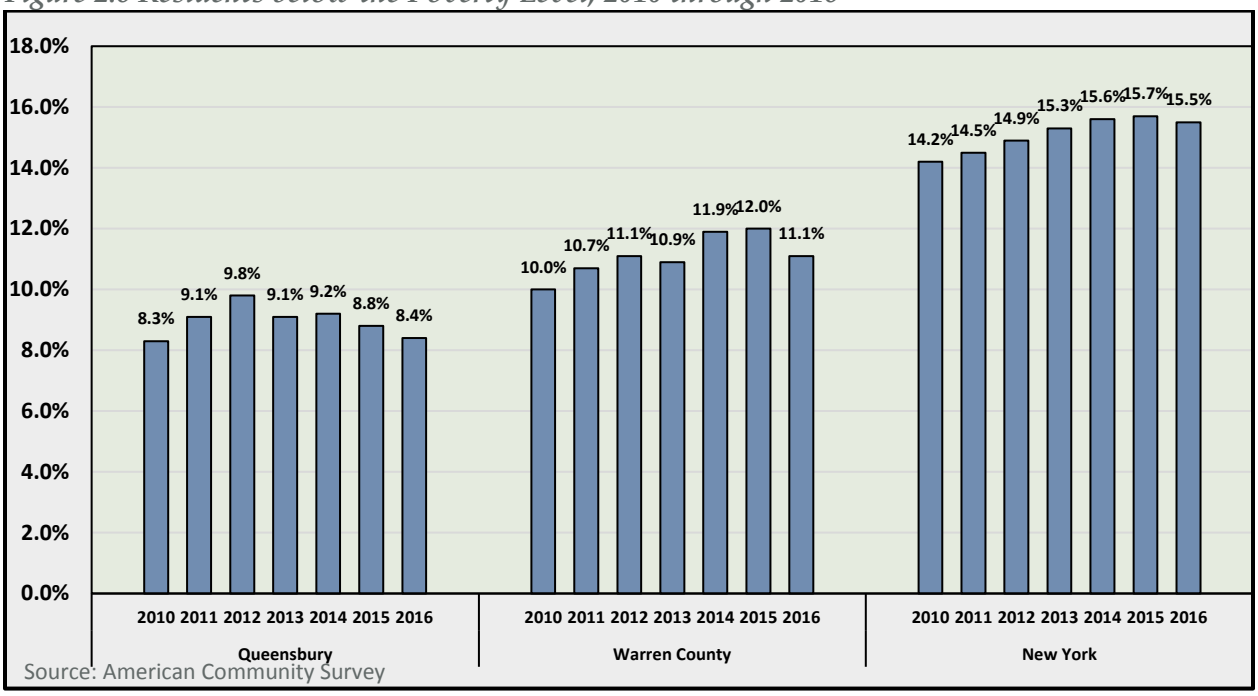
Figure 2.5 Employment in the County and Town (1190-2017)



Overall, the Town has played, and will likely continue to play, a key role in the region's population and employment growth over the coming decade. A stronger economic outlook is expected to draw more in-migration than has been observed in the wake of the "Great Recession". This economic in-migration together with the "graying" of the resident population will expand the need for transitional housing options and the need for additional high-quality, smaller square footage housing units that can be used for "down-sizing" purposes.

Figure 2.6 (below) sets forth the recent historical poverty data for the Town in comparison to the County and the State for selected years from calendar years 2010 through 2016. The statistics indicate that 2016 poverty levels for resident individuals range from a low of 8.4 percent in the Town, compared to the New York State poverty level of 15.5 percent. For resident children (under 18 years old), 11.6% in the Town fall below the threshold, compared to 21.9% statewide. Poverty levels have worsened somewhat for all three geographic areas since the end of the "Great Recession." Even so, the generally lower than the County average and State average levels of poverty in the Town appear to be a significant economic advantage for the Town—although no community wants to see even the Town's generally lower poverty rates sustained over time.

Figure 2.6 Residents below the Poverty Level, 2010 through 2016



Turning to the housing inventory for the Town, Glens Falls City, and the County, the majority of housing units within the Town has historically been single-family units, with over 78% being single-family units in 2000. When compared to other nearby communities, the Town over time has had a much higher concentration of single-family units.

In contrast, the City of Glens Falls over time has had one of the lowest percentages of single family units at just 50% of units. Over the past 16 years, more multi-family units have been added than single-family units, leading to the share of multi-family units in the Town growing significantly over that time frame. As of the 2016 base year for this study, there were approximately 9,802 single-family units in the Town along with 2,881 multi-family units and 520 mobile home/other units (see Figures 2.7 through 2.9 below).

Figure 2.7 Housing Supply in Queensbury in 2000, 2005, 2010, and 2016

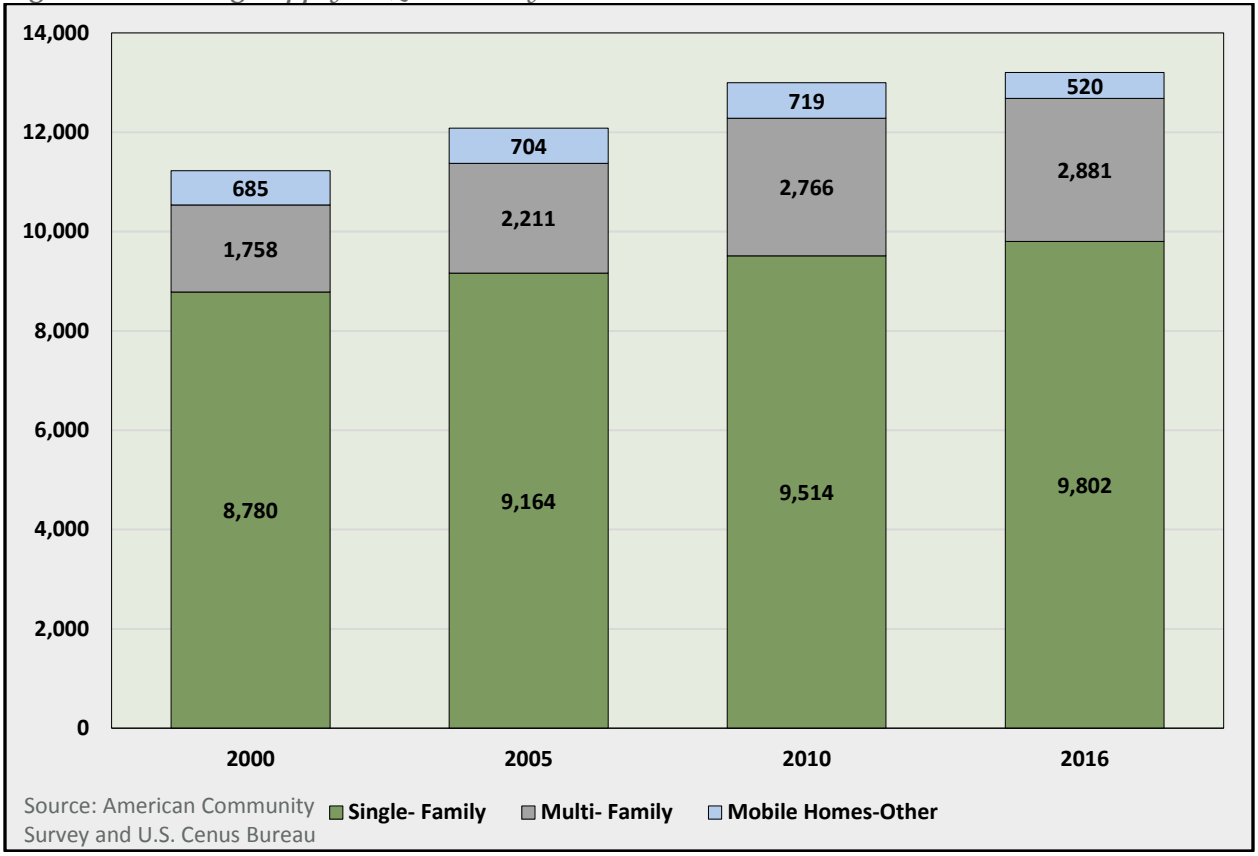


Table 2.1 Housing Supply in Queensbury, Glens Falls City and Warren County: 1990, 2000-2016

Year	Queensbury				Glens Falls City				Warren County			
	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other
1990	9,632	7,263	1,570	799	6,569	3,200	3,293	76	31,737	22,668	4,999	2,911
2000	11,223	8,780	1,758	685	6,811	3,373	3,421	17	34,852	25,703	6,687	2,462
2001	11,389	8,859	1,842	689	6,840	3,408	3,413	19	35,346	25,981	6,881	2,484
2002	11,558	8,937	1,928	693	6,870	3,444	3,406	20	35,648	26,117	7,040	2,492
2003	11,729	9,014	2,018	697	6,899	3,479	3,398	22	36,116	26,369	7,235	2,511
2004	11,902	9,089	2,113	700	6,929	3,515	3,389	25	36,625	26,649	7,443	2,533
2005	12,078	9,164	2,211	704	6,958	3,550	3,381	27	37,159	26,943	7,660	2,557
2006	12,257	9,236	2,314	707	6,988	3,586	3,373	29	37,692	27,233	7,880	2,579
2007	12,439	9,309	2,420	710	7,018	3,622	3,364	32	38,159	27,470	8,092	2,597
2008	12,623	9,378	2,531	713	7,048	3,658	3,355	35	38,414	27,553	8,261	2,600
2009	12,809	9,447	2,646	716	7,079	3,695	3,345	39	38,592	27,579	8,417	2,597
2010	12,999	9,514	2,766	719	7,109	3,730	3,336	43	38,726	27,569	8,565	2,592
2011	13,123	9,596	2,729	798	7,387	3,780	3,559	48	38,890	28,071	8,295	2,524
2012	13,170	9,622	2,758	790	7,595	3,920	3,669	6	39,004	28,442	8,355	2,207
2013	13,147	9,681	2,755	711	7,406	3,900	3,500	6	39,122	29,054	7,986	2,082
2014	12,964	9,603	2,682	679	7,507	3,708	3,795	4	39,265	28,986	8,228	2,051
2015	13,048	9,702	2,761	585	7,301	3,617	3,652	32	39,515	29,328	8,125	2,062
2016	13,203	9,802	2,881	520	7,230	3,613	3,605	12	39,793	29,388	8,399	2,006

Sources: US Census Bureau; American Community Survey *Prepared by Economic & Policy Resources, Inc.*

Table 2.2 Housing Supply in Kingsbury, Washington County, and Glens Falls Metropolitan Area: 1990, 2000-2016

Year	Kingsbury				Washington County				Glens Falls Metropolitan Area			
	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other
1990	4,673	2,922	1,805	256	24,216	17,310	4,445	2,461	55,953	39,978	9,444	5,372
2000	4,823	3,030	1,591	202	26,794	19,729	4,615	2,450	61,646	45,432	11,302	4,912
2001	4,902	3,085	1,621	196	26,970	19,950	4,648	2,372	62,316	45,839	11,508	4,855
2002	4,982	3,142	1,650	190	27,100	20,134	4,673	2,293	62,748	46,249	11,717	4,799
2003	5,063	3,198	1,681	184	27,332	20,393	4,715	2,224	63,448	46,662	11,930	4,743
2004	5,146	3,256	1,712	178	27,573	20,658	4,757	2,158	64,198	47,080	12,147	4,688
2005	5,230	3,314	1,743	173	27,806	20,917	4,798	2,092	64,965	47,501	12,368	4,634
2006	5,315	3,373	1,774	168	28,379	21,430	4,897	2,052	66,071	47,926	12,593	4,580
2007	5,402	3,433	1,806	163	28,543	21,635	4,923	1,985	66,702	48,355	12,822	4,527
2008	5,490	3,493	1,839	158	28,694	21,828	4,949	1,917	67,108	48,788	13,055	4,474
2009	5,580	3,555	1,872	153	28,790	21,979	4,963	1,848	67,382	49,224	13,293	4,422
2010	5,671	3,618	1,905	148	28,844	22,095	4,970	1,779	67,570	49,665	13,534	4,371
2011	5,751	3,651	1,957	143	28,994	22,108	5,021	1,865	67,884	50,179	13,316	4,389
2012	5,679	3,641	1,868	170	29,089	22,219	4,958	1,912	68,093	50,661	13,313	4,119
2013	5,572	3,573	1,803	196	29,233	22,421	5,022	1,790	68,355	51,474	13,008	3,872
2014	5,539	3,512	1,837	190	29,303	22,290	5,117	1,896	68,568	51,275	13,345	3,948
2015	5,458	3,377	1,894	187	29,377	22,066	5,201	2,110	68,892	51,395	13,325	4,171
2016	5,604	3,541	1,923	140	29,444	22,438	5,069	1,937	69,237	51,826	13,468	3,943

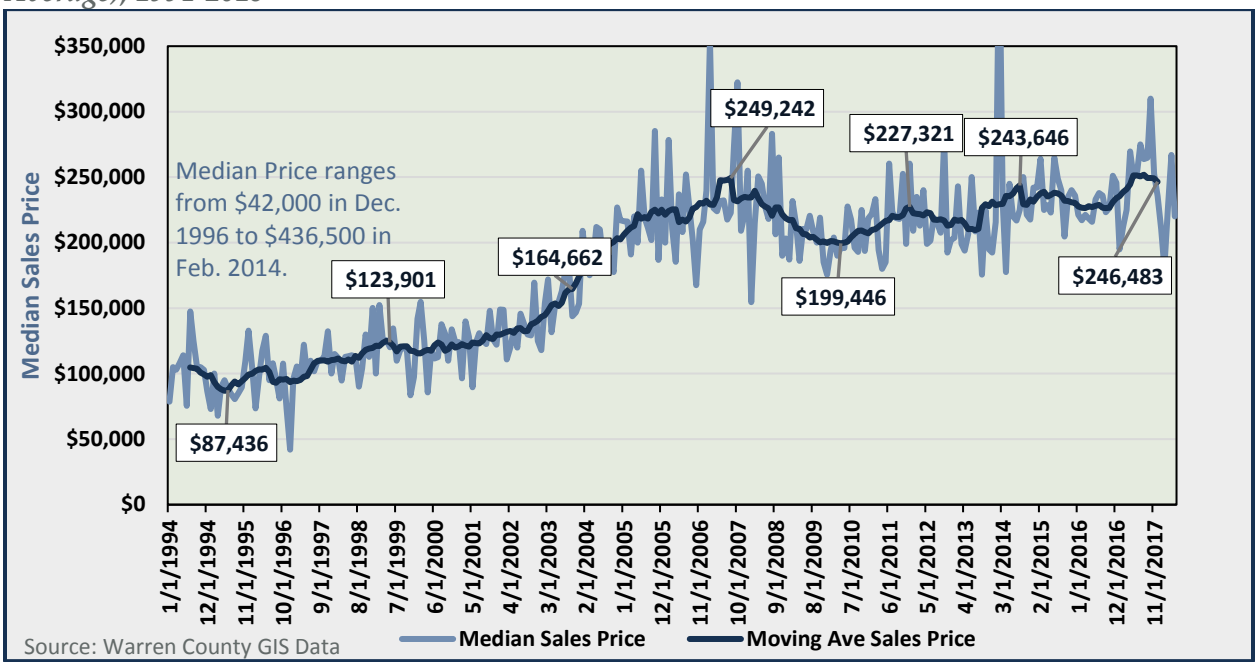
Sources: US Census Bureau; American Community Survey *Prepared by Economic & Policy Resources, Inc.*

The following figure shows the monthly median sales price and the number of sold single-family houses (as well as the 12-month moving average of each) in the Town from January 1994 to May 2018 based on Warren County GIS parcel data.[62] The data show the Queensbury housing market has experienced substantial change over the last twenty-five years. The 1990s were characterized by moderately increasing house prices. With the advent of increased incentives for homeownership and more relaxed financing requirements (including attractive sub-prime mortgage rates in some areas), the Town experienced rapidly increasing house prices as was the case for much of the nation through this period.

During the period that involved the "Great Recession," house prices experienced a significant, and in many respects, protracted decline. During the subsequent period of recovery through part of this calendar year, house prices have finally rebounded to the earlier 2006-07 peak. The chart below also shows significant seasonality in the housing market which is typical of most housing markets especially for highly localized markets similar to the Town's.

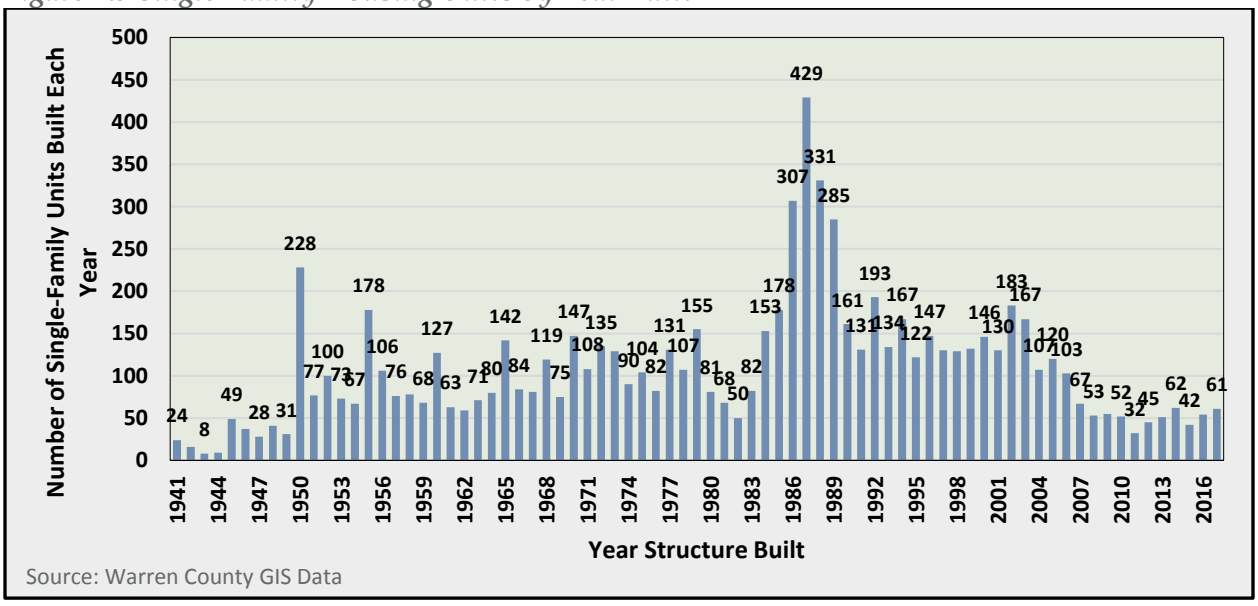
[62] An important caveat for this parcel data is a single-frequency rule; meaning if a house was sold more than once over this 1994-2018 period, only the most recent sale is reflected in the chart above. This rule results in underestimation of the number of homes sold as well as altering the median sales price in earlier years.

Figure 2.8 Monthly Median Sales Prices of Single Family Homes (and 12-Month Moving Average), 1994-2018



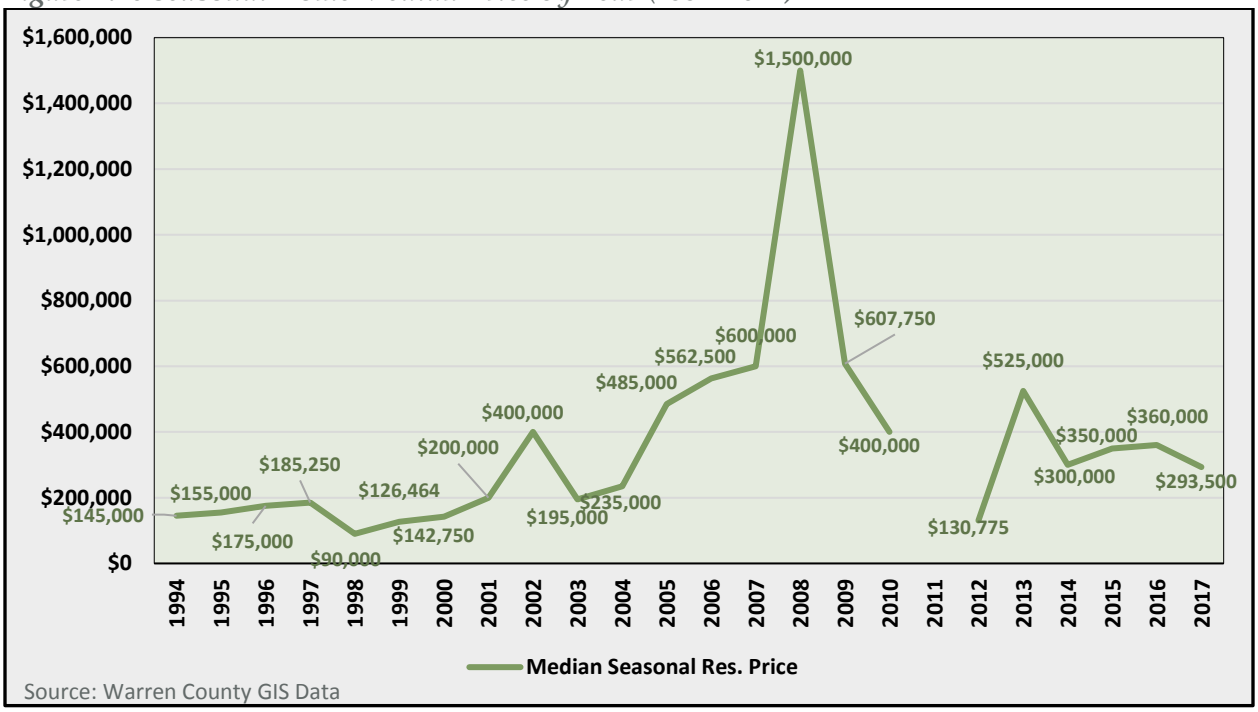
An analysis of single-family housing stock by year built shows a wide range of ages with some houses dating back to the late 1700s. The majority of existing single family housing units in the Town (more than 90%) have been built since 1941 (see figure 2.11 below). Following slower housing unit construction in the 1940s, the pace of construction quickened in the Town from 1950-1979, where the housing inventory grew on average by about 100 houses per year. During the mid-late 1980s, housing construction spiked in the Town with nearly 300 single family housing units added each year.

Figure 2.9 Single Family Housing Units by Year Built



During the 1990s and early 2000s, new single family housing units were added at a rate of 140 new units per year; following the "Great Recession", housing construction fell to its lowest levels since the 1940s. Overall, the data show that a total of 82.0% of the Town's total single family housing unit inventory was constructed prior to calendar year 1998. That metric indicates that more than 8 of every 10 housing units in the Town is at least 20 years old. A still very high percentage of housing units are currently more than 30 years old—at 64.6% (or nearly two-thirds) of the total single family housing unit inventory having been built over the period prior to calendar year 1988.

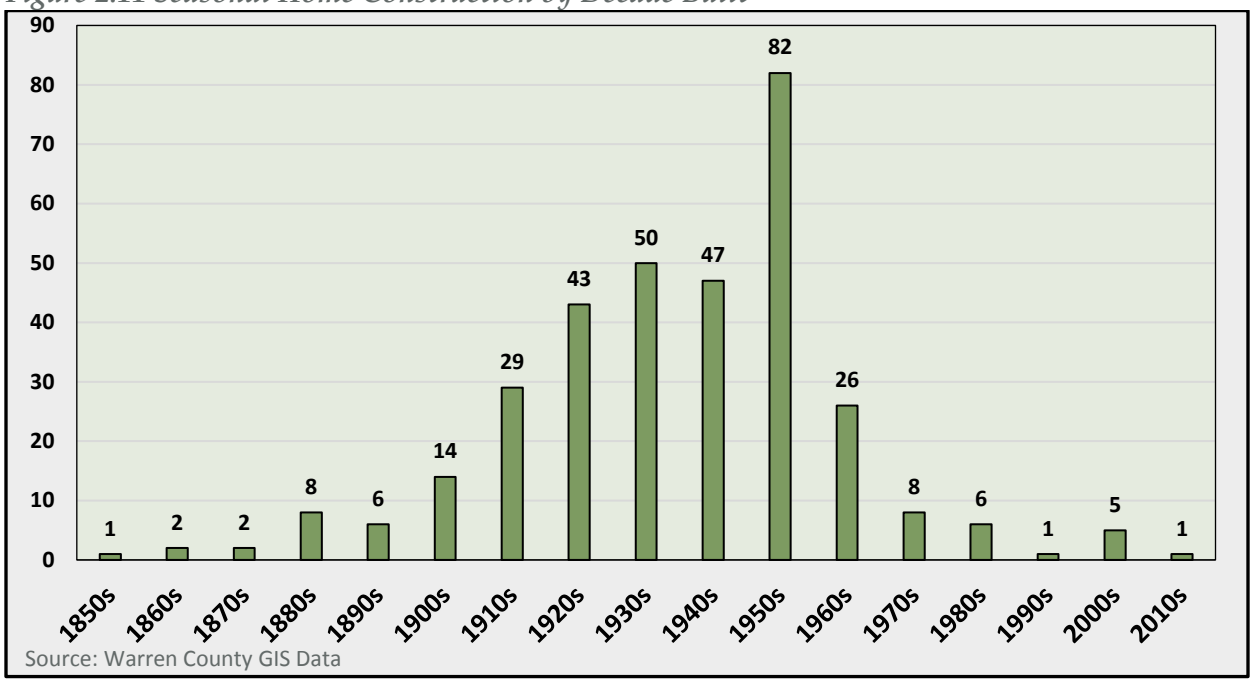
Figure 2.10 Seasonal Home Median Price by Year (1994-2017)



While seasonal homes figure more prominently in other areas of Warren County, the vast majority of the Town's residences are year-round. The chart above shows the median sales price by year and the number of seasonal homes sold by year.[63] Clearly, there is a lot of variation in both selling price and the number sold in any given year. Compared to the year-round residential homes, seasonal homes in the Town represent a much smaller portion of the overall housing market. Unlike year-round residences, very little construction of seasonal homes have taken place over the last 50 years. Most of the seasonal homes were built between from the 1910s to the 1960s. Furthermore, only 25% of the seasonal homes have been sold since 1994 (compared to 60% of single-family residences). A number of factors could be driving the differences such as differing zoning restrictions and requirements.

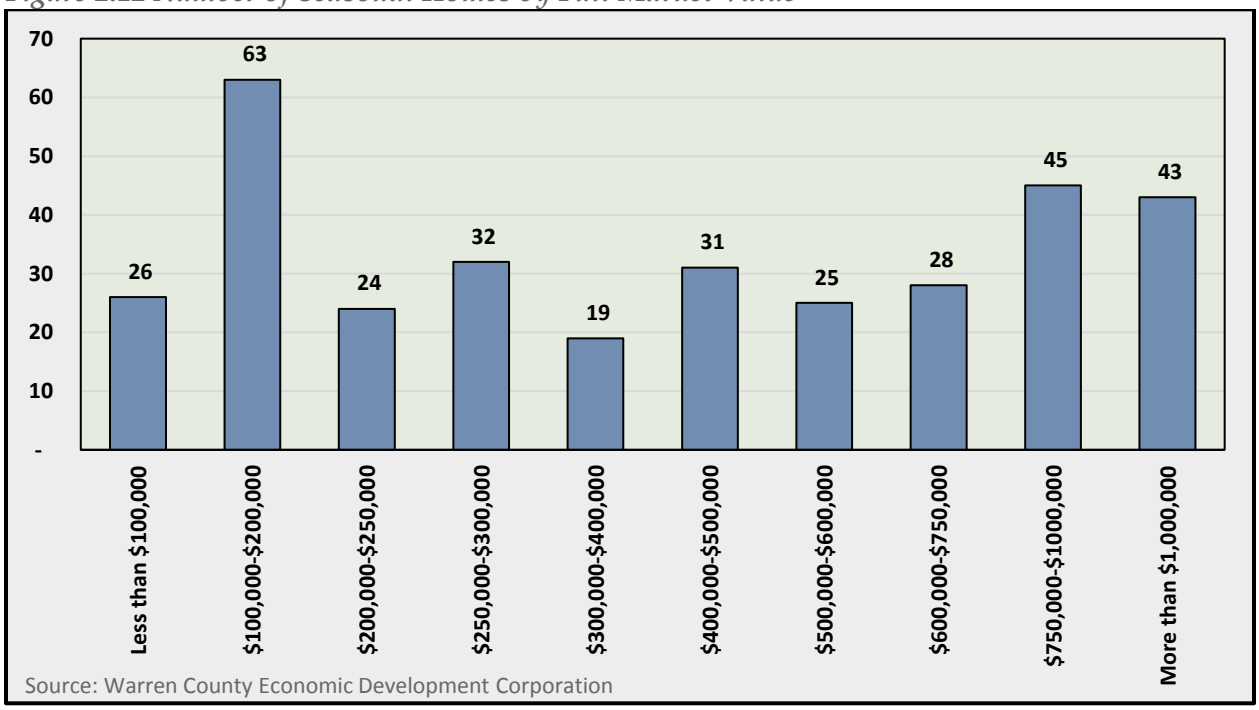
[63] The noted caveat above applies; given the smaller counts in sales, the single-frequency rule would result in reporting bias.

Figure 2.11 Seasonal Home Construction by Decade Built



The chart below shows the number of seasonal homes by their assessed full market value. From the data, there is a disproportionate number of seasonal homes in the upper value ranges with the third largest number being valued at over $1,000,000 and more than 50% of these parcels valued at over $400,000.

Figure 2.12 Number of Seasonal Homes by Full Market Value



3. HOUSING SUPPLY AND DEMAND

A housing market is typically sub-divided into renter-occupied and owner-occupied housing markets. The key demographic utilized in assessing trends within these housing markets is households, specifically year-round resident households. A household represents the basic demographic unit and is defined (according to the U.S. Census Bureau) as including all the people who occupy a housing unit (such as a house or apartment) as their usual place of residence. A household includes related family members and all unrelated people, if any (such as lodgers, foster children) who share the housing unit. A person living alone in a housing unit, or a group of unrelated persons sharing a housing unit such as partners or roomers, also qualifies as a household. Households are subdivided into two categories: family and non-family. Household counts exclude those persons residing in group quarters.

The housing unit supply forecast methodology followed the theory that the number of future housing units in the Town would be correlated and predicted by the number of forecasted housing completions in the MSA, as set forth in the long-term May-June 2018 Moody's Forecast for the MSA, and adjusted to the Town by the EPR-CA Team—within the context of the broader long-term economic forecast for the U.S. economy as a whole.

Housing unit demand is closely associated with the number of households headed by a year-round resident residing in a particular locale (in this case, a year-round resident of Queensbury). These households reside in housing units that are either owner-occupied or rental-occupied. Historical housing unit demand and owner-occupied/rental-occupied/vacant units are reported by jurisdiction in decennial years by the U.S. Census Bureau and intercensal years by the American Community Survey (or "ACS"). Housing unit demand is generally synonymous with the number of households. Housing unit demand using variables such as households, owner-occupied units, rental-occupied units for each peer community were forecasted from calendar year 2017 through calendar year 2027 for this study based on historical population-demographic data obtained through the May-June 2018 forecast from Moody's Analytics.

The housing unit projections resulted in a lower rate of housing unit demand growth than was the case during 1990s through the mid-2000s when the housing market peaked in the Town and for the greater region as a whole. The housing projections also included a shift slightly away from the housing market dynamics associated with the absolute declines in the population of the region and Town during the 2010-2016 period. The housing unit demand projections indicate there will be a slight uptick in owner unit demand during the calendar year 2016 to 2022 time frame (but owner unit demand is expected to increase by less than one percent per year over the period), as the resident population ends its recent decline and begins a slow rebound. Unit demand for renter units is expected to experience a more substantial turnaround during the calendar year 2016 to 2022 period, but unit demand also is expected to increase at almost 1.4 percent per year. Both owner and renter unit demand will expand over the 2022 to 2027 period to increase at an average annual rate of more than one percent per year. Detailed results are shown in Table 3.1 below.

Table 3.1 Queensbury Housing Unites

				Change in Units/Households			Average Annual Growth		
Queensbury	2016	2022	2027	2016-2022	2022-2027	2016-2027	2016-2022	2022-2027	2016-2027
Total Housing Units	13,203	13,642	14,015	439	373	812	0.55%	0.54%	0.54%
Single-family	9,802	9,971	10,135	169	164	333	0.29%	0.33%	0.30%
Multi-family	2,881	3,103	3,307	222	204	426	1.24%	1.28%	1.26%
Other-mobile	520	568	573	48	5	53	1.48%	0.18%	0.89%
Tenure, owner	8,247	8,684	9,130	437	446	883	0.86%	1.01%	0.93%
Tenure, renter	2,956	3,212	3,396	256	184	440	1.39%	1.12%	1.27%
Households	11,203	11,896	12,526	693	630	1,323	1.01%	1.04%	1.02%

Source: U.S. Census Bureau; Moody's Analytics; EPR

4. AFFORDABILITY GAP ANALYSIS SUMMARY

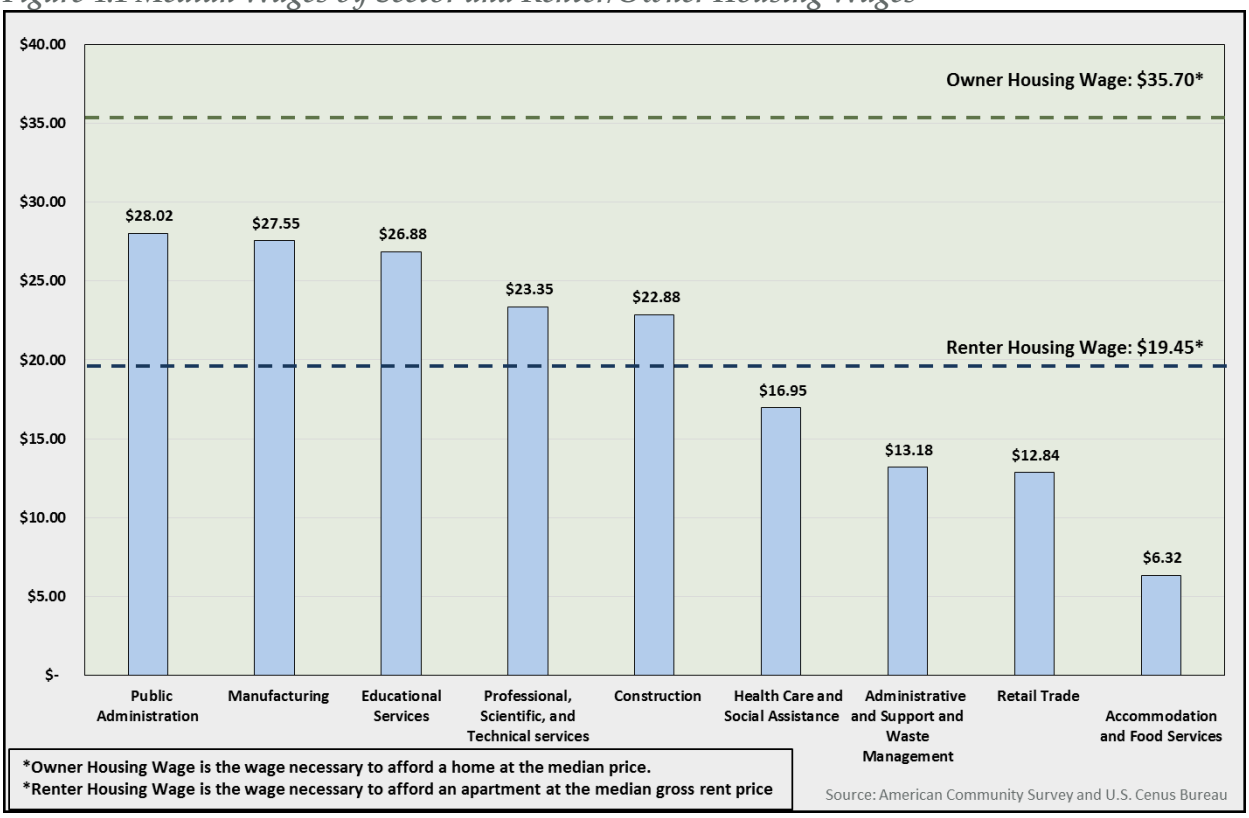
The affordability calculations used in this study conform to the generally accepted approach employed by HUD to identify housing cost stress in a housing market. According to HUD, a household that is not "housing cost stressed," is one that expends less than 30% of its household income on housing costs. If a household spends more than 30% of its income on housing costs, the household is considered housing-cost stressed.[64]

This study's approach builds on the HUD theory to determine: (1) "how much house" a household can affordably purchase from household income after paying the costs of utilities and home owner's insurance, property taxes, and debt service costs on a conventional 30 year-5% down payment mortgage for an owner unit in the town, and (2) "how much house" can be affordably rented from net household income after paying the costs of utilities associated with a rental housing unit in the town.

Reflecting the economic realities of our times, many single wage earner households in the Town are housing cost stressed (See Figure 4.1 below). The chart compares hourly median wages paid during calendar year 2016 in the Town's nine largest job categories and compares those wages to the median costs of affordably occupying an owner or renter unit on a full-time or 2,080 hours per year basis. As such, the chart presents the required wage by tenure that would need to be earned by a full-time worker in the Town on a per hour basis in order to avoid being housing cost stressed.

[64] It should be noted that there is a developing, but not yet widely accepted, housing affordability calculation that also includes household transportation costs in the housing affordability calculations. In housing affordability calculations that include estimated household transportation costs, the applicable percentage for indicating the threshold for housing cost stress rises to between 45% and 50% of household income. Critical to including transportation costs in the household "housing cost" expenditures is a valid and sufficiently geographically detailed estimate of disparate transportation cost expenditures on a very small areas of geographic space (such as municipalities and zip codes).

Figure 4.1 Median Wages by Sector and Renter/Owner Housing Wages



For residents of the Town participating in the workforce, the data show that single wage earner households were likely experiencing significant levels of housing cost stress in calendar year 2016—the base year for the study. From the data, single wage earner households would have very likely been housing cost stressed in 2016 if they had occupied an owner unit and worked in any of the Town's nine largest job categories. For single wage earner households occupying a renter unit, renters are more likely than not to earn a high enough hourly wage working in five of the nine major job categories in the Town to pay the typical costs of occupying a renter unit without being housing cost stressed (including the job categories of Public Administration, Manufacturing, Educational Services, Professional, Scientific, and Technical Services, and Construction). In the other four job categories, single wage earner households were less likely than not to be earning a high enough hourly wage to enable their household to avoid being housing cost stressed, unless there was a second wage earner or the household had sufficient wealth to pay those costs. In today's economy, two wage earner households are more the "norm" than the exception, but even many of this type of household have trouble reaching a combined income to afford owning a housing unit "cost-stress free." This housing cost stress situation in the Town is likely to worsen over the study period as affordability pressures in both tenure categories are expected to increase over the calendar year 2017-27 time frame.

The table below contains an example of the final owner affordability analysis for the town for calendar year 2016. All of the elements are laid out in this table. Included at the bottom of the table are estimates showing the number of housing units available at the calculated affordable

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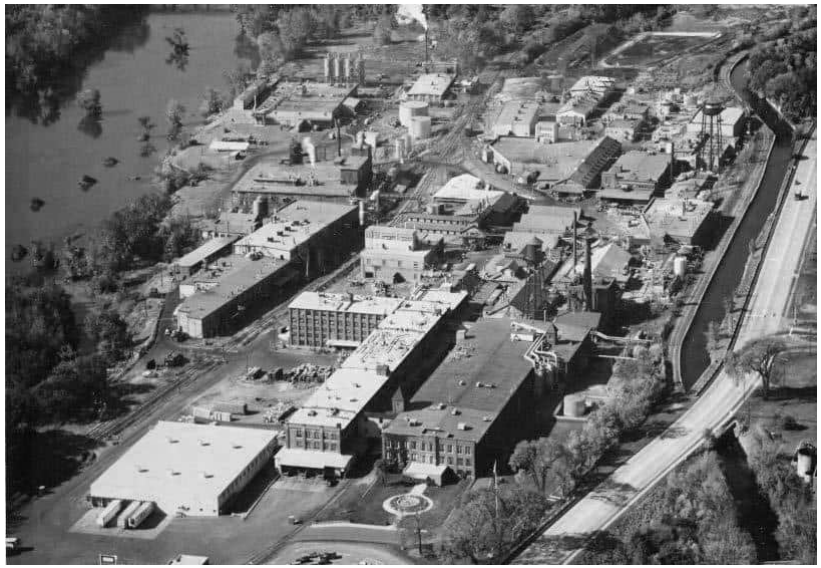
INTRODUCTION



Now a quiet field of grass situated along the Hudson River and the historic Feeder Canal, the former Ciga-Geigy plant site was once the home of a thriving pigment production facility, employing nearly 1,200 people with over $100 million in annual sales at its peak. Opening in the late nineteenth century as a wallpaper factory, operations quickly expanded to include pigment manufacturing. As operations continued to grow throughout the twentieth century, ownership transferred from American Wallpaper, Imperial Wallpaper, Hercules, and finally Ciba-Geigy in 1979. However, due to "competitive pressures, unfavorable foreign exchange rates, and outmoded equipment," business began to falter in the 1980s.[1] In 1989 the doors of the plant were shuttered forever, leaving behind nearly a century of industrial legacy.

Following the plant's closing, Ciba-Geigy demolished the buildings and, through a cooperative agreement with Hercules, began remediating the site's contaminated soils and groundwater. In 1991, a 15-acre portion of the site was remediated and sold to Warren County and is currently utilized by the Department of Public Works (DPW). The balance of the Main Plant site remediation was completed in 2004 and included sealing contaminated soils under an impermeable cap and the installation of a groundwater collection system. In 2006, the NYS Department of Environmental Conservation (NYSDEC) approved these corrective measures, opening the door for the site's

[1] ColorantsHistory.org

eventual reuse and redevelopment. In 2009, BASF acquired Ciba-Geigy and its holdings, including the properties in Queensbury. Today, the site is subject to ongoing monitoring and maintenance of the corrective measures.

With existing sewer and water infrastructure, a 115 kilowatt transmission line, adjoining railroad, and waterfront access, the nearly 64±-acre site presents tremendous economic development and community revitalization opportunities. As one of the region's only heavily industrial zoned properties, the potential for manufacturing, research and development, transshipment, and warehousing are apparent. However, these prospects must be tempered with the interests and needs of the greater South Queensbury neighborhood. In addition to job opportunities, improved quality of life, increased access to recreation and cultural facilities, improved access to the Hudson River waterfront, and a healthy and safe environment are a must. Ultimately, these are the principles driving the Hudson-Ciba Waterfront Revitalization Planning initiative.

South Queensbury Neighborhood Revitalization

The Hudson-Ciba Waterfront Revitalization Plan represents an effort to revitalize a once thriving economic, waterfront, and community resource. The 2008 Hudson River and Champlain Feeder Canal Regional Waterfront Plan (the region's intermunicipal Local Waterfront Revitalization Program plan) recognized the significance of the site and the need to partner with Ciba-Geigy in order to turn what is arguably the greatest cause of neighborhood-wide disinvestment into a community asset. While the Hudson-Ciba Waterfront Revitalization Plan focuses on the former Ciba-Geigy plant site, the Town of Queensbury is engaged in a broader South Queensbury neighborhood revitalization effort which complements the LWRP effort. This effort is funded through NYS Department of State (NYSDOS) Brownfield Opportunity Area (BOA) program.

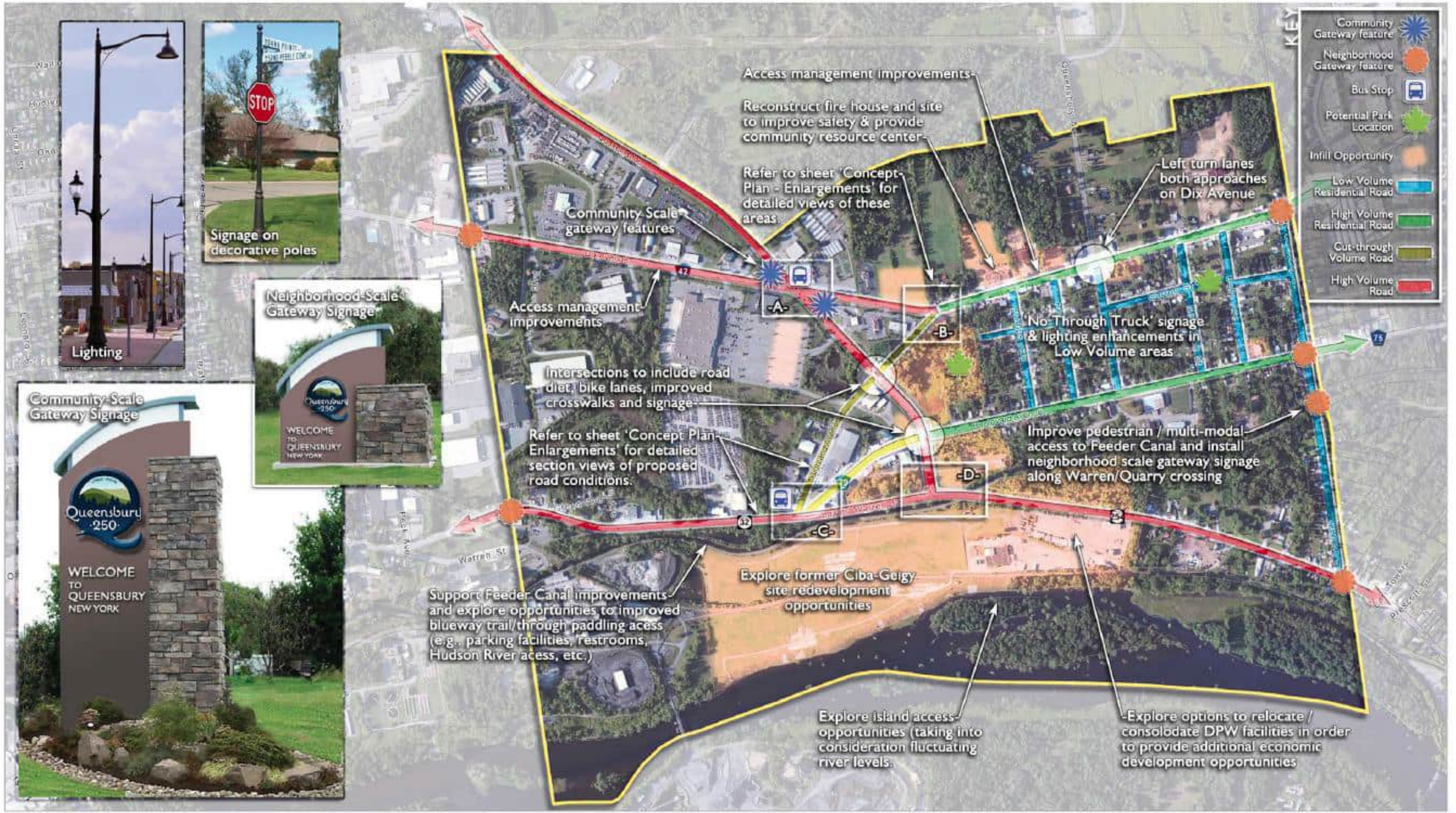
The NYSDOS administers the BOA program in cooperation with the New York State Department of Environmental Conservation (NYSDEC). The BOA program was developed to help address the increasing concern over the impact

of brownfields on communities that are trying to identify opportunities for reinvestment and economic development. The BOA program provides municipalities with the planning and decision making tools necessary to develop and implement revitalization strategies for areas impacted by the presence of suspected brownfield sites. The program is structured to be community driven through the participation of local residents, business owners, officials, and not-for-profit organizations. The revitalization strategy is formed around a collective vision and identified goals. The complete BOA program is a three step process that includes a pre-nomination study (see Appendix A), a nomination study, and an implementation strategy.

The South Queensbury BOA Study Area is comprised of nearly 360 parcels, totaling nearly 540 acres of land within the Town of Queensbury. The Study Area borders the City of Glens Falls to the west, the Hudson River and Town of Moreau to the south, and the Town of Kingsbury and Village of Hudson Falls to the east (see BOA Study Area, Figure 1, located at the end of this section). The BOA study principally focuses on data gathering, analysis, and community visioning for the broader South Queensbury neighborhood. The BOA study provides an understanding of the local context, housing conditions and needs, land use patterns, transportation networks, and infill and redevelopment opportunities. This work effort was also used to inform the planning advisory committee and community on how best to reuse and redevelop Hudson River waterfront and former Ciba-Geigy plant site. The BOA study provides preliminary revitalization recommendations for the South Queensbury neighborhood, including recreation and open space opportunities, transportation and pedestrian infrastructure enhancements, and land use and site-specific redevelopment strategies. The Concept Plan and Concept Plan – Enlargement (Figures 2 and 3, located at the end of this section) illustrate many of the BOA study recommendations.

The Hudson-Ciba Waterfront Revitalization Plan was supported by the NYSDOS Local Waterfront Revitalization Program (LWRP). Funded by the New York State Environmental Protection Fund (EPF), LWRP funding may be used

to prepare a wide variety of waterfront and community planning initiative and projects. For the purposes of the Hudson-Ciba Waterfront Revitalization Plan, the study area included all of the former Ciba-Geigy plant site, as well as the northern/outer parcels along Quaker Road and Lower Warren Street, and the current Warren County Department of Public Works (DPW) facility.



THE Chazen COMPANIES
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Dutchess County Office: 21 Fox Street, Poughkeepsie, NY 12601 Tel: 518.454.3980
Capital District Office: 547 River Street, Troy, NY 12182 Tel: 518.273.0055

TOWN OF QUEENSBURY

CONCEPT PLAN

SOUTH QUEENSBURY BROWNFIELD OPPORTUNITY AREA

JULY 2013

Queensbury 250
NEW YORK STATE DEPARTMENT OF STATE
EDC Warren County NY
This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund.

Crosswalk improvements within entire project boundary to increase pedestrian safety.

Where space is limited, for bike lanes, consider the use of "sharrow"s to delineate bike traffic.

Dix/Quaker Intersection improvements include signalized pedestrian islands for improved crosswalk performance and aesthetics. Bike lanes provided.

Dix/Highland Intersection realignment to form a T-intersection. Includes a left turn lane on Dix and improved signage.

Warren Street 4 point intersection improvements include a road diet, turning and bike lanes, access management and general greening for improved aesthetics.

Warren & Quaker intersection improvements include sidewalks, bike lanes, turning lanes and improved crosswalks placed for optimal pedestrian sight distance.

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TOWN OF QUEENSBURY

CONCEPT PLAN - ENLARGMENTS

SOUTH QUEENSBURY BROWNFIELD OPPORTUNITY AREA

JULY 2013

Queensbury 250
NEW YORK STATE DOS DEPARTMENT OF STATE
EDC Warren County NY
This map was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund.

CIBA-GEIGY SITE CONDITIONS

The site has a lengthy and complex environmental history. Hercules Incorporated purchased the site in 1960 and subsequently sold it to Ciba-Geigy in 1979. As indicated previously, production activity at the site ceased in 1989. The site structures and related facilities on the Main Plant site were decommissioned and demolished from 1989-1991. Ciba Specialty Chemicals Corporation ("CIBA") took title to the property in 1996. BASF acquired CIBA in 2009. Hercules continues to manage the environmental issues on the site and ownership of the site rests with BASF.

The site is subject to the terms of a Site Management Plan (SMP) and managed under a Resource Conservation and Recovery Act (RCRA) Post-Closure Permit. Ongoing site monitoring and reporting are performed under the guidance of the NYS DEC.

The site is described in the environmental record as consisting of the Main Plant site, the Pre-Treatment Plant site, and three outparcels. The Main Plant site is approximately 44 acres in area and bounded on the west by Lehigh Cement Company, on the north by the Feeder Canal and the Feeder Canal Trail, on the east by the Warren County DPW site (formerly a part of the Main Plant site) and the easterly flowing segment of the Hudson River on

the south. An east-west rail spur divides the Main Plant site. A hazardous waste disposal landfill (also called the RCRA Cap area) occupies the western-most portion of the Main Plant site.

The Pre-Treatment Plant site is located to the north of the Main Plant site on the opposite side of Warren Street (see Corrective Action Figure below). The Pre-Treatment Plant is no longer operational and portions of the plant have been removed; however remnants still remain.

The out parcels are the North Lot (a former parking lot) approximately 3.1 acres in area located on the north side of Warren Street and the west of Quaker Road, vacant lands located north of Warren Street and south of the canal (sometimes referenced as the "East Area"), and vacant lands north of the canal and south of Warren Street. The environmental record also recognizes an area within the Hudson River as the Ponded Backwater Area, where contamination from historical site activities extends downstream of site along the riverbank.

According to the environmental record, corrective measures have been completed on the Main Plant site. This included the demolition and removal of the site's principal structures and the removal of soils (and/or waste deposits) most significantly impacted by former site activities. These materials have been placed in the area designated as the RCRA Cap area which is managed as an inactive hazardous waste site. The Main Plant site is

Ciba-Geigy Site Undergoing Remediation

covered by a minimum of 2 feet of soil. Stormwater originating uphill of the Main Plant (and surface water emanating from the Feeder Canal) is managed and conveyed via a series of stormwater structures to the Hudson River to avoid contact with the subsurface site materials. Several measures to control off-site migration of groundwater are also employed including a french drain system at the southern limits of the Main Plant and a groundwater extraction system (series of wells). Historically, the groundwater extraction system pumped water to the pre-treatment plant site prior to discharging to the municipal wastewater collection/conveyance system. Groundwater is now directly discharged to the municipal system and conveyed to the City of Glens Falls WWTP.

Corrective measures on the out parcels have also been completed. BASF has planned additional testing and soil removal activities for the North Lot and the Pre-Treatment Plant Site (believed to have been completed summer of 2014).

It should be noted that BASF owns and manages the site consistent with the NYS DEC requirements and during communications with the Town, BASF indicated its corporate environmental policies often extend beyond the state regulatory requirements. Future use of the property is subject to the NYSDEC and ultimately to BASF requirements.

The Site Management Plan (SMP) is comprised of several component parts which include the RCRA Post Closure Permit, deed restrictions, a Groundwater Monitoring Plan, a Statement of Basis (similar to a ROD- or a Record of Decision) and a series of maps which document the closure activities as-built. Key elements of the SMP as they impact future programming of the site are summarized as follows:

1. The Main Plant site is currently restricted to Industrial Use. Any change in use requires notification to NYSDEC. 6 NYCRR Part 375 provides guidance on the definition of industrial, commercial and residential uses as they relate to the uses permissible on the site. DER-10 provides guidance on the required engineering controls (i.e., minimum soil cover) based on planned use.
2. The deed restriction allows the site to be used for industrial purposes based in part on the site's zoning and the noted permit. An amendment to the deed restriction/permit can be requested from the NYSDEC. Additional information (i.e., analytical characterization, verification of cover thickness) is likely required to support a petition to amend the deed restriction.
3. Lots and/or land area may be removed from the permit by petition to NYS DEC if site conditions warrant.
4. Construction of any new facilities requires NYSDEC review.
5. The site must accommodate long term monitoring and remediation of groundwater and unrestricted access to these facilities (i.e., well, conveyance systems/piping). The groundwater extraction system will be in place for some time. Vapor evaluation will be required for development of the Main Plant.
6. Purchase of the property by a third party requires the purchaser to be added to the RCRA Post-Closure Permit. It is unknown if a third party lessee of the property (such as the Town) would require similar action.

A series of discussions (meetings and conference calls) with BASF corporate representatives were conducted as a part of this effort. Key findings from these communications are as follows:

- BASF environmental standards for redeployment of the site are more stringent than state/federal regulations
- BASF is pursuing marketing of the site. They have engaged a real estate broker for this purpose.
- The out parcels are likely to be available (on the market) before the Main Plant site.
- BASF has not determined if properties will be sold or land leases will be offered.
- The deed restrictions in place have 'reverter' clauses which would trigger return of the property if terms of the restrictions are violated.
- Deed restrictions by BASF would prohibit residential use.
- Future development/land uses need to accommodate access and operation of groundwater extraction systems. Penetration of the Main Plant soil cover by foundations, landscaping and stormwater management elements is problematic and requires additional engineering detail and evaluation.
- BASF is open to continued dialogue and collaboration on redevelopment for the site.

COMMUNITY VISIONING PROCESS

The figure below depicts the overall Hudson-Ciba Waterfront Revitalization Plan community visioning process. A summary of this process is included below (next page). In addition to the process below, inventory and analysis, and public outreach for the South Queensbury Brownfield Opportunity Area (BOA) Plan informed the advisory committee throughout the creation of Hudson-Ciba Waterfront Revitalization Plan.

Hudson-Ciba Waterfront Revitalization Plan Advisory Committee

The Hudson-Ciba Waterfront Revitalization Plan was created by an advisory committee comprised of local residents, businesspersons, local officials, and Town staff. Committee members represented a broad spectrum of the community, ensuring a fair and balanced planning process. The Committee was assisted by a planning consultant, The Chazen Companies and their sub-consultants, Riverstreet Planning & Development.

The Hudson-Ciba Waterfront Revitalization Plan Advisory Committee met regularly while developing the plan. The Advisory Committee solicited input from all portions of the community, hosting public workshops and focus group meetings, conducting stakeholder interviews, and taking part in site visits. A project website (www.queensburysouth.com) was used to notify the public of upcoming events, report on planning milestones, and solicit public input. After gathering and examining all information and public input, the advisory committee formulated the redevelopment plan. Meeting summaries of the Advisory Committee are included in Appendix B.

Focus Group & Stakeholder Meetings

Given the economic development and recreation potential of the site, the Advisory Committee hosted two focus group meetings with representatives from each of these constituencies on April 11, 2013. The first meeting was held at Navilyst Medical (now AngioDynamics) and included representatives from the economic development

community. The second meeting was held at the Town's municipal center and it included representatives from the recreation and open space community. Participants offered their personal and professional insight on a variety of issues and opportunities:

- **Economic Development Focus Group Meeting**: Economic development and business representatives offered the following comments and opinions:
  - The South Queensbury neighborhood has a limited tax base.
  - The CP Railroad line could provide intermodal service if demand were to increase. There are limited direct railroad opportunities related to GLOBALFOUNDRIES.
  - Lehigh Cement's (neighboring business) quarry has an 80 to 100 year life expectancy/capacity. As a heavy industrial processing facility, careful consideration regarding adjoining land uses needs to be considered.
  - There exists significant water and wastewater service capacity for the site. According to Glens Falls officials the wastewater treatment plant has approximately five (5) million gallons per day (MGD) of available capacity (approximately 1MGD is uncommitted). It was noted that site's current groundwater system captures 150,000 to 300,000 gallons per day.

- The site has access to a 115 kilowatt transmission line, which is one of the few high electric transmission lines in the region.
- The site is one of the few properties zoned heavy industrial in the region.
- Providing support for the region's existing industries (e.g., medical device manufacturing) should be considered.

- **Recreation and Open Space Focus Group:** Recreation enthusiasts offered the following comments and considerations:
  - Access to the Hudson River is a priority.
  - Fishing is popular at several nearby locations. Additional fishing access would be beneficial.
  - Art and industrial heritage installations situated on the site's open fields along the Hudson River waterfront could make for an interesting cultural experience.
  - Opportunities to connect with other nearby recreation facilities should be explored. This may include improvements to the Feeder Canal Trail (e.g., restrooms, bicycling amenities, parking, etc.) and a Hudson River blueway trail. It may also include an alternative to the existing Shermantown Feeder Canal bypass/access. It was noted that approximately 90,000 people a year use the Feeder Canal Trail.
  - Smart phone technology and interpretive signage could be used for self-guided tours.

- Repairs to the Feeder Canal are needed to mitigate seepage into adjoining properties.

A full summary of the focus group meetings is included in Appendix C.

In addition to the Focus Group Meetings, the advisory committee met separately with NYS Department of Environmental Conservation (NYSDEC) and BASF representatives in order to get a better understanding of the site's existing conditions and potential redevelopment. The NYSDEC meeting took place on July 16, 2013. The NYSDEC provided a summary of the site's remediation history. This included information regarding corrective measures, permitting, and possible restrictions on future use of the site. A summary of the NYSDEC meeting is provided in Appendix D. The first meeting with BASF took place on November 21, 2013. BASF provided an overview of the site's ownership structure and remediation roles and responsibilities. A second meeting took place with BASF's property brokers, Pyramid Brokerage Company, on September 15, 2014. Pyramid Brokerage Company reviewed the final concept plan and discussed redevelopment opportunities, the indemnification process, and municipal incentives. A summary of the BASF meetings is provided in Appendix E. Information from these meetings was then incorporated into the above-mentioned existing conditions summary and informed the implementation strategy as outlined at the end of the plan.

Community Visioning Workshops

The advisory committee hosted two community visioning workshops at the South Queensbury Fire Department located in the South Queensbury BOA Study Area and within close proximity to the site. The first public workshop

was held on March 20, 2013. The workshop included an overview of the planning process and presentations on the South Queensbury and Ciba-Geigy site's existing conditions and neighborhood characteristics as well as some revitalization ideas and opportunities. The presentation also included a review of land use maps, photographs, 3D renderings, and illustrative drawings to help people gain a better understanding of the study area. After the presentation participants were led through a group discussion. Residents and business owner offered their ideas regarding economic and quality of life improvements for the neighborhood. A summary of the workshop is included Appendix F.

The advisory committee hosted a second community vision workshop on April 29, 2014, during which the draft South Queensbury BOA and Hudson-Ciba Waterfront Revitalization Plan recommendations and concept redevelopment plans were presented. Workshop participants provided positive feedback and primarily discussed implementation strategies and considerations. This included funding resources and phasing strategies.

Market Analysis

In order to better understand the redevelopment potential of the former Ciba-Geigy Plant site, the project sub-consultant prepared a market analysis. The basic intent of the analysis was to identify potential redevelopment scenarios for the former Ciba-Geigy plant site. The analysis was conducted in two phases. The first phase consisted of an initial scan and market analysis of the study area to identify current economic conditions and opportunities as well as key demographic parameters. It was initiated by defining the market area and examining the various demographic trends related to population, income, and employment affecting the Town, the surrounding neighborhood, and the region. Migration trends were also evaluated. The existing land use inventory of the study area was also examined in order to provide some context for what development opportunities might exist to stimulate revitalization of the site. Based on community input and the region's competitive advantages, the second phase of the market analysis identified several redevelopment opportunities to consider. This included: 1) the use of the site as an intermodal facility, 2) the use of the site as a distribution center for goods brought in by rail, 3) use of the site for industries supporting semiconductor fabrication and other regional high tech initiatives, 4) use of the site for the manufacture of medical devices, 5) locating a ground solar array for the generator of electricity, and 6) development of the waterfront for recreation/tourism related uses. The full market analysis is included in Appendix G.

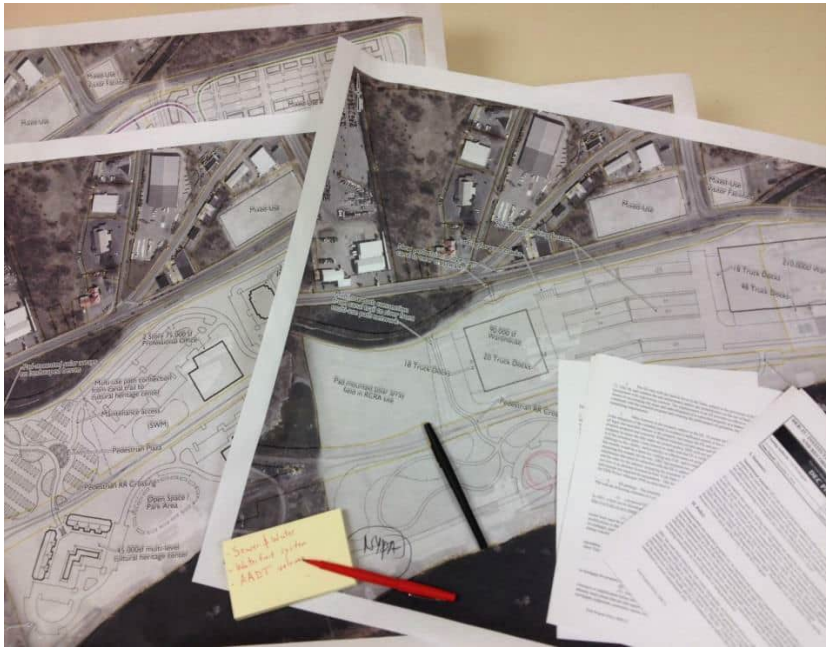
Ciba-Geigy Site Visit

The advisory committee, in partnership with BASF (the owners of the former Ciba-Geigy site), conducted a site visit on June 6, 2013. The advisory committee, along with BASF representatives, toured the 60-plus acre site, exploring the Hudson River waterfront, examining its remediation infrastructure, and discussing what types of public amenities and economic development activities are possible. Based on the community visioning workshops, focus group meetings, and market analysis, a variety of options were considered, including open

space and cultural facilities, solar arrays, medical device facilities, technology and support services, distribution center, intermodal facility, and mixed use development. Additional opportunities that were discussed ranged from a regional wastewater treatment plant, a transshipment center for agricultural products or quarried stone, to a collaborative venture between academia, local industries, and/or high tech research companies, and a cultural center. Examples of these proposed uses are included in Appendix H. Following the site visit, the Committee began evaluating these redevelopment options more closely.

Potential Reuse Evaluation

Based on the community visioning process and market analysis the advisory committee prioritized the proposed development scenarios, taking into consideration the Ciba-Geigy plant site's infrastructure and environmental remediation corrective measures. As a result of this exercise, the advisory committee prepared three (3) alternative concept plans, including 1) a warehousing distribution center and multimodal facility, 2) a professional office and retail development, and 3) a professional office and mixed use development (see Appendix H).



While preparing these alternatives factors such as parking requirements, transportation access, pedestrian and waterfront access, recreation and cultural amenities, enhanced quality of life, economic growth potential, and overall feasibility were taken into consideration. To that end, the alternatives were forward to BASF for their review and comment. At the advisory committee's meeting with BASF (July 16, 2013), BASF provided their feedback on the proposed alternatives. BASF noted that certain uses are less viable due to their liability protocols. Specifically, residential related land uses are unlikely because of BASF's deed restrictions. In addition, BASF noted that careful consideration regarding ground penetration for buildings, utilities, roadways, stormwater controls, and landscaping will have to be made during the design and construction process. Measures that avoid disturbance to the site's soil cover, limit exposure during construction, and maintain the groundwater capturing system will be necessary. Finally, BASF noted that long-term lease agreements are their preferred operating procedure in order to ensure that all health, safety, and liability standards are met and remediation infrastructure is maintained. However, BASF and Pyramid Brokerage Company did note that the northern/outer parcels would likely be for sale in the near future.

Following BASF's review, the advisory committee revaluated the proposed alternatives and prepared a massing diagram that depicted a conceptual layout illustrating preferred uses and the overall scale of development (See Massing Diagram, Figure 4, located at the end of this section). The figure depicts the following elements:

- An approximately 200,000 square foot (SF) warehouse and/or distribution center and three (3) 40,000 SF professional office buildings located along the northern side of the Canadian Pacific Railway (CP Rail). For planning purposes, the warehousing and distribution center was located on the current Warren County Department of Public Works (DPW) site.
- Approximately 20 acres of public open space along the Hudson River waterfront with access via a pedestrian bridge over CP Rail.
- A large-scale solar array (five acres), with panels affixed to non-ground penetrating foundation situated atop the RCRA landfill. Similar facilities can produce one (1) megawatt (MW) of solar power, which is enough to power approximately 1,000 homes.
- Approximately 35,000 SF of nonresidential mixed-use development located at the corner of Lower Warren Street and Quaker Road.
- A Hudson River waterfront and Feeder Canal Trail visitor center (located at the corner of River Street and Quaker Road) that provides parking for trail access, restrooms, bicycle facilities, space for information and cultural displays, flexible meeting space(s) for events, and perhaps office space for the Feeder Canal Alliance.

The Advisory Committee felt that this plan more clearly reflected the redevelopment vision for the site. Based on this effort the committee prepared a market proforma for the 40,000 SF professional office building in order to test the financial viability as a private standalone project, recognizing that this was likely the most expensive component of the preliminary concept. Assuming $175 per SF of construction, the proforma found that the current economic conditions in the region are not ideal to support the proposed development. Based on income and expense figures developed during the market analysis research, the most limiting factor is the region's rental/lease rate for similar facilities. The current achievable rent for office space in the area is approximately $8.00 per SF. Given this parameter, the project development could only support 30 percent of the projected

development cost ($8.4 million) in debt financing including a $1.5 million subsidized loan and a $1.0 million traditional bank loan. This scenario would therefore require a 70 percent equity investment in project development ($5.9 million), which is extremely unlikely at the present time given the current economic conditions and competing development opportunities (the full proforma is included in Appendix G). Furthermore, these figures do not take fully into account the costs associated with the installation of utility and service road infrastructure that is needed to access the lands along the former Ciba-Geigy site, which would certainly drive up the development costs.

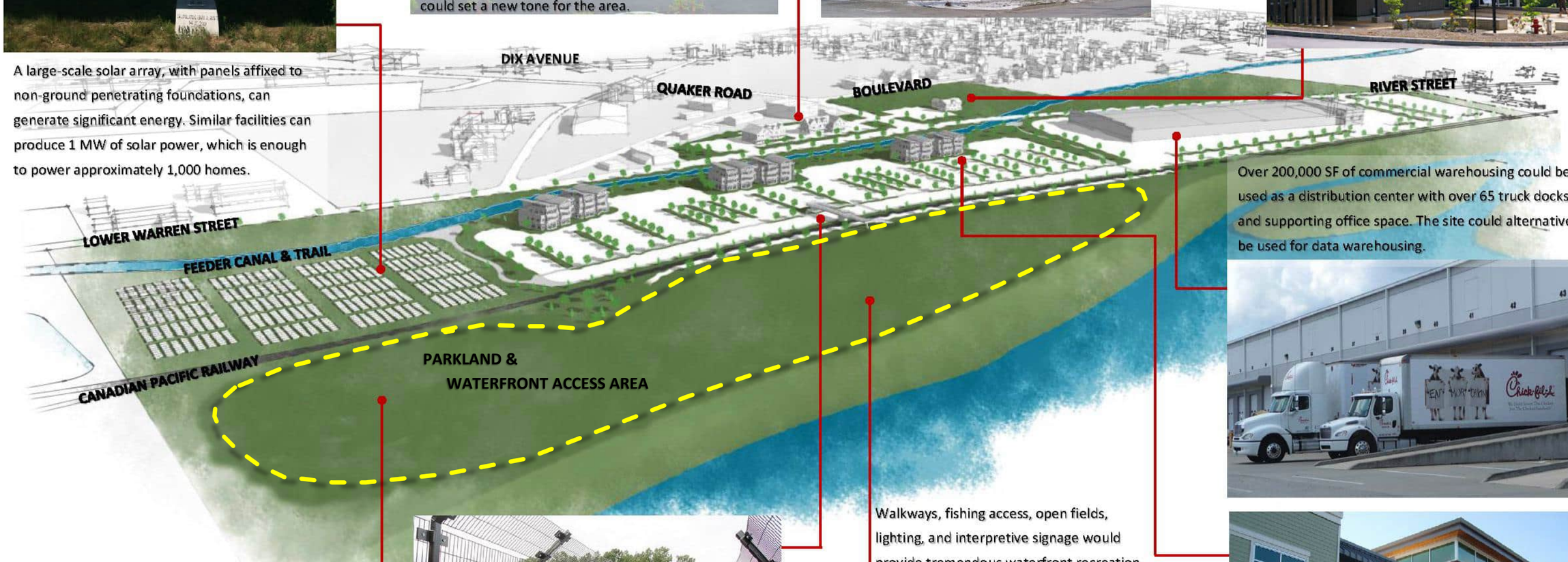
Although the market analysis identified several light industrial uses for consideration, it was recognized that attracting large-scale operations is challenging at best. Throughout the planning process, interest in attracting firms serving or complementing the new semiconductor operation in Malta and other high tech operations was on the forefront of the Committee's mind. According to the recently prepared *Saratoga County Economic Development Strategic Plan*, "The semiconductor industry, unlike other major industries such as automotive and aerospace, does not have place dependent requirements. After the construction and equipment phase, inputs into the fab are wholly unlike that of most manufacturers. Consequently, the idea of Tier One and Tier Two suppliers that are required to be within a prescribed radius does not apply."

Acknowledging these realities, the advisory committee determined that the viability of the draft concept plan was questionable. As such, they revaluated the proposed approach and identified a more flexible redevelopment concept plan, potential incentives, and incorporated a public and private phasing strategy that is more financially tenable and likely to attract private developers. The results of this effort are outlined in the following section.

A large-scale solar array, with panels affixed to non-ground penetrating foundations, can generate significant energy. Similar facilities can produce 1 MW of solar power, which is enough to power approximately 1,000 homes.

New Commercial Buildings along Lower Warren Street could set a new tone for the area.

A visitors center with restroom facilities along the Feeder Canal Trail could help attract tourism.



Over 200,000 SF of commercial warehousing could be used as a distribution center with over 65 truck docks and supporting office space. The site could alternatively be used for data warehousing.

Consider Additional Uses for lower portion of the site. This may include cultural and/or educational facilities or needed municipal infrastructure

Pedestrian bridge over Canadian Pacific Railway can provide safe access to Hudson River waterfront and proposed recreational amenities.

Walkways, fishing access, open fields, lighting, and interpretive signage would provide tremendous waterfront recreation opportunities

120,000-180,000 SF of professional office space (perhaps with some commercial) could be used by existing business or used to attract new opportunities, including ACC related initiatives.

REDEVELOPMENT PLAN

Redevelopment Vision & Objectives

The Hudson-Ciba Waterfront Revitalization Plan recognizes the need for strong public and private partnerships and development incentives in order to transform the former Ciba-Geigy plant site and adjoining parcels into a community resource and economic asset. This includes building a positive relationship between the Town of Queensbury, BASF, economic development communities, and the business owners and residents of the South Queensbury neighborhood. Such a relationship should be based on mutual respect, open and meaningful communication, and a shared resolve to enhance the quality of life for current and future generations.

Redevelopment Plan

The final redevelopment plan can be divided into two categories, public and private. With respect to private development the plan envisions the following components:

- Three (3) 40,000 SF flexible development space buildings located north of the CPR line on the Main Plant site and 140,000 SF of flexible development space/warehousing located on the Warren County DPW site. The intent of flexible development, or "flex space," is to allow for a wide range of land uses. This may include light manufacture or small warehousing with front office space, research and development facilities, data warehousing, and the like. The advisory committee discussed a number of partnership opportunities that could help advance such development ranging from SUNY Adirondack to a variety of local industries. Several of these ideas are highlighted in the Implementation section below.

- Approximately 35,000 SF of nonresidential mixed-use development located at the corner of Lower Warren Street and Quaker Road. Development at this location could benefit from the high number of vehicle trips and improved pedestrian amenities along Lower Warren, River, and Quaker. Encouraging or requiring more aesthetically appealing development at this location could also improve the character of the immediate neighborhood and attract higher rental and lease rates and/or sale prices.

- A one (1) megawatt (MW) solar power array (or larger) located atop the Resource Conservation and Recovery Act (RCRA) landfill site. NYS Energy Research and Development Authority (NYSERDA), the US Environmental Protection Agency (EPA), and solar industry are interested and actively utilizing potentially contaminated and/or remediated sites for renewable energy generation. According to the EPA, there are more than 11,000 potentially contaminated sites that could support solar, wind, biomass and geothermal facilities with the potential to generate an estimated one million megawatts (MW) of renewable energy, or enough to power 1.5 to 2.5 million homes annually.[2]

In addition to private development, the proposed revitalization of the former Ciba-Geigy plant site includes a variety of public access and recreational opportunities and amenities. This includes the following:

- A Glens Falls Feeder Canal & Regional Trail System Visitor Center. The proposed visitor center would be located at the intersection of River Street and Quaker Road. In addition to parking and trail access, it would

[2] US EPA, *Handbook on Siting Renewable Energy Project While Addressing Environmental Issues*, 2013

provide a location where visitors and trail enthusiasts could obtain information, maps, lists of accommodations, and information about nearby recreational opportunities, cultural attractions, and events. It could also serve as a multi-use facility offering flexible space for community and economic development events and as a host of public venues and programs. The visitor center could also serve as the home of the Feeder Canal Alliance, include public restroom facilities, and provide bike accommodations (e.g., bicycle racks, simple repair stations with fixed hand tools and tire pumps, etc.).

- A Hudson Waterfront Park. The proposed waterfront park along the Hudson River would provide approximately 15 acres of recreational, open space, and cultural opportunities. The park would include a series of meandering walkways interwoven through an undulating landscape of grasses, wildflowers, and shade trees. Situated along the walkways would be a series of historic and artistic exhibits. Envisioned as and outdoor museum, historic exhibits could include logging, paper making, and mining equipment.

Representative park along the Ohio River

Interpretive signage (with smart phone technology) would tell the story of the region's industrial heritage. With respect to art exhibits, the Town could collaborate with local schools, SUNY Adirondack, and other art organizations on a selection and administration process. Some displays could be permanent, while others may rotate regularly. Ultimately, the intent is to not only create a one-of-a-kind cultural experience, but also to complement the City of Glens Falls' effort to develop a "museum district" along

the Warren Street corridor. The proposed park also includes a universally accessible kayak access and fishing pier. Finally, with restricted roadway access and overflow parking, the park could be used to host a variety of waterfront events, including community performances and educational seminars, and as a staging ground for sporting events. Pedestrian access over CP Rail would occur via a universally accessible bridge that linked to a network of walkways, the Feeder Canal Trail, and shared parking.

The proposed redevelopment plan also includes expanded utilities and roadway network. Access to the site would be located at the existing entrance near the current Warren County DPW facilities. Given the likely increase in traffic volumes, a new traffic signal at the intersection with River Street is proposed. From the intersection the roadway would continue south then westward along CP Rail, providing access to the proposed development. An extensive walkway and sidewalk network would provide safe pedestrian access throughout the site, linking the Feeder Canal trail, new business ventures, and the waterfront park. Finally, attractive landscaping (e.g., street trees, planted medians, vegetated areas, etc.) and stormwater controls (e.g., bioretention basins, vegetated swales, etc.) are incorporated into the proposed design to provide for an attractive and environmentally friendly setting. However, such features will be designed in such a way that they do not penetrate the land cover. Because the Hudson River is a fifth order stream, stormwater controls must temporally retain the first flush of a storm event, which can then be directly discharged without ground infiltration; these controls can be developed without penetration of the protective soil cover.

The complete **Ciba-Geigy Site Redevelopment Plan**, Figure 5, is provided below (next page).

Former Ciba Geigy Site Redevelopment Plan

Town of Queensbury, Warren County, New York

March 2014

THE Chazen COMPANIES

Preliminary Cost Estimates

Based on the proposed Ciba-Geigy Site Redevelopment Plan, the preliminary cost estimate of improvements is approximately $50 million. This includes predevelopment (design), site preparation, utilities, roadway infrastructure, lighting, stormwater controls, waterfront parklands and features, pedestrian access and amenities, mixed commercial and flex use buildings, visitor center, and related labor costs. The cost estimates do not include the proposed solar array since such facilities are generally installed and maintained by solar providers for reduced or fixed energy costs. The cost estimates for the proposed development are included in Appendix I.

The total cost can initially be divided into two components: public and private.

Public development costs include the proposed visitor center and the waterfront park. These improvements are estimated at approximately $2.7 million and include a $600,000 pedestrian bridge over CP Rail line. Infrastructure improvements to serve the Main Plant site are not included.

Private costs include the development of the flex and commercial buildings spaces on the Main Plant site and at the intersection of Quaker Road and Lower Warren Street. The total private cost is estimated at approximately $44.1 million, which includes $37.3 million in building construction with the balance utilities and infrastructure.

Private development costs can be supported or underwritten in part with public dollars in support of an economic development initiative. It is important that the public benefits to the community such as jobs, fiscal/economic impact, and advancement of community goals be clearly understood.

Economic Impacts

While the cost to redevelop the former Ciba-Geigy site is high, the potential economic benefits can be significant. Direct benefits include both construction jobs and full time employment. Based on total building and site

development costs, it is estimated that approximately 625± construction jobs could be supported as a result of the full buildout of the site.

Wages for new fulltime jobs in technology/knowledge based manufacturing as well as office tend to be higher than average, and would have a significant positive effect on the Town and surrounding communities. Fulltime employment and annual wages were calculated based on the full buildout of the site. According to these estimates, the proposed development of the former Ciba-Geigy site could generate approximately 700 fulltime jobs, with annual wages of approximately $26 million, which would have a significant positive impact throughout the local economy. This estimate would likely increase if a greater number of science, technological, engineering, and math related jobs (known as STEM) were attracted to the site.

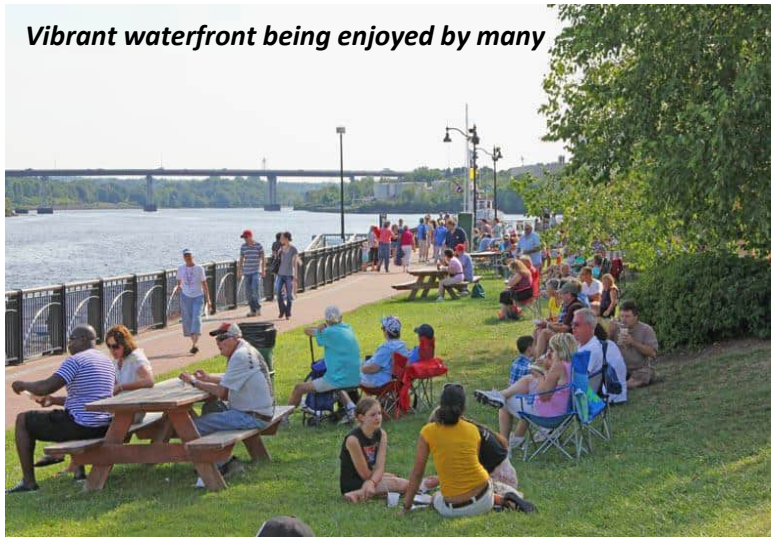
Solar Array

Placement of a solar array on the RCRA hazardous waste landfill could generate approximately one (1) megawatt (MW) of electricity for the Town of Queensbury and/or on-site private development. Typically, such facilities are built in partnership with a solar company that completes all of the engineering, permitting, and construction work, as well as the long-term operations and maintenance. Cost savings are realized by locking into a fixed rate purchase agreement with the solar company for a select period (e.g., 20 years) and the local utility applies a net metering credit to the account.

For example, a one (1) acre solar array with a $0.09 purchase agreement and $0.12 net meter credit could result in approximately $42,000 annual cost savings to the end user. An alternative to the standalone solar array facility is development of a localized power grid or 'microgrid' that would use the Ciba-Geigy site solar array as one of its power sources. According to the U.S. Energy Department, microgrids are often comprised of multiple electricity sources and loads and are connected to the existing (centralized) power grid. When power is disrupted to the

larger supply network, the microgrid can “break off” and operate from its own local energy source (e.g., generators, solar/renewable). While microgrids can offer some cost savings to users, their real value is derived from their local, sustainable, and reliable (and redundant) energy supply.

Other Community Benefits



Vibrant waterfront being enjoyed by many

There are significant recreational and quality of life benefits that would result from the redevelopment of the site. Repurposing a vacant former industrial site, developing opportunity for employment on a brownfield, and waterfront access are important goals for the Town. The proposed waterfront park, Hudson River access, improved access and connection with the Feeder Canal Trail, the planned Feeder Canal Visitor Center, would all serve as a tremendous community resource. In addition to their intrinsic value, it is important to note that these resources would likely assist in attracting new homeowners and business to the site and region. Corporate site selection representatives routinely identify recreation, parks, open space, and other quality of life amenities among the most important factors when they are deciding where to locate new businesses. Similarly, studies identify open spaces, such as parks and recreation areas, as having a significant positive effect on nearby residential property values, which leads to proportionately higher property tax revenues for local governments.

Finally, the former Ciba-Geigy site may offer additional public infrastructure and utility opportunities. More specifically, the Adirondack Gateway Council (AGC) recently engaged an engineering consultant to examine the

potential to develop a regional sewer system that could serve portions of Warren, Washington, and northern Saratoga counties. The AGC has preliminary identified the former Ciba-Geigy site as potential biosolids recycling facility. Based on the proposed redevelopment plan, the former Ciba-Geigy site offers approximately five (or more) acres that could be used as a biosolids handling facility (i.e., adjacent to the RCRA cap and Lehigh Cement Company, the Warren County DPW site, or in place of one of the proposed flex space buildings).

Storage bunker at biosolid composting

Biosolids are the natural byproduct of the wastewater treatment plants that are typically operated by municipalities, and occasionally, private entities. They result from the on-going treatment of septic sludge via physical, chemical and biological processes to remove all pollutants and pathogens from wastewater. Today, these materials are almost always incinerated or landfilled. However, biosolids can easily be recycled (processed) into inexpensive, nutrient-rich fertilizer or composting material for a variety of agricultural and landscaping uses. As such, this alternative presents a cost-effective, environmentally friendly and profit-producing option for many communities.

In order to be approved for land fertilization purposes, biosolids must meet the highest federal and state quality and application standards. This level of quality is known as “Class A” biosolids. Additionally, lower grade or Class B biosolids can be re-purposed in alternative ways, including ground cover at abandoned mine sites to re-establish lost vegetation, in timberlands to promote rapid re-growth, on golf courses to improve greenways, and in compost for lawns, home and community gardens.

IMPLEMENTATION

Given the significant costs associated with the proposed Ciba-Geigy Site Redevelopment Plan, the advisory committee worked to identify an implementation strategy that provided opportunities for phasing, sharing the costs of development between the public and private sources, and leveraging state/federal funding support. Recognizing the need manage development costs, the advisory committee developed a phased approach whereby essential sewer, water, and roadway infrastructure would be constructed in phases, providing utilities and access to a single lot at first, then to a series of shovel ready sites. In addition to phasing, strategic partnerships, land use approaches, various programmatic initiatives, and funding and implementation strategies were also identified for the other components of the redevelopment plan (e.g., waterfront park, Feeder Canal Visitor Center, etc.).

Ciba-Geigy Site Redevelopment Plan Phasing Strategy

Redevelopment of the former Ciba-Geigy site includes development in four phases. Phase I & II include access and utility improvements designed to create utility ready development sites funded with public dollars. Phase III & IV are focused on construction of flex and manufacturing/warehouse space. The Phasing Plan is provided as Figure 6 and the individual phases are described in greater detail as follows:

- **Phase I:** Includes public improvements to existing sewer connections from across Lower Warren/River Street and the installation of a new sewer line along the Warren County DPW parcel boundary. It also includes an improved entrance and traffic signal along River Street with a new service road extending south towards the Hudson River, then westward along CP Rail line. Requisite stormwater controls as well as electric, natural gas, lighting, sidewalks, and pedestrian improvements would also be included. The County's facilities could remain operational. The installation of this infrastructure would allow for two of

the proposed building sites to come on line. The approximate cost for this phase is $1.93 million. It is anticipated that his would be publicly funded.

- **Phase II:** This phase includes extension of service roads, sewer, electric, natural gas, lighting, and sidewalks (as well as requisite stormwater controls) westward along the CP Rail. Additional sewer, electric, and natural gas infrastructure would be installed south of the Feeder Canal Trail as well. The extension of this infrastructure would allow for the remaining buildings to come on line. The approximate cost for this phase is $1.16 million. It is anticipated that this would be publicly funded.

- **Phase III:** Phase includes 120,000 SF of development. The three 40,000 SF flex space buildings would be brought on line. This could occur as individually or as a group. Costs include site preparation, utility connections, parking, stormwater controls, and building construction. The approximate cost for this phase is $24 million. While it is anticipated that much of this would be privately funded, it is likely that strategic partnerships and funding opportunities would help offset these costs (see Organizational and Funding Strategy below for more information).

- **Phase IV:** Includes the redevelopment of the Warren County DPW site along River Street. Once part of the Ciba-Geigy facility, it was sold to Warren County. It currently houses a DPW substation and an outbuilding is leased for scrap recycling. Much of the site is vacant. Proposed development on the site includes 140,000 SF warehousing flex space. Similarly to the previous phase, it is anticipated that this phase would be mostly privately funded. The approximate cost for this phase is $15.12 million.

- **Other Public Project Components:** This includes the proposed Feeder Canal Visitor Center, Hudson River Waterfront Park and pedestrian access bridge, and commercial development at the intersection of Quaker Road and Lower Warren Street. The Feeder Canal Visitor Center could range in cost from $600,000 to $1.1 million, depending on building design and desired programing. The proposed waterfront park and pedestrian bridge has an estimated cost of $1.7 million. Finally, the proposed commercial development has an estimated cost of $4.74 million.

The table below provides a cost overview of the above phasing strategy. Figure 6, the Ciba-Geigy Site Redevelopment Plan Phasing Strategy (located at the end of this section) illustrates the location of each phase.

DESCRIPTION	FUNDING SOURCE	TOTAL
PHASES		
Phase I	Public	$1,930,000
Phase II	Public	$1,160,000
Phase III	Private	$24,270,000
Phase IV	Private	$15,120,000
Phases Subtotal		**$42,480,000**
OTHER COMPONENTS		
Phase V (Park)	Public	$1,710,000
Visitor's Center	Public	$1,030,000
Commercial/Mixed-Use	Private	$4,740,000
OTHER COMPONENTS SUBTOTAL		**$7,480,000**
TOTAL ESTIMATE		**$49,960,000**

Ciba-Geigy Site Redevelopment Phasing Strategy

Town of Queensbury, Warren County, New York

THE Chazen COMPANIES

Organizational Strategy

Redevelopment of the former Ciba-Geigy site will require strong public and private partnerships, dedicated leadership, and good old fashioned perseverance. Establishing a strong working relationship with BASF, the current property owners, is of greatest importance. According to BASF, they are considering the sale of the northern (or outer) parcels at the intersection of Quaker Road and Lower Warren Street. However, in order to maintain the Main Plant site's corrective measures, they have expressed the desire to retain ownership of the property. BASF indicated that they would be interested in a long-term lease arrangement and that they have used a similar strategy in order to redevelop other properties. An arrangement that would alleviate BASF from nearly $100,000 annual tax liability (based on 2013 tax assessments) would seem attractive to the company.

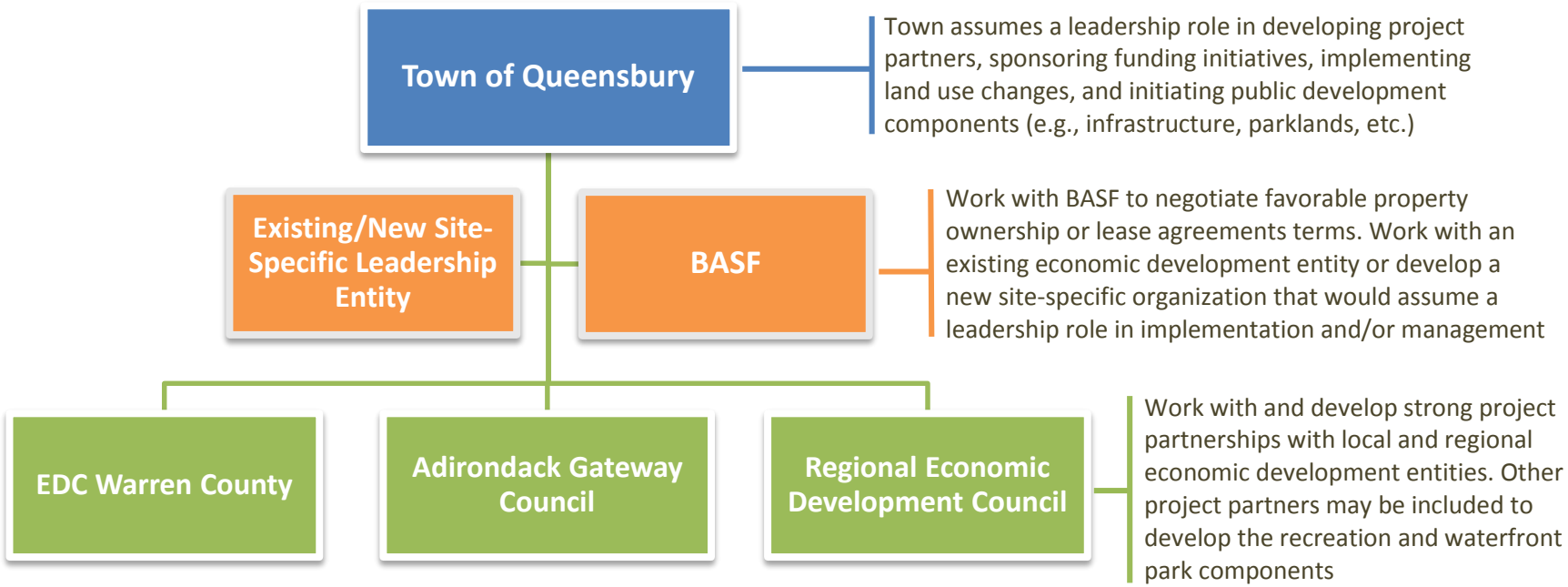
A long-term lease of the land may be viable option; however because of the high costs of installing the infrastructure, and the area's low lease rates, attracting a standalone private entity that would redevelop the site is a challenge. Under this scenario, the Town would secure a low (or zero) cost lease agreement and provide BASF a relief of its tax liability in return. With control of the site, the Town (or its management entity) would be positioned to drive redevelopment by securing funding to install Phase I and II infrastructure and developing a marketing strategy that aligns with the Town's vision. The Town should explore establishing a property development entity, providing enhanced PILOT agreements, and identify target grant and funding programs. The Town would be in a position to adopt favorable land use controls (see land use recommendations below) permitting a shovel ready site attractive to site selectors and the business

community. To further entice BASF, the Town could consider a lease agreement that would provide some form of payment if future revenue is derived from an end lease or other payments from a user.

Alternatives to this approach may include the Town partnering with BASF to help broker a lease agreement and encourage redevelopment of the site by adopting favorable land use controls. Under this arrangement the Town could act as sponsor for grant applications and offer tax incentives and/or programs (e.g., PILOT agreements, etc.). From the Town's perspective, the drawback to this strategy is that it would have less influence in the timing of the process, limiting the ability to install the necessary infrastructure on private property, and control the final redevelopment scheme.

Regardless of the approach, indemnification of future owners/lessees from environmental liability is a key concern. While it is understood that BASF would like to shield itself from potential liability, the development of the site will be severely impeded by an agreement that seeks to place all liability on a future leaeholder/landowner. Therefore the Town, along with its economic development partners, should work with BASF and property brokerage firm to identify reasonable terms that will encourage redevelopment opportunities.

The following organizational chart (next page) depicts key players, roles, and actions for consideration. There are a number of options moving forward and this is illustrative of one approach:



Business/Technological Park Considerations

The project site could be developed as individual opportunities arise or the Town may decide to create a business or technological park with a management entity to oversee development and operation. An existing organization, or one created specifically for this purpose, would serve as the developer and broker of incentives and benefits to prospective tenants, as well as oversee operations and maintenance. Successful business or technological parks create a theme to differentiate themselves and ensure compatibility of uses. A focus on innovation, strategic partnerships, and workforce development needs can provide a resource to tenants and target tenants.

GlobalFoundries at LFTC in Malta, NY

According to the recently published *Saratoga County Economic Development Strategy* (2014), which examined issues and opportunities related to the Saratoga County's business and technological parks (including Luther Forest Technology Campus) "innovation-oriented" parks "increasingly offer cost advantages that are difficult for other parks to compete with." In a region that has a significant amount of greenfield development opportunities and competing business and technological parks, there is a need for the redevelopment of the former Ciba-Geigy site to differentiate itself by deemphasizing profitability and focusing more holistic and sustainable economic growth. In addition to cost competitiveness, the *Saratoga County Economic Development Strategy* identifies the following management and services strategies:

- Allowance for a diversity of tenants;
- Efficient and responsive management;
- Dedicated marketing, promotion, and networking efforts; and,
- Ability to adapt to different business needs.

In order to achieve broad-based community economic goals, an innovation-oriented approach often requires strategic partnerships and collaboration with local business, industries, and institutions of higher learning (see Funding & Partnership Strategies below for more information). The goal of these partnerships is to promote synergies that result in an increasingly skilled labor force, collocation of interrelated or supply-based businesses, opportunities for new spinoffs, and indirect job growth.

While traditional business and technological parks are of often isolated auto-oriented complexes, more innovative parks are being developed as "mixed-use, live-work-play environments." As such, this raises the importance of revitalizing the entire South Queensbury Neighborhood as described in the South Queensbury BOA Pre-Nomination Study (Appendix A), which recommends attractive, mixed use development, enhanced recreational and cultural amenities (including Hudson River waterfront access), and the provision of more/safer multimodal opportunities. Simply put, the *Saratoga County Economic Development Strategy* notes that innovation-oriented parks are "following market demand for more urban, lifestyle-oriented and amenity-rich places" that "attract high-skilled and entrepreneurial technology professionals."

Land Use Considerations

The Town should consider the following land use controls:

- **Zoning Revisions:** The former Ciba-Geigy site is primarily zoned Heavy Industry (HI). Permitted uses (through Special Use Permit or Site Plan Review) include asphalt, cement, chemical plants, food service, fuel supply depots, junkyards, light manufacturing, railroad service, recycling centers, sand and gravel processing, truck depots, and warehouses. Setback requirements range from 50 feet (side) and 200 feet (shoreline). In order to accommodate the redevelopment plan, the Town should explore additional permitted uses in order to allow for greater flexibility and opportunities. This may include academic, agricultural service use, assembly operation, business service, distribution center, health-related facility, office, public or semipublic building, research and development facility, and wholesale business. Depending on the use, the Town should consider zoning revisions that include enhanced design standards (e.g., architecture and landscaping requirements) and improved pedestrian/multimodal connectivity to the South Queensbury Neighborhood and proposed Hudson River Waterfront Park.

- **Planned Unit Development District**: As an alternative to revising the existing zoning, the Town could consider adopting a Planned Unit Development (PUD) district. Unlike conventional zoning, PUD's often allow for a mixture of land uses and afford a greater degree of flexibly with respect to overall densities and site layout. PUDs often include performance standards or community benefits that have to be met by the developer. These performance standards typically include incentives, such as density bonuses and/or removal of select regulatory obstacles. Using this approach, the Town could prepare a PUD ordinance that allowed for a wide range of building types and/or uses and offer incentives that encouraged attractive designs and pedestrian/multimodal connectivity to the South Queensbury Neighborhood and proposed Hudson River Waterfront Park.

- **Generic Environmental Impact Statement:** Preliminary engineering, permitting, and approval related development costs (i.e., soft costs) can be significant to a developer. The environmental review (SEQR) and approval process can be complicated, lengthy, and an impediment to site selection decisions. Given the scope and scale of the Ciba-Geigy redevelopment plan, 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 Generic Environmental Impact Statement (GEIS) evaluating the potential environmental impacts for the site based on buildout of the site consistent with the 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 has been used successfully in the development of the Luther Forest Technology Campus and the Glens Falls Veterans Field/Tech Meadows sites.

It is recommended that the Town consider preparing a GEIS that would fully evaluate the anticipated environmental impacts of rezoning and redeveloping the site. In this manner, the Town would create a permit ready site and alleviate the need for a private entity to conduct this effort.

Funding & Partnership Opportunities

Innovation-oriented developments typically require strong partnerships between government, businesses, and institutions of higher learning. Such partnerships are often referred to as the "Triple Helix" in the economic development community. The goal of such a partnership is to promote synergies that result in product innovation, increasingly skilled labor force, collocation of interrelated or supply-based businesses, opportunities for new spinoffs, and indirect job growth. In our region, SUNY Polytechnic Institute's (formerly University at Albany's) Colleges of Nanoscale Science and Engineering (CNSE) is perhaps the best example of the Triple Helix, whereby New York State, SUNY, and a multitude of businesses have converged to develop some of the most innovative technology in today's market. While it is not suggested that the redevelopment of the former Ciba-Geigy site result in regional, national, or international technological hub, there are certainly many opportunities to leverage the region's existing industries and academic institutions.

START-UP NY

In an effort to encourage such partnerships, New York State's START-UP NY program allows every SUNY community college and four-year institution to establish a tax-free area for eligible start-up businesses that are within a one mile radius of a campus (note a waiver can be obtained for lands outside of the one mile requirement). Given SUNY Adirondack's proximity to the former Ciba-Geigy site (approximately three miles) and h the site's economic redevelopment potential, it is recommended that the Town collaborate with SUNY Adirondack and NYS Empire State Development Corporation (ESDC) to designate the site as a Tax-Free NY area.

Recognizing this opportunity, SUNY Adirondack has already listed the former Ciba-Geigy site as a "potential" Tax-Free NY area within its approved START-UP NY program.[3] According to START-UP NY, "in order to locate in a Tax-Free NY community, businesses need to be aligned with or further the academic mission of the campus, college or university sponsoring the Tax-Free NY community, and their participation must have positive community and economic benefits." The program offers "wide-latitude with respect to academic mission." The intent of the program is to encourage new jobs. In order to qualify, a prospective business must be:

- A new startup-up company;
- A company that is relocating from out-of-state; or
- An existing NYS business that is expanding its operations (in such instances business must demonstrate that they are creating new jobs).

While attracting new business would certainly benefit the region, the Town and SUNY Adirondack could also work with existing industries to develop new opportunities. For example, Finch Paper could collaborate with SUNY and the Town on specialty fiber research and development or a local medical device manufacturer, or (as presented by IBM's Dr. John E. Kelly III at Warren County EDC's 2013 economic forum) a big data warehousing or high-tech environmental research firm.

SUNY Adirondack START-UP NY Program

According to SUNY Adirondack's approved START-UP NY program, the primary focus for the college is to support partnerships with the following business types:

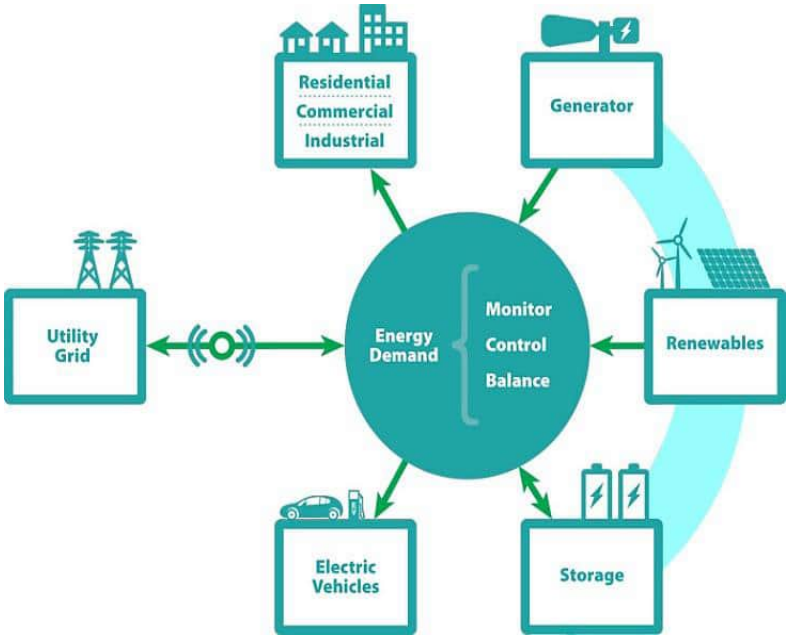
- Large and small scale manufacturing. This may include industrial or consumer products, medical device and supportive industries, clean room technology and processing, agricultural or beverage products (particularly local), recycling of industrial or consumer products
- Software, IT, and new media solutions development
- Environmental research or product development
- Biological/health sciences lab/research facility

[3] http://www.startup-ny.com/system/files/Adirondack%20Community%20College%20Campus%20Plan.pdf

Development of a solar array also presents additional implementation and funding opportunities. As previously noted, such facilities are typically built in partnership with a solar company that completes all of the engineering, permitting, and construction work, as well as the long-term operations and maintenance. Several companies have already expressed an interest in partnering with Queensbury to develop a solar array.

Microgrid

There has also been some interest in developing part of a microgrid on the former Ciba-Geigy site. In order to advance this idea the Town should meet with interested parties and discuss alternatives. This may include meeting with representatives from NYS Research and Development Authority (NYSERDA), National Grid, and Boralex. GE has also indicated an interest in developing a microgrid pilot project in the area. The Town could also meet with the Town of Moreau and City of Glens Falls, who were recently awarded NY Prize funding as part of the state's Reforming the Energy Vision (REV) strategy. As part of this effort, the Town should consider developing of a more comprehensive, town-wide sustainable energy plan.



In addition to the above program and project partnerships, the Town should consider the following funding opportunities. The funding opportunities have been divided into private and public categories, consistent with the Phasing Strategy outlined previously. For organizational purposes, public infrastructure improvements (e.g.,

Phase I and Phase II roadways and utilities) that are intended to incentivize private development are included in the private funding opportunities below. For a complete list of funding opportunities, please see Appendix J.

Private Development Funding Opportunities

- **Consolidated Funding Application**: In 2011, New York State made dramatic changes to the grant funding arena by developing 10 Regional Economic Development Councils (REDC) and a Consolidated Funding Application (CFA) process. This has created an efficient system for New York State funding agencies, and is an innovative approach to community and economic development. This is a highly competitive process with many funding programs due all at the same time (typically during the summer). The Town of Queensbury is in the boundaries of 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 Town and/or businesses should consider in order to redevelop the former Ciba-Geigy site:
  - **Priority Projects 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. The Town should consider reaching out to REDC representatives to discuss the project and perhaps attend the REDC's regularly scheduled meetings.
  - **Empire State Development Grant Funds:** Empire State Development (ESD) funds are for business, infrastructure, and economic growth investments. While ESD will fund infrastructure projects (e.g.,

Phase I and Phase II roadways and utilities, etc.), it needs to be tied to job creation/commitments and project ready. Funds may be used for:

- ✓ Acquisition of land, buildings, machinery and/or equipment;
- ✓ Demolition and environmental remediation;
- ✓ New construction, renovation or leasehold improvements;
- ✓ Acquisition of furniture and fixtures;
- ✓ Soft costs of up to twenty-five percent (25%) of total project costs; and
- ✓ Planning and feasibility studies related to a specific capital project or site.

- **Empire State Development Excelsior Jobs Tax Credit Program:** The Excelsior Jobs Program is intended to promote job creation and incentives to such industries as biotechnology, pharmaceutical, high-tech, clean-technology, green technology, financial services, agriculture and manufacturing.
- **Empire State Development Strategic Planning and Feasibility Study Project Grants:** funding is available for working capital grants to support 1) technical assistance to local businesses and 2) training and career development opportunities to local workers.
- **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 need and creative stormwater practices. Some green infrastructure practices may also provide added landscaping design features (e.g., bioretention basins or rain gardens, etc.).
- **Community Development Block Grant Program:** Community Development Block Grant (CDBG) is a federally funded program that is administered by the Office of Community Renewal (OCR). The program includes funding for the following relevant initiatives:

    - Economic development funding for private development (e.g., property acquisition, select construction financing, etc.)
    - Small business assistance
    - Public Infrastructure (e.g., water, sewer, and/or stormwater improvements, etc.)

- **Build Now-NY Shovel Ready Site Program:** While there is no funding support, according to the Build Now-NY program, it is an initiative designed to "pre-permit" sites for development. Build Now Shovel Ready-NY includes an inventory of locations for a wide range of other business profiles, making them ready for development when the opportunity arises and even creating opportunity. The site profiles include high technology manufacturing; warehouse/distribution/e-commerce centers; and multi-tenant business and technology parks. Locally, the Airport Industrial Park, Quaker Ridge Technology Park, Queensbury Industrial Park, Tech Meadows, and Wilton Global Development Campus are designated as Build Now and/or Shovel Ready sites.
- **Brownfield Opportunity Area:** Used to fund the Queensbury South Brownfield Opportunity Area Pre-Nomination Study (See Appendix A), the NYSDOS Brownfield Opportunity Area (BOA) is a three-phased program that focuses on community revitalization and economic development. After the completion of the Pre-Nomination phase, the Town of Queensbury is eligible to peruse Nomination phase funding, which can be used to further explore improved business collaboration, marketing initiatives, and site-specific redevelopment opportunities.

Public Development Funding Opportunities

- **Consolidated Funding Application**: In addition to the private development funding opportunities, the CFA process includes a myriad of public funding opportunities that can be used to develop the proposed Feeder Canal Trail improvements and Hudson River Waterfront Park. This includes the following programs:

- **NYS Department of State Local Waterfront Revitalization Program**: Having funded the Hudson-Ciba 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, the proposed visitor center, 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 and recreational facilities to preserve, rehabilitate or restore lands, waters or structures for park, recreation or conservation purposes and for structural assessments or planning for such projects. Similar to LWRP funding, OPRHP funding may be used for many of the proposed recreation and cultural amenities/facilities.
- **NYS Canalway Matching Grant**: The Canalway Grants Program 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. This may include proposed Feeder Canal Trail improvements and waterfront park.
- **Environmental Facilities Corporation Green Innovation Grant Program:** As previously noted, the Green Innovation Grant Program (GIGP) funds improved water quality and green stormwater infrastructure projects. Green infrastructure practices within the proposed waterfront park may also provide added landscaping design features (e.g., bioretention basins or rain gardens, etc.).
- **NYS Council on the Arts:** Funds are available for the study of and presentation of the performing and fine arts; surveys to encourage participation in the arts; to encourage public interest in the cultural heritage of the state, and to promote tourism by supporting arts and cultural projects. Culture & Heritage Project Grant (CHPG); Workforce Investment Program (WIP); Artistic Program Capital

Equipment (APCE); Technology Improvements Program (TIP). Such funding could be used towards the proposed waterfront park cultural amenities/facilities.

- **Empire State Development Market New York**: New in 2013, Market New York funding is intended to support "regionally themed New York focused projects." Focused on "bolster tourism growth by promoting tourism destinations, attractions, and special events" funding can be used to create such tourism facilities as the proposed visitor center.

For further assistance, the following table (next page) illustrates the proposed recommendations and identifies potential leadership roles. While implementation will/should depend upon the availability of funding and/or partnership opportunities, the table also provides short (1-4 years), medium (4-6 years), and long-term (6-10 years) priorities for the Town's consideration. However, it is important to note that short-term projects may require a significant amount of resources and time to complete. Conversely, long-term projects may be accomplished in a brief amount of time or with limited effort.

Hudson-Ciba Waterfront Revitalization Plan Implementation Strategy

Initiate	Project	Implementation Steps	Leadership & Partnerships
Short Term	▪ Redevelopment land use strategies	▪ Prepare GEIS and revise zoning and/or adopt a Planned Unit Development	Town Board
	▪ Ownership or Land Use Agreement	▪ Negotiate favorable ownership or lease agreement with BASF (work with real-estate broker) ▪ Work with local and/or regional economic development entities to establish existing or new site-specific leadership strategy	Town Board, BASF, EDC Warren County, Adirondack Gateway Council
	▪ Phase I Development: new service road; improved sewer and water connections; intersection/entrance improvements; select stormwater improvements and extended electric, gas, lighting, and sidewalks	▪ Pursue grants and/or funding mechanisms for Phase I design and construction ▪ Pursue NYS Shovel Ready status ▪ Purse Tax-Free NY Area status	Town Board, EDC Warren County, Adirondack Gateway Council, Regional Economic Development Council, NYSDOT
	▪ Solar array or microgrid facility	▪ Work with preferred company to develop solar array or microgrid facility	Town Board, Preferred Private Project Partner
	▪ Pedestrian/trail and parkland facilities/amenities (e.g., improved Lower Warren crosswalk, Feeder Canal Trail improvement and/or visitor center, etc). Take into consideration the long-term work	▪ Pursue grants and/or funding mechanisms for public facilities/amenities	Town Board, Regional Economic Development Council, The Feeder Canal Alliance, Lakes to Locks Passage, NYS Canalway, OPRHP, NYSDOS

Initiate	Project	Implementation Steps	Leadership & Partnerships
	that will be needed to create a pedestrian bridge over railway		
Medium Term	▪ Phase II Development: extension of service roads, sewer, electrical, natural gas, lighting, and sidewalks.	▪ Pursue grants and/or funding mechanisms for Phase II design and construction	Town Board, EDC Warren County, Adirondack Gateway Council, Regional Economic Development Council
	▪ Ongoing Pedestrian/trail and parkland facilities/amenities (e.g., waterfront park, etc.)	▪ Pursue grants and/or funding mechanisms for public facilities/amenities	Town Board, Regional Economic Development Council, The Feeder Canal Alliance, Lakes to Locks Passage, NYS Canalway, OPRHP, NYSDOS
	▪ Phase III Development: 120,000 SF of development and associated infrastructure connections	▪ Work with established site development leadership entity to attract business through funding programs and incentives	Town Board, EDC Warren County, Adirondack Gateway Council, Regional Economic Development Council, SUNY Adirondack, NYSESD
	▪ Ongoing Pedestrian/trail and parkland facilities/amenities	▪ Pursue grants and/or funding mechanisms for public facilities/amenities	Town Board, Regional Economic Development Council, The Feeder Canal Alliance, Lakes to Locks Passage, NYS Canalway, OPRHP, NYSDOS

Initiate	Project	Implementation Steps	Leadership & Partnerships
Long Term	▪ Phase IV Development: redevelopment of the Warren County DPW site	▪ Work with established site development leadership entity and Warren County DPW to attract business through funding programs and incentives	Town Board, EDC Warren County, Adirondack Gateway Council, Regional Economic Development Council, SUNY Adirondack, NYSESD
	▪ Ongoing Pedestrian/trail and parkland facilities/amenities	▪ Pursue grants and/or funding mechanisms for public facilities/amenities	Town Board, Regional Economic Development Council, The Feeder Canal Alliance, Lakes to Locks Passage, NYS Canalway, OPRHP, NYSDOS

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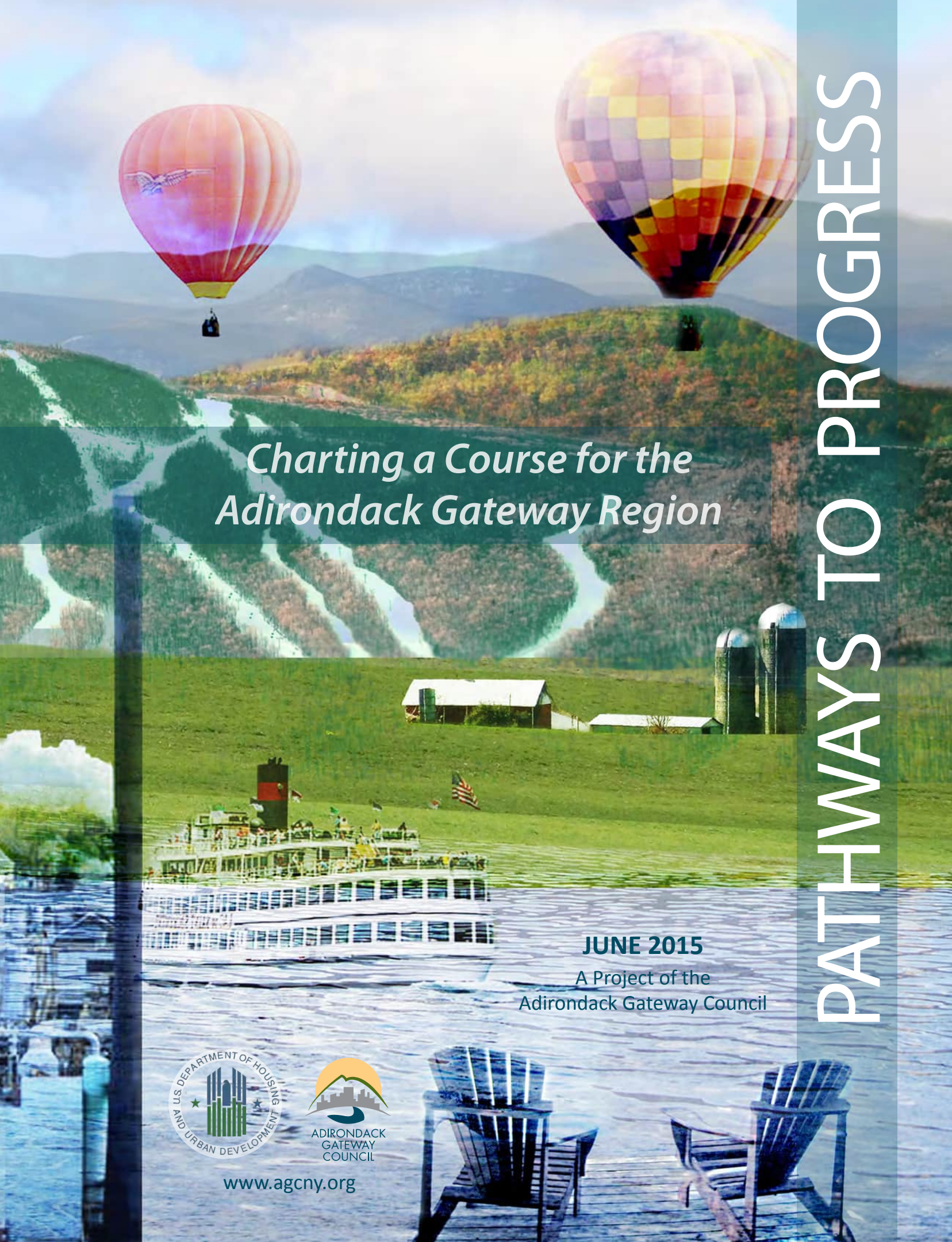

PATHWAYS TO PROGRESS

Charting a Course for the Adirondack Gateway Region

JUNE 2015

A Project of the
Adirondack Gateway Council

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

ADIRONDACK GATEWAY COUNCIL

www.agcny.org

Members of the Adirondack Gateway Council Organization

MEMBER ORGANIZATIONS

- Adirondack Glens Falls Transportation Council (MPO)
- Economic Development Corporation of Warren County
- Greater Glens Falls Housing Authority
- Greater Glens Falls Transit System
- Warren County Planning Dept.

WARREN COUNTY

- Warren County
- City of Glens Falls
- Town of Bolton
- Town of Chester
- Town of Hague
- Town of Horicon
- Town of Johnsburg
- Town of Lake George
- Town of Lake Luzerne
- Town of Queensbury
- Town of Stony Creek
- Town of Thurman
- Town of Warrensburg
- Village of Lake George

WASHINGTON COUNTY

- Washington County
- Town of Fort Edward
- Town of Kingsbury
- Village of Fort Edward
- Village of Hudson Falls

SARATOGA COUNTY

- Town of Corinth
- Town of Day
- Town of Hadley
- Town of Moreau
- Village of South Glens Falls

Message from the CEO

The Adirondack Gateway Council (AGC) was created in 2011 through an unprecedented collaboration among municipalities, organizations and members of the public across Warren, Washington and Northern Saratoga counties. With the assistance of a Sustainable Communities Planning Grant from US HUD, the AGC and its partners are addressing key issues including economic development, cell/broadband access, housing, transportation, agriculture, and infrastructure, to promote a more equitable, sustainable and economically viable region. We are exploring these issues and charting a course for the AGC region through a series of technical reports and our Pathways to Progress Plan.

We would like to extend our deep appreciation to the many officials within our region, organizations, businesses and members of the public who have participated during the past two and half years as we undertake this important collaborative effort. Compiling information, developing a strategy, and preparing an executive summary and related information and the data is just the beginning. By creating these regional pathways, our upstate AGC region will have a built-in competitive edge in attracting, retaining jobs and private investment in the coming years.

You can continue to follow our progress through our website www.agcny.org.

Ed Bartholomew, CEO

Acknowledgments

Federal and State Officials

- Julian Castro, Secretary of HUD and Shawn Donovan, Former Secretary of HUD
- Naomi Friedman, HUD GTR Representative
- Jenn Cribbs, HUD NY-NJ Regional Sustainability Coordinator
- Jeff Mosley, Housing Assistance Council (HAC) Director Training & TA
- Charles Schumer, U.S. Senator
- Kirsten Gillibrand, U.S. Senator
- Andrew Cuomo, Governor
- Betty Little, NY State Senator
- Dan Stec, NY State Assemblyman

Organizations AGC Members

- Adirondack Glens Falls Transportation Council: Aaron Frankenfeld, Transportation Planning Director and Kate Mance, Senior Transportation Planner
- Greater Glens Falls Transit: Scott Sopczyk, Transportation Director
- Glens Falls Housing Authority: Robert J. Landry, Executive Director
- EDC Warren County: John Wheatley, Vice President
- Warren County Planning Department: Patricia Tatich, Planner
- Washington County Economic Development: Laura Oswald, Coordinator

Adirondack Gateway Council (AGC) Members

- Edward Bartholomew, CEO AGC, President & CEO EDC Warren County

Warren County AGC Members

- Kevin Geraghty, Chairman Board of Supervisors, Warrensburg Supervisor
- Mayor Jack Diamond, City of Glens Falls
- Dan Hall, President of the Common Council
- Ronald Conover, Bolton Supervisor
- Frederick Monroe, Chester Supervisor
- City of Glens Falls Supervisors: Daniel Girard, Ward 1; Peter McDevitt, Ward 2; Bud Taylor, Ward 3; James Brock, Ward 4; and William Kenny, Ward 5
- Edna Frasier, Hague Supervisor
- Matthew Simpson, Horicon Supervisor
- Ron Vanselow, Johnsburg Supervisor
- Dennis Dickinson, Lake George Supervisor
- Eugene Merlino, Lake Luzerne Supervisor
- John Strough, Queensbury Supervisor
- Ronald Montesi, Queensbury Deputy Supervisor
- Frank Thomas, Stony Creek Supervisor

Warren County AGC Members continued...

- Evelyn Wood, Thurman Supervisor
- Mayor Robert Blais, Village of Lake George

Washington County AGC Members

- Jim Lindsay, Chairman Board of Supervisors, Kingsbury Supervisor
- John Rymph, Former Chairman Board of Supervisors, Former Easton Supervisor
- Mitch Suprenant, Town of Fort Edward Supervisor
- Mayor Matt Traver, Village of Fort Edward
- Mayor John Barton, Village of Hudson Falls

Saratoga County AGC Members

- Richard Lucia, Corinth Supervisor
- Preston Allen, Day Supervisor
- Mo Wright, Hadley Supervisor
- Preston Jenkins, Moreau Supervisor
- Mayor Joe Orlow, Village of South Glens Falls

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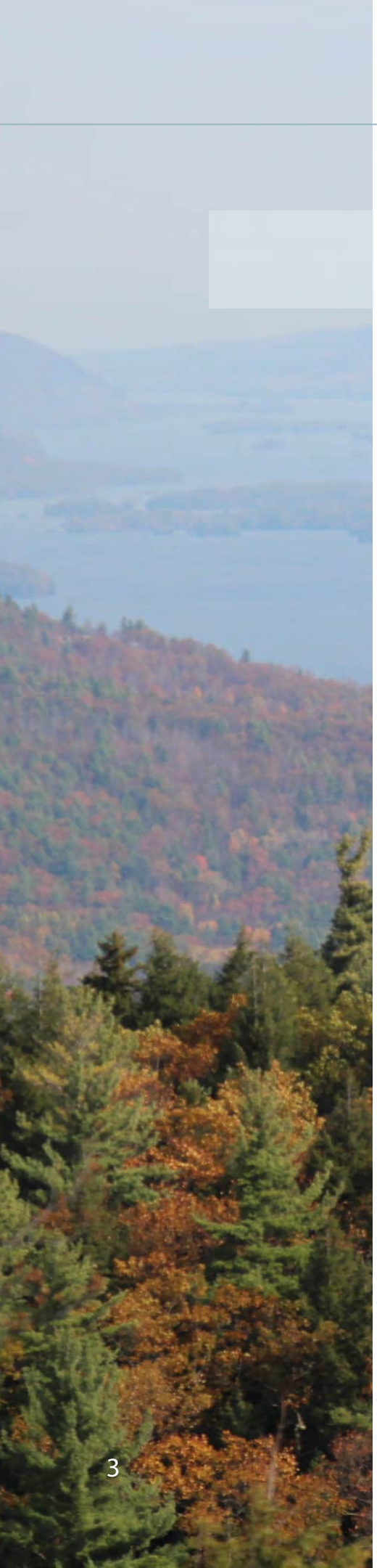

Photo: Pepe Productions

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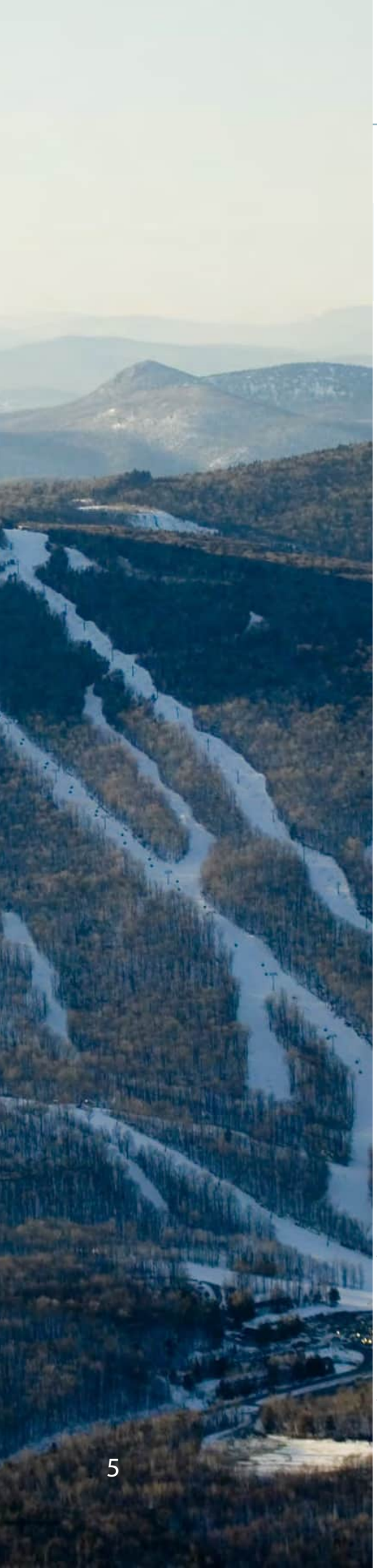


Photo: Gore Mountain Ski Resort

I. SETTING THE STAGE

Purpose

The Adirondack Gateway Council (AGC) is a nonprofit coalition formed in 2011 that collaborates to advance the Region, with an eye on the big picture. The Council consists of twenty-nine active members from Warren, Washington, and Northern Saratoga Counties. These partners have developed this strategy to guide local, Regional, and State policies and investments that will enable sustainable growth over the next twenty years.

The Council acts on behalf of a region that covers over 1,800 square miles of Hudson River watershed, prime industrial and agricultural land, and pristine portions of the Adirondack Park. The Region includes diverse urban and rural communities and draws strength from its strategic location north of New York's Albany Capital District, and less than a day's drive from New York City, Boston, and major Canadian cities. Its majestic beauty and diversity, offering both urban and rural communities, make the Region an enviable place to live, work, and play.

The Adirondack Gateway Council was awarded a Regional Sustainability Planning Grant (FY 2011) from the U.S. Department of Housing and Urban Development (US HUD). A central goal of this initiative is expanding access to opportunity for the Region's lower income residents and engaging them directly in the plan's development. HUD defines access to opportunity as "jobs, transit, affordable housing, good schools, and other infrastructure" to create and maintain affordable communities with broad support

from government, nonprofits, and the private sector. The Adirondack Gateway Regional Combined Housing, Transportation, and Fair Housing Equity Assessment, 2015 (FHEA) was prepared as part of this process.

Strategic Approach

The approach lays out a Regional game plan that is stakeholder-driven, sustainable, and measurable. The economic development component is the thread that ties together five inter-related planning activities that were led by independent consultant teams. These five pathways to progress strengthen the fundamentals of a prosperous economy by expanding affordable housing, ensuring equity, cultivating businesses, supporting the workforce, reusing brownfields, improving infrastructure and telecommunications, addressing transportation issues, fostering healthy communities and protecting agriculture and tourism. The strategy is shaped by transparent, broad, and strong public engagement, with outreach to disenfranchised citizens, and analysis of important local issues impacting quality of life.

The emerging approach capitalizes on strengths and markets the Region's assets. It embraces the locational attributes demanded by traditional industries and anticipates the needs of new employers, especially access to a globally competitive workforce. It is derived from quantitative analysis (analyzing issues, reviewing reports, collecting data, completing cluster analysis, mapping and reviewing best practices) and qualitative analysis (interviews, focus groups, surveys, and community workshops). Formal cluster analysis evaluates business opportunities across a broad spectrum. It identifies new strategies for the

The sustainability strategy is guided by HUD's livability principles, which expand access to opportunity by:

- Providing additional transportation choices, affordable housing, jobs, education, and services;
- Targeting business markets;
- Accessing federal/State and other funds;
- Increasing municipal collaboration at all levels; and
- Valuing the unique qualities of communities of all sizes and locales.

Photo: Pepe Productions

The pathways seek to protect tourism assets.

Photo: Pepe Productions

Gore Mountain brings in 230,000+ annual visitors.

Photo: Pepe Productions

The pathways address access to healthy food.

Region's "legacy industries," especially in wood products, paper manufacturing, medical devices, agriculture, and tourism. It builds on the "big wins" in the Capital Region's Tech Valley to the immediate south, including breakout research from the College of Nano Scale Science and Engineering and SUNY Polytechnic Institute, and development of GLOBALFOUNDRIES. The Adirondack Gateway Council strategy responds to the work of the Capital Region Economic Development Council, the Economic Development Corporation of Warren County, Washington County Economic Development, and the Center for Economic Growth. It tailors and scales strategies to capture investment, create jobs, revitalize urban areas like Glens Falls and reinvest in rural towns and villages in the Adirondack Park. It positions the people and places of the Region soundly in the emerging entrepreneurial economy.

The Pathways Forward

The Adirondack Gateway Council's Regional Sustainability Strategy responds with five essential pathways to progress that are the fundamentals of a vital economy, a livable place, and a healthy Region. The Pathways to Progress are:

Sustainable Economic Development

This pathway captures more of the growth and job creation that is developing south of the Region and distributes products and services both locally and globally. It builds an adaptable and competitive workforce and strong educational partnerships

that offer a path to family-sustaining wages. It supports manufacturing companies that are the backbone of the economy, as well as emerging industries. It markets the Region's many attributes and incentives to attract new investment.

Healthy Communities & Agriculture

This pathway uses the Region's strategic location, scenic beauty, and working landscapes to expand access to healthy food and add value to farm products. It enhances recreation to maintain cleaner and greener communities that attract residents, visitors, and business looking for a desirable and affordable quality of life.

Access to Opportunity, Housing, & Fair Housing Equity

This pathway is the "bridge" between the overall Regional Sustainability Strategy and the Adirondack Gateway Regional Combined Housing, Transportation, and Fair Housing Equity Assessment, 2015 (FHEA). It supports housing and services for people of all ages and abilities, including those with special needs. It strikes a successful balance between housing, reliable transportation, available jobs, and access to high quality education and healthcare, aligning community investments and policies that expand access to opportunity.

Multimodal Transportation

This pathway also emerges from the FHEA and promotes a Regional transportation system that is affordable, reliable, and fully multimodal, with expanded transit and complete streets. The pathway is anchored by both Regional transportation planning and infrastructure enhancements.

Comprehensive Broadband, Infrastructure, & Brownfield Redevelopment

This pathway stimulates a technology-led development culture, expands essential broadband and cellular coverage to all communities, and enhances infrastructure for both commercial and residential development. It strengthens partnerships, builds capacity, leverages resources, and identifies a range of actionable projects prioritized by member communities.

Photo: Pepe Productions

II. REGIONAL PROFILE

The Region Today: Potentials & Challenges

The Adirondack Gateway Region's communities are unique in history, composition, and economic opportunities. Growth is occurring almost everywhere, but at a different pace and scale across the Region. Please see www.agcny.org for more detailed information.

The Region is Growing Slowly and Aging Rapidly

At just over 150,000 people, the Adirondack Gateway Region is growing conservatively at 4% between 2000 and 2013. With a median age of 43 years, the population is aging significantly faster than the State (by almost five years). The increasing number of residents in their peak earning years is good news for local spending capacity, but the aging workforce is a concern. The loss of young families impacts labor force availability and training, school enrollment, access to volunteers and first responders, and the size of the customer base for businesses and service providers, including health care. The millennial demographic (80 million people born between 1980 and 2000) could offer a new labor pool, but may require specialized training aligned with employer needs. Both Warren and Washington Counties are seeing meaningful increases in the number of residents with Bachelor's degrees and higher, and while the share of skilled technical workers is still low, it is growing.

The Pace of Growth Varies Across the Region

The Region is forecasted to create nearly 6,200 new jobs in the private sector by 2022, or approximately 900 per year. Growth is projected in the Education, Health, & Social Assistance sector, which provides essential support to residents in need. Manufacturing is in decline, and some components of legacy industries in Agriculture, Mining, and Forestry may be at risk. Retail is forecasted to grow slowly, but the Tourism & Recreation sector is becoming more competitive, which is good news for many communities, especially those in the Adirondack Park. Construction of GLOBALFOUNDRIES in nearby Malta, New York is one of the largest construction projects in the nation. It is generating jobs for thousands of permanent and construction workers. Many of the construction workers are from the Glens Falls Plumbers and Steamfitters Local 773, which has 2,000 plumbers and other tradespeople working on site at Fab-8.

In 2013, over 62% of working age residents (nearly 72,000 people) were employed, including over 500 agricultural workers. The AGC Region's business base draws from a labor pool of over 760,000 workers in a 25-mile radius. In March 2015, the unemployment rate in Saratoga, at 4.4%, was one of the lowest in the State. The rates for Warren County (6.9%) and Washington County (6.2%) were considerably lower than one year earlier.

Incomes Vary Considerably Across the Region

Household income increased by over 41% between 2000 and 2013 (with median income at just under $55,000), a rate higher than the nation as a whole.

The Good News

- The Region's population is growing;
- Household income is increasing;
- Many residents are in their peak earning years;
- More residents have college degrees;
- Homes are increasing in value;
- Retirees are buying homes and bringing wealth to the Region;
- Unemployment is dropping;
- 6,200 new jobs are forecasted by 2022;
- There are 760,000 workers to draw from in a 25-mile radius;
- The number of farms is growing;
- 7-10 million people visit the Adirondack Park each year; and
- Millennials are a new residential market.

ADIRONDACK GATEWAY COUNCIL REGION

Technical reports for each pathway to progress are available at www.agcny.org. They provide detailed analysis of agriculture, the economy, housing, transportation, and infrastructure in order to evaluate unique conditions in each pathway. A variety of data sources were used and a variety of geographies (Metropolitan Statistical Area, County, City, Town, Village, etc.) were analyzed. The following municipalities are included in the overall territory that makes up the AGC Region:

Warren County

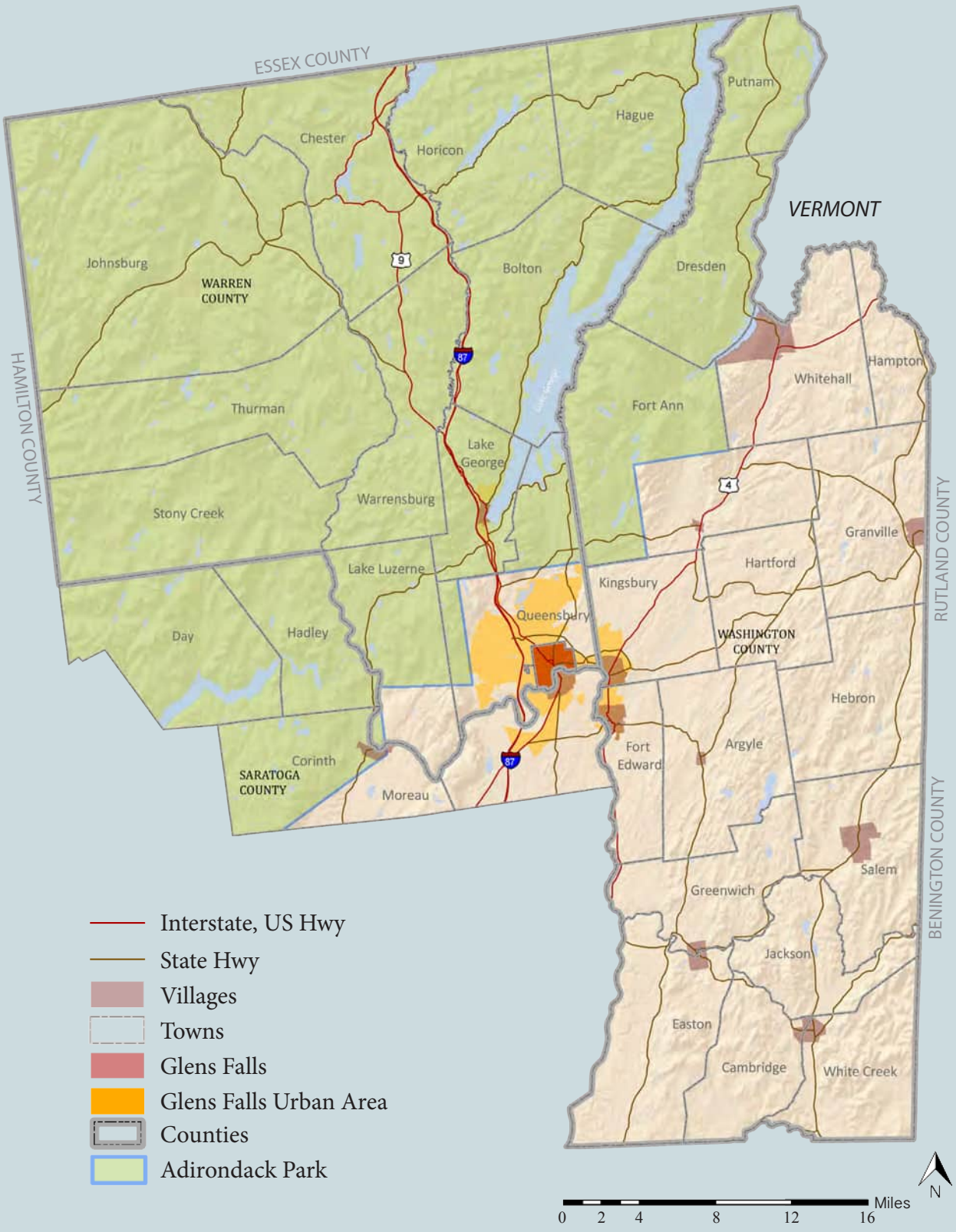
City of Glens Falls
Town of Bolton
Town of Chester
Town of Hague
Town of Horicon
Town of Johnsburg
Town of Lake George
Village of Lake George
Town of Lake Luzerne
Town of Queensbury
Town of Stony Creek
Town of Thurman
Town of Warrensburg

Saratoga County

Town of Corinth
Village of Corinth
Town of Hadley
Town of Moreau
Village of South Glens Falls
Town of Day

Washington County

Town of Argyle
Village of Argyle
Town of Cambridge
Village of Cambridge
Town of Dresden
Town of Easton
Town of Fort Ann
Village of Fort Ann
Town of Fort Edward
Village of Fort Edward
Town of Granville
Village of Granville
Town of Greenwich
Village of Greenwich
Town of Hampton
Town of Hartford
Town of Hebron
Village of Hudson Falls
Town of Jackson
Town of Kingsbury
Town of Putnam
Town of Salem
Town of White Creek
Town of Whitehall
Village of Whitehall



Source: Warren County NY GIS March 13, 2014

Photo: Pepe Productions

The AGC Region is highly automobile dependent.

The three highest income groups ($50,000 to over $200,000) are growing considerably faster than the State, in part due to an influx of retirees. Pockets of poverty still exist in many communities, but the AGC Region compares favorably to national poverty levels by age and family type, with percentages below national averages in all but one category (percentage of female heads of household with children under age 18). More than half of households are retired, creating new and different needs for housing and transportation, medical and support programs, and services at the community level. The rural reaches of the Region also lack access to workforce training and affordable transportation that workers need to secure and maintain stable employment at family-sustaining wages.

Home Values Vary Across the Region

According to the US Census, home values in the AGC Region increased by nearly 90% between 2000 and 2013, with the Northern Saratoga County towns lagging behind Washington and Warren Counties, and the values in the Adirondack Park communities considerably higher. Reported increased value in the Adirondack Park likely reflects growing competition between year round and seasonal property owners and local purchasers, especially in the resort towns of Warren County, which have seen a strong post-recession rebound. Evaluation of housing conditions reported in the FHEA show that Washington County's housing prices are generally more affordable, though the real estate market is in transition as more investment is made by downstate New Yorkers who view the Region's competitive sales price as a good buy. Since the Census asks residents to self-report what they believe the value of their home to be, and there is a wide variety of housing inventory within the region, it's helpful to compare local sales trends. The Economic Development Corporation of Warren County looked at this issue for the Glens Falls Metropolitan Statistical Area (MSA), which includes Warren and Washington Counties. They report that there has been an overall increase in single-family home sales prices of around 7.5% in the 10-year period between 2005 to 2015, according to quarterly statistical data published by the National Association of Realtors.

New residential investment increased the number of housing units in the Region by 15% between 2000 and 2013. Nearly two-thirds of housing was built prior to 1980, reflecting both a stock of historic homes as well as more affordable properties with deferred maintenance and limited energy efficiency. For lower income households, less than 20% can afford to own a home, and many who do are significantly cost-burdened. The availability of subsidized housing is not keeping up with demand, and there are extensive waiting lists for people with disabilities, frail seniors, and larger families. Rental costs are also rising. More affordable older manufactured homes, many out of code, are increasingly risky options for vulnerable people.

Scenic Beauty and Recreation Attract Residents, Companies, and Visitors

The AGC Region is incredibly beautiful with a compelling balance of settled areas, farms, and open spaces. Trails accommodate walking, running, hiking, cycling, mountain biking, bird watching, and equestrian use. And many of these trails are concentrated in the Adirondack Park Forest Preserve. Although half of the Adirondack Gateway Council communities (nearly 60% of its land mass) are in the Park, they are home to only one-quarter of its population. An estimated 7-10 million tourists visit the Adirondack Park annually, and about 84 million people live within a day's drive of the Park. As the southern gateway, many visitors arrive at the Adirondack Park by traveling through the AGC Region. Some of the Region's communities, particularly in Warren County, offer extensive water and land trail networks, while others have opportunities to create more modes of travel for residents and visitors. Water sports are especially popular, and 32-mile long Lake George is the most notable water destination.

NEW HOTEL IN LAKE GEORGE

Construction of a $24 million Courtyard Marriott hotel has begun along Canada Street in the Village of Lake George. The six-story 119-room hotel featuring lake and mountain views will continue to distinguish the 32-mile long Lake George as an anchor tourism destination for the Region. In addition to the construction employment it is generating, the hotel

Photo: Anthony Hall/Lake George Mirror

Groundbreaking ceremony for new hotel.

is projected to create 100 new jobs during the peak season and between 70 and 90 jobs in the "off season." The hotel overcomes Regional challenges of seasonality by including two planned banquet and conference spaces. Lake George Mayor Robert Blaise recently said, "This is a giant leap forward to raise the appearance of Lake George's village. It's really great for us."

Photo: Elan Planning, Design, and Landscape Architecture

Centralized cooperative production could be a future possibility for the Slyboro Ciderhouse as the industry grows.

Hard Cider Flowing in the Region

Hicks Orchard Farm's Slyboro Ciderhouse has operated in Granville, NY since 2007 and is on a path to produce 6,000 cases of hard cider this year. Although keeping up with sales is their biggest challenge, they have not yet reached the tipping point to export outside of the Region, though the product is growing in popularity in New York City.

The company currently produces cider on the farm as a craft enterprise, but as the industry grows, centralized cooperative production could be a possibility in the same way that dairy farmers in the Hudson River Valley joined together to develop "Hudson Valley Fresh." This line of value-added dairy products created a brand that has helped to define the Region's high quality of rural life.

The agribusiness sector in the AGC Region is small but growing and has a great deal of local support. There are opportunities to focus on core products and develop a supply chain that helps to add value to raw products so that local companies can produce, process, package, promote, and distribute the goods using local facilities and companies.

Agriculture is the Foundation of a Healthy Region

Small farms are growing in the Region. The Census of Agriculture reports that both Washington and Warren Counties saw a growth in the number of farms even though the total acreage being farmed decreased, reflecting a transition to more small family and boutique farms which serve local, visitor, and southern metro markets. Value-added products such as maple syrup, cider, meat, fresh fruits, and vegetables are rapidly expanding to fill the downstate demand, though more opportunities to transform raw commodities remain untapped and distribution is a challenge. Conserving important agricultural lands from conversion to housing through local comprehensive planning is important to maintain the food system. The aging of the Region's farmers and lack of succession planning are also areas of concern.

The Region is Highly Automobile Dependent

The Region is highly dependent on automobiles. Public transportation options exist in communities surrounding the Glens Falls Region. Bus transit through the Capital Region Transportation Authority serves GLOBALFOUNDRIES. There is also limited summer and fall service to Lake George and Bolton Landing. Employers report that the lack of reliable and affordable transportation is an impediment to hiring. The Floyd Bennett Airport in Warren County serves the Region, and Adirondack Trailways, Greyhound, several taxis, and van- or car-based senior transportation services exist in several townships. Improving bicycle and pedestrian amenities will anchor more multimodal "complete streets" and safer conditions.

Infrastructure and Service Investment Drives Development

As economic development initiatives continue to take form, population will grow and housing demand will continue to increase, putting pressure on open lands and on communities for enhanced infrastructure and services.

In developed areas, broadband is widely available through multiple service providers. Mobile wireless and cellular is limited in many rural communities with a number of areas lacking coverage entirely. Some existing business parks, and identified new development sites, need water and wastewater infrastructure to be extended in response to residential and commercial interest. A number of brownfield sites are being remediated and will add to the inventory of available property without putting agricultural land at risk. Demand from education, workforce development, health care, and public safety providers will continue to increase well beyond current capacities. Public safety and interoperability between services will need to be enhanced. Electricity rates in the Region are affordable, but natural gas is not available Regionwide, with most rural communities served only by propane. The City of Glens Falls has recently secured financing through Governor Cuomo's NYSERDA Solar Initiative Program to help construct its first solar farm, and other alternative energy investments are planned. Major companies including GLOBALFOUNDRIES, IBM, and General Electric are on record saying that infrastructure quality and resiliency are top priorities.

Photo: Elan Planning, Design, & Landscape Architecture

III. COMMUNITY ENGAGEMENT

Outreach Efforts Broke Down Barriers

Success in a place-based economy requires that investments be supported by transparent and diverse community involvement and driven by a broad consensus. The Adirondack Gateway Region covers a very large area of over 1,800 square miles. The Adirondack Gateway Council understood that an extensive effort would be needed to reach the dispersed population and engage all stakeholders including elected officials, residents, property owners, business owners, farmers, economic development leaders, workforce and service providers, advocates for special needs populations, and others, using multiple methods and media. An inclusive process broke down barriers for low-income people and other vulnerable populations. The teams went to the people and engaged their advocates using pop-up outreach events, listening sessions, and surveys.

The Process Facilitated Partnerships

The technical evaluation and development of the pathway reports occurred over three years, and although each had a specific constituency to reach, many components overlapped. Workforce training organizations, for example have a stake in increasing access to opportunity in housing and transportation, as well as fine-tuning economic development for job expansion. Bringing a broad base of Regional

experts together at different points in the planning process allowed those local leaders to learn from each other, identify common opportunities and challenges, and begin to address them immediately. The sustainability planning process itself facilitated change and refinement in services long before the research was complete. Regular updates to the Adirondack Gateway Council Board ensured that the sustainability message flowed back to community members through their elected leaders.

Stakeholder Input Shaped Findings and Recommendations

The stakeholder input directly shapes the findings and recommendations summarized in this strategy. The participation map that follows shows that the process engaged more than 800 people from across the Region.

Efforts in each pathway include:

Access to Opportunity, Housing, & Fair Housing Equity and Transportation

As the first component completed, the Adirondack Gateway Regional Combined Housing, Transportation, and Fair Housing Equity Assessment, 2015 (FHEA) provided a comprehensive foundation from which other efforts built. The mail and email lists developed are extensive. The demographic

The engagement process supported efforts across the five pathways and helped to:

- Develop a logo;
- Craft a communications and outreach strategy to reach traditional and new media;
- Compile a comprehensive mailing and email list;
- Mount a website at www.agcny.org;
- Produce promotional materials that brand the effort and draw support from key stakeholders;
- Use traditional outreach methods including media interviews, news releases (paper, television, and radio) presentations, posters, and flyers to reach places with limited telecommunication;
- Employ new media approaches including email blasts, the project website, and others to bring the message to a wider audience; and
- Share news articles about local programs and projects.

Photo: DCG Corplan Consulting

Jeff Mosley, Housing Assistance Council representative.

Photo: Elan Planning, Design, & Landscape Architecture

HUD tours the Region's farms.

Photo: Pepe Productions

Meeting with local farmers to discuss opportunities.

profile is integrated and expanded for each pathway report. The geographic information system analysis, prepared with the assistance of Warren County, forms the basis for decision making across the board. Efforts include:

- Group and individual in-person stakeholder meetings to identify community problems and solutions for their concerns;
- Focus group meetings at locations throughout the AGC Region to develop themes including mobility, access, equity, and shelter;
- Phone interviews with key stakeholders and individuals to gain feedback and truth test themes that were generated during focus group meetings;
- Direct polling to add value to knowledge gained regarding impairments, opportunities, and conditions;
- A survey to engage providers, communicate issues, interests, and concerns relevant to the topics;
- A citizen survey to reach low-income individuals and families, limited English speakers, persons with disabilities, communities of color, and the elderly;
- Attending other organization's periodic meetings;
- External review of documents and feedback on findings and recommendations; and
- Sharing information through newsletters and websites to develop the framework and "get the word out" about public engagement meetings.

Healthy Communities & Agriculture

Engaging farmers requires "fieldwork" - meeting them where they live and farm, often face to face. This component collected broad input and produced stand-alone guides to locate farmers markets, parks, and picnic areas in the Region. Efforts include:

- Interviews with Regional stakeholders to gather information regarding strengths and weaknesses in the farming community;
- Two public meetings to engage and gather input from the Adirondack Gateway Council communities;
- A tour of Washington County with local farmers, elected officials, representatives from the Glens Falls Farmers Market, Agricultural Stewardship Association, and U.S. Department of Housing and Urban Development;
- Regular updates to Adirondack Gateway Council members at meetings and through the Adirondack Gateway Council website;
- Telephone interviews with representatives from the local farming community.

Photo: Elan Planning, Design, & Landscape Architecture

Efforts included a tour of Washington County.

Photo: Pepe Productions

Town Meeting at Crandall Library.

Photo: Elan Planning, Design, & Landscape Architecture

AGC and HUD tour Gardenworks farm in Salem, NY.

Comprehensive Broadband, Infrastructure, & Brownfield Redevelopment

Building on previous efforts by the Adirondack Gateway Council, EDC of Warren County, and Washington County Economic Development, engagement for this pathway brought together leaders at the local, State, and federal levels to

Photo: Elan Planning, Design, & Landscape Architecture

Hadley Economic Development Meeting.

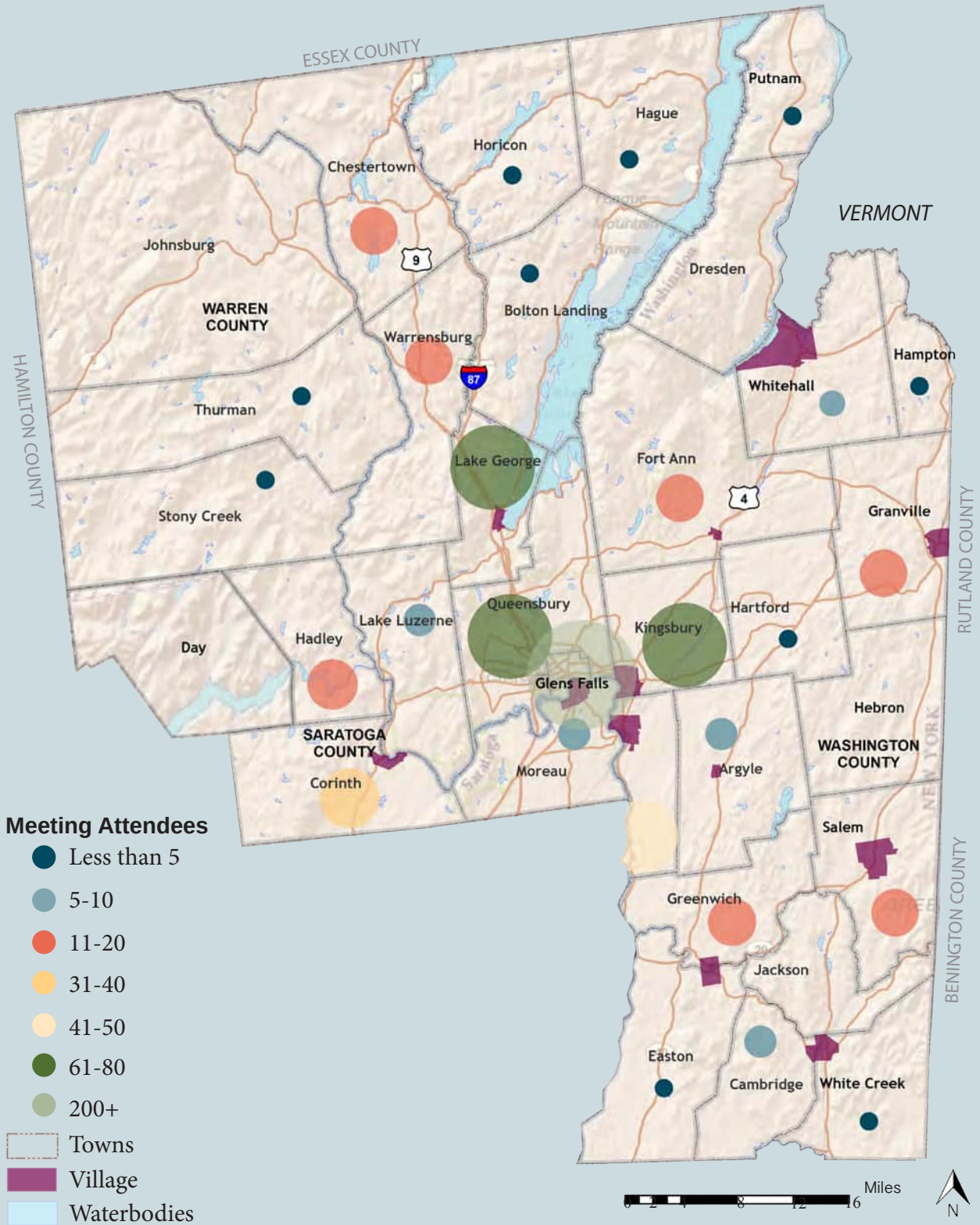
prioritize essential infrastructure strategies and outline a very specific action plan to improve telecommunications and infrastructure Regionwide. Efforts include:

- Meetings with stakeholders, County emergency services personnel, as well as broadband infrastructure users to determine the expected potential revenues from placement of broadband locations;
- Meetings with leaders of each community to gather key reports and studies including sanitary sewer studies, comprehensive plans, zoning maps and related documents;
- Meetings with leaders of each community (within the region served by the Washington County Sewer District #2 and Glens Falls Waste Water Treatment facilities) in order to gather key reports and studies, including sanitary sewer studies, comprehensive plans, zoning maps and related documents;
- Online and paper surveys sponsored by EDC of Warren County and the Adirondack Gateway Council with municipal leaders to provide a Regional assessment of the infrastructure needs and identify "pipeline to projects" ideas for consideration by the Capital Region Economic Development Council;
- Discussions with State, Regional, and local leaders; and
- Three new infrastructure work groups to address technology and innovation, infrastructure and transportation, and agribusiness.

Sustainable Economic Development

As the last component completed, the economic development pathway synthesizes the other pathways, interprets findings, links goals, and frames the "big picture" agenda for action. Efforts include:

- Three workshops at locations throughout the AGC Region to inform community members about the process and gain input for recommendations and areas of concern;
- Four surveys (paper and online) available on the Adirondack Gateway Council website engaging municipal leaders and economic development organizations, community service and workforce development providers, and local businesses;
- Interviews with key businesses;
- A presentation to Adirondack Gateway Council Board; and
- Two final celebrations.



Source: Warren County NY GIS May 20, 2015

RIVER STREET PLANNING & DEVELOPMENT

Photo: Pepe Productions

IV. PATHWAYS TO PROGRESS

Common Themes

Considering all of the pathways, a number of common themes emerge. These overarching findings influence the final recommendations and help the Adirondack Gateway Council Board to set priorities and decide on the best approach to advance opportunities across the Region.

The common themes include:

- **Economic Development is the Intersection of the Pathways:** Simply put, without a stable job in an industry that pays family-sustaining wages, residents will never have a sustainable life even if their housing is affordable, services and telecommunications are available, and transportation is reliable. The Region needs to move forward on all pathways, but has to keep its eye on the value generated by local companies and opportunities for job creation.

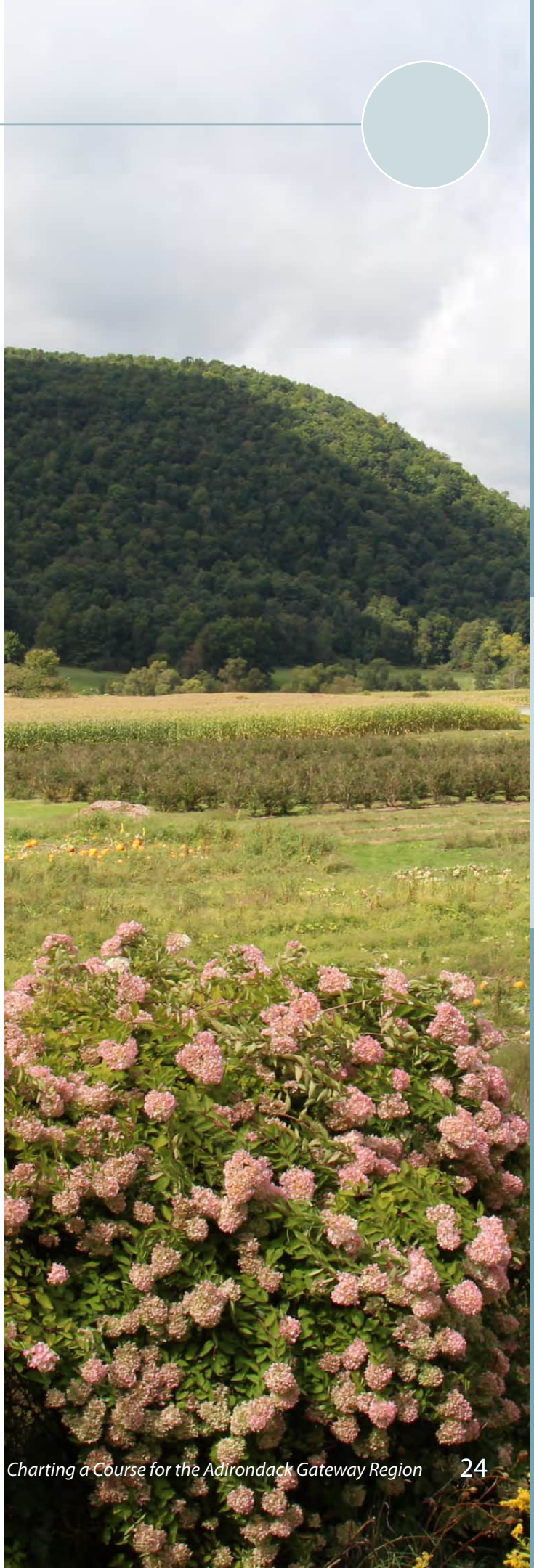
- **Quality of Life Matters:** Again and again, stakeholders across the board identified their enviable quality of life and diversity of urban and rural housing choice as perhaps the most important attribute. Maintaining vibrant places with rich amenities means conserving farmland, shaping growth by infrastructure and transportation spending, creating and maintaining recreation that links places, and monitoring health trends. Affordable broadband and reliable cellular coverage to every community in the Region is a critical path priority.

Photo: Pepe Productions

Business park is airport accessible & shovel ready.

- **The Jobs/Housing Balance Drives Decision Making:** The need for housing, transportation, healthcare, education, and other services that are accessible, affordable, and located where people need them to be influences residents' ability to gain and maintain employment. It should influence local priority setting and spending on public improvements.

- **Focused Investment in Existing Communities Pays Off:** One of the HUD livability principles argues that concentrating uses in clusters, ideally walkable city neighborhoods, villages, and hamlets, has multiple benefits such as reducing automobile dependence, improving access to goods and services, encouraging Main Street revitalization and small business growth, as well as consolidating any pockets of need for enhanced telecommunications. This approach also saves on the cost of municipal infrastructure.



DAVIDSON
BROS.
BREWERY
BREWHOUSE
PRIME PROPERTIES

Photo: Pepe Productions

SUSTAINABLE ECONOMIC DEVELOPMENT

This pathway focuses on developing a business base that is both efficient and equitable. A genuinely sustainable economy will exist in the AGC Region when all communities are financially viable and environmentally sound and all residents have access to opportunity.

The AGC Region offers an affordable alternative compared to similar areas and nearby markets, but deficiencies in broadband and cellular services, infrastructure, and workforce preparation take the edge off of that competitive advantage. Across the nation and around the world, communities are also investing in education, job training, infrastructure, and policies to attract companies, so the AGC Region must stay sharp and continually adjust to changing dynamics. Some large companies have made major commitments to the Capital Region. They are bringing more jobs with good salaries, but if local residents lack the advanced and specialized training needed by these companies, they will be passed by. If companies cannot find the workforce, business environment, and resilient infrastructure to grow here, they will direct future investment elsewhere, costing this Region not only direct job creation but significant potential secondary impacts. The full report is available at: www.agcny.org/economic-development.

K-12 Schools Front Line Job Trainers

The President of SUNY@Adirondack in Queensbury, Kristine Duffy is worried that students are not prepared to enter college classrooms. At an event called 'Stand up for Upstate Schools,' she spoke about the need to adequately fund public education, calling it the "most critical investment we can make in our communities."

Photos: SUNY Adirondack

Kristine Duffy speaks with SUNY students.

Mike Russo, the GLOBALFOUNDRIES Senior Manager of United States Government Relations and Regulatory Affairs, also spoke. The company has encouraged communities and school districts to enhance K-12 programs, including expansion of International Baccalaureate programs, identifying them as an important component in attracting workers from around the world who are interested in the company's growing job base.

Key Findings for Sustainable Economic Development

There are Many Positive Demographic Trends

In addition to all of the demographic indicators reported in the other pathway strategies, the economic development evaluation looked more closely at a few key variables. The Region is growing conservatively overall. Incomes are increasing, especially at the wealthier end of the range, but too many people in too many communities still face poverty and unemployment. The largest population gain was in the 45-65 year old group. These workers are entering their peak earning years and have disposable income that can be captured locally. The trend showing that retail sales per capita for Warren and Washington Counties exceeds the State of New York's average may be evidence of this spending pattern.

Commercial and industrial real estate values in the AGC Region are affordable by major market standards. Though improvements are needed to the local transportation systems, especially with regard to transit and freight movement, access to markets in the United States and Canada is efficient through the interstate highway system. Within a one-day drive of the Region are almost 54 million people, or 17% of the United States' market. In Canada, 46 cities and towns including the cities of Montreal, Ottawa, Quebec City, and Toronto are within a day's drive, encompassing 7.8 million Canadians, or 23% of the total Canadian market.

Photo: Albany Business Review 2012/All Rights Reserved

Photo: www.careers.crbard.com

CR Bard and AngioDynamics, medical device manufacturers, are among the major employers in the Region.

Economic Analysis Identified a Range of Strong Business Opportunities

The business opportunity analysis (Section V: Economic Opportunities) established seven primary industry group targets including Education, Healthcare, & Social Assistance; Tourism & Recreation; Professional & Business Services; Information; Manufacturing; Retail Trade; and Transportation & Warehousing. Due to the unique nature of local farming a special category is reserved for Agriculture, Forestry, Fishing, & Hunting, which cannot be measured by traditional employment concentration alone. Secondary targets which may represent opportunity but are less of a priority include Construction, Financial Activities, Other Services & Unclassified, Mining & Utilities, and Wholesale Trade. From these larger groupings of industries, focus areas for the Adirondack Gatweway Council Region are Health Care Products & Services, Consumer Products Manufacturing, Professional & Business Services, Specialty Retail, Logistics & Distribution, Tourism & Recreation, and Agri-business. The primary strategies to advance those industries address agri-business, manufacturing, workforce and education, and marketing and incentives. These industries offer opportunities for workers of all ages and some include small business components that can be located in villages or hamlets as well as urban neighborhoods. Although business opportunity analysis does not evaluate public sector jobs, the Adirondack Gateway Council understands that public sector government employment is the single largest employment category, and it is expected to employ 10,500 people by 2022.

Workforce Support is a Bottom Line Requirement

It's not reasonable to expect entry level workers and those in need of retraining to access jobs in emerging industries (which typically pay higher wages) without a bridge to equity and access to safe and decent affordable housing, reliable childcare, available transportation, healthy food and quality health care. Reducing these barriers is, simply put, a moral imperative and also an

Advice for Employees & Economic Developers

In 2013, when Joseph Raccuia, former CEO of Finch Paper, bought Morcon Tissue in Greenwich, Washington County, he made investments to increase productivity and product quality. The company worked with State and local officials to bring fiber optic cable to the facility, which dramatically improved their IT capabilities. Speaking about his employees, he remarked to the Post Star that "We have an outstanding workforce here in New York and we know how a new facility will positively impact our business." Like many other business leaders, he mentioned the need for a progressive business climate, affordable taxes, the support of the State for retention as well as attraction and the need for affordable energy.

The company anticipates 20 new hires as a result of the upgrade, and Mr. Raccuia offered this advice to job seekers: "Show your perspective employer that you can be versatile, that you're a team player, that you have ideas and energy and enthusiasm that can help move the business or organization forward. Look for your dream job but be prepared to accept a position that isn't everything you dreamed of. Embrace it and learn from it. If you're learning something every day, you're moving yourself forward and you will find success." His request of the Region's economic development leaders is to remember existing companies, focus on retention even if it may not be as glamorous as new business, concluding " To thrive, we need both."

urgent need for the Region's employers, as expressed in interviews, surveys, and focus groups.

The need for a globally competitive workforce has never been more important. Workers must be well educated, have access to specialized training, and be adaptable as businesses and industries continually innovate to take advantage of changing market opportunities. The Region cannot remain competitive unless it makes a considerable commitment to improving workforce preparation. Whatever the target industry is, the need for skilled workers is a given and it is reflected in the regional planning surrounding the AGC Region. It is consistent with the work of the New York State Empire State Development (ESD) and the Capital Region REDC to advance curricula in science, technology, engineering, and math (STEM) by integrating Smart Scholars Early College High School (ECHS) programs or Pathways in Technology Early College High School (P-TECH) into local schools. Expansion of an International Baccalaureate Program (IB) (which prepares students to live and work in a rapidly globalizing world) in area schools has been identified by local companies as a smart move as they try to attract international talent. Coordinating local efforts with the emerging partnership between GLOBALFOUNDRIES, the Center for Economic Growth (CEG), and the Tech Valley Connection for Education and Jobs, and the newly merged SUNY College of Nanoscale Science and Engineering and SUNY Albany Institute of Technology (recognized as leading colleges across the world for nanotechnology) is a major opportunity. The Adirondack Gateway Council, SUNY@ Adirondack, and economic development

partners are well integrated into these efforts, and opportunities exist to participate more actively, especially at the K-12 level.

Companies Expect a Responsive Business Climate and Leadership

Both existing and targeted businesses expect an attractive business climate with strong pro-business leadership and professional economic development organizations, and the Adirondack Gateway Council is helping to fill that role. The Adirondack Gateway Council works with EDC of Warren County, Washington County Economic Development, the Center for Economic Growth, and the Capital Region REDC and State and Federal legislators. The advocacy agenda for the Region is broad. It must be successful in the competition for State broadband support. Leaders must work closely with traditional economic powerhouses in agriculture and manufacturing to integrate entrepreneurial thinking and innovation, add value to current products and envision new ones. Communities need considerable help to build a competitive physical infrastructure by extending water and wastewater to development sites, providing redundant utilities and broadband, and operating a transportation system that can efficiently move people, goods, and freight.

Quality of Life is an Economic Amenity

Quality of life is now a key determining factor in site selection. The Region's scenic resources, rural character, and agricultural lands and access to the Adirondack Park, cultural venues, and events in the urban core such as the Glens Falls Civic Center (a multipurpose

Gracenote

Photo: www.facebook.com/PoweredByGracenote

Gracenote employs 400 people in the Region.

Gracenote, a subsidiary of Tribune Media Company, with 400 employees located in Queensbury, New York, is the latest in a long line of entertainment information companies in the AGC Region stretching back to TV Data in 1956 and Torrington Data in 1980. The merger of Gracenote and Tribute Media Company assembles one of the largest sources of music and video entertainment metadata in the world. The industry standard for music and video recognition, Gracenote's database features descriptions of more than 180 million tracks and TV listings for 30 countries. TRIBUNE is one of the country's leading media companies, operating businesses in broadcasting, publishing, and interactive media.

Local Companies Buying Local

Photo: www.commonrootsbrewing.com

Common Roots partnered with a local machine shop.

Local companies like Common Roots Brewery in South Glens Falls turned to a local machine shop when they needed custom distilling vats for their craft brewery. Fronhofer Design, located along Cossayuna Lake since 1980, is poised to manufacture a line of products to craft breweries. After the prototype was completed the brewery contracted for four more fermenters, which they hope will double their production from 1,500 barrels this year to 3,000 barrels next year. If all goes well they will expand the business, perhaps creating five new jobs. When local companies buy local and partner with local businesses they multiply the value of their sales and share in the success of the industry they share.

arena), Wood Theater, Hyde Museum, developing Park Street Theater, World Awareness Children's Museum, Hudson River Falls Theater, Adirondack Folk School (Lake Luzerne), and Lake George Festive Space, are critical amenities that can be improved by regional planning and careful targeting of development. If people can "connect," advancing the Adirondack Gateway Council's creative economy will boost small business development, fill hamlet storefronts, and revitalize historic buildings, and stretch progress from the greater Glens Falls area. Promoting arts, culture, and tourism assets, and focusing support on institutions and organizations that promote arts-related businesses that make productions possible is also important.

Staying on the Map Takes Good Marketing

New York State offers a number of opportunities to support and expand existing companies and attract new ones through NYS Consolidated Funding Applications, funding opportunities through NYS ESD, Global NY, enhanced EB-5 program, and Start-up NY (where SUNY@Adirondack already has an approved plan focused on sustainable agriculture, technology, and nursing). Marketing efforts like "I love New York" and Taste NY create opportunities for agriculture and the growing craft beverage industry. Renewable Heat NY is building the market for high efficiency, low emissions wood-fired heating systems – new uses for the Region's timber stocks.

"Just" Perfect for Glens Falls

Photo: Pepe Productions

Just Beverages will repurpose a historic church building in downtown Glens Falls as a bottling plant.

Drew Fitzgerald, a Glens Falls native, thought "Just Beverages" was just what the City needed, and he worked to bring his Los Angeles based start-up to the AGC Region.

Just Beverages, working with EDC of Warren County, recently announced that it would be locating its first bottling plant in a converted 14,500 square foot historic church building in downtown Glens Falls. Repurposing and reusing the building is consistent with their sustainability focus.

The company COO Jim Siplon said they were "looking for a community that is open to new ideas, but small enough to care about a small start-up like us," and Glens Falls fit the bill. The taste and quality of water in the Southern Adirondacks didn't hurt.

The company produces food and beverages, including bottled water that promotes good health and wellness. It utilizes innovative packaging made from renewable resources, contributing to a smaller carbon footprint, and is working with local schools and SUNY@ Adirondack to pilot sustainability education for students.

Gardenworks

Photo: Pepe Productions

HEALTHY COMMUNITIES & AGRICULTURE

The healthy communities and agriculture pathway focuses on developing opportunities for growth in local farming and strategies to address health concerns. It builds on the scenic beauty, conserved open spaces, and natural environment that make the Region desirable and marketable as a business and residential location. This pathway combines goals of preserving the environment, increasing recreation amenities, improving people's health and well being, and growing the agricultural economy that can produce and distribute fresh food to all communities. The preservation of farms and working farmland could not be more critical to protecting rural character, an amenity that is important to the residential development that underpins the local tax base in most communities. That same residential development opportunity, however, puts prime agricultural lands at risk – and once gone, farmland is lost forever. More collaboration between farmers, businesses, consumers, and the Region's public and private institutions is needed to conserve working landscapes that are at the heart of a beautiful and healthy community. The full technical report can be found at: www.agcny.org/agriculture-health.

Cold Weather Grape Breakthrough

Photo: Ledge Rock Hill Winery

New grape varieties can withstand colder winters.

Ledge Rock Hill Winery, in Saratoga County's Town of Corinth, is making more consistent-quality red wine thanks to the emergence of cold weather grape varieties developed at Cornell University and the University of Minnesota. The grapes are cultivated to withstand colder winters and shorter growing seasons, which until now have produced inconsistent yields and quality that has hampered the branding of the State's red wine. Gary Alcorp, owner of the winery, hopes the AGC Region can capitalize on the enormous growth of vineyards across New York and the nation. In 1980 the State had 35 wineries. Today there are over 500 and New York is the third highest producer in the nation.

Key Findings for Healthy Communities & Agriculture

The Region's Agricultural Lands and Working Farms are at Risk

Within the AGC Region, prime agricultural lands, or lands with rich soil ideal for growing food, are tempting targets for new development. Washington County added eight new farms between 2007 and 2013 and at the same time lost almost 13,500 acres of land in active farming. Warren County experienced an increase of 31 new farms during the same period, resulting in nearly 1,000 acres of new farmland. Both Counties experienced a decrease in the average size of farms. The loss of farmland is a statewide trend that can be attributed to improvements in technologies and an increasing profitability of small and family owned farms. Helping these farmers maintain viable operations will be an important part of ensuring a safe, affordable, and accessible food supply. The SUNY@Adirondack focus on sustainable agriculture and strategic investments by the Capital Region REDC help accomplish this goal. All too often, it is much easier for a farmer to sell property to developers, in part because succession planning to connect new farmers with farmers preparing for retirement has not been widely available. Integrating a community-based food system into land use decision-making, using local Comprehensive Plans and County Agriculture and Farmland Protection Plans, can conserve land for generations to come.

Improving Food Access and Distribution Adds Value

Although the idea of buying locally grown food is not new, the movement has picked up momentum in recent years and thrust the words "local food" into the headlines. While the AGC Region is relatively well served with its distribution to grocery stores and farmers' markets, most all of these destinations require access by automobile. Meetings with local farmers and social service providers found that while access to healthy foods is good, many people don't know how to make meals from fresh food. Only 6 of the 23 school districts within the AGC Region participate in farm-to-school programs. On average, these schools spend over $100,000 each year on "local" food products, representing a significant opportunity to generate revenue from broader participation. At a local level, the 35-year-old Glens Falls Farmers Market, the Fort Edward Farmers Market, and markets across the Region are an important part of offering healthy food to the urban and suburban residents; supporting the Region's small-to medium-scale farms; building community; and creating a destination that brings people to downtowns, hamlets, and villages, which leads to spending at other shops and restaurants. Efforts are underway to find a year round location for the Glens Fall's market.

Enhancing Competitiveness and Linkages to Markets Would Help Local Farms Succeed

Many of the farmers in the AGC Region are shipping their raw products out of the Region for processing. Developing a food hub within the Region could be an asset to both the farming community and the local

Farmers Market on Wheels

Jan and Jeff King own the 100-year-old King Brothers Farm in Schuylerville, Saratoga County. Their "farmers market on wheels" delivers a wide range of locally produced products, including their own milk, yogurt, beef, cheese, and eggs to 500 customers between Halfmoon and Queensbury. In the summer of 2015 they are opening the first farm-based milk bottling company in Saratoga County and will produce and bottle half and half, cream, milk, condensed milk, and chocolate milk.

Photo: King Brothers Farm

They expect the expanded operation will create as many as 15 jobs in the next three years. Bottling and distributing their own milk gives them better control over pricing and protects them from the wide fluctuation in national milk prices farmers endure when selling to national processors. "People have been very receptive to what we do," Jan King said. "I think they appreciate knowing that when they are buying their milk it comes from our farm, they are supporting a local business and they really enjoy doing that as well as having a great quality, great tasting product."

The Region's Ski Areas are Growing

Photo: Gore Mountain Ski Resort

Gore Mountain, the closest large mountain to the Albany Capital District, attracts skiers from all over the east.

Gore Mountain, in Warren County's North Creek, is known as the home of some of the most skiable acreage in New York, boasting four peaks, 107 trails, 2,537 vertical feet, and 15 lifts including the high-speed eight-passenger Northwoods Gondola. The mountain attracts skiers from all over the east. As the closest large mountain to the Albany Capital District it boasts access to a large population within a two-hour drive time.

Gore Mountain is one of the three ski areas owned by the State of New York and operated by the Olympic Regional Development Authority (ORDA). Gore Mountain brings in more than 230,000 visitors per year to the Region. The State of New York has invested $9 million over the past two years to install a new high-speed detachable quad chairlift that offers guests a smoother, faster, and more reliable ride to the mountaintop. For more information about the company see: www.goremountain.com

In addition, West Mountain Ski Area in Queensbury recently invested $250,000 in energy-efficient lighting, making it easier to see at night. They are also improving their ticketing system for the tubing park. For more information on the company see: www.westmtn.net

economy. Evaluation of using freight to distribute products from the AGC Region's "foodshed" also warrants consideration. By combining food processing, commercial kitchen facilities, distribution, warehousing, packaging, retail and wholesale of agricultural products, education, and other elements, the food hub could integrate the business sector and connect regional agricultural producers with residents, restaurants, and value-added producers. Food co-ops, like the Village Store Co-op in Cambridge and an emerging Food Co-op in Glens Falls, offer community-gathering centers and affordable access to healthy foods. Other co-ops in the Capital Region in Albany, Gloversville, Niskayuna, and Galway are not conveniently located to the residents and farmers of the AGC Region.

Opportunities Exist to Brand the Region's Farm Products

Branding could help to create consumer demand, giving producers leverage in negotiations with large buyers. Farmers understand that marketing is critical to success but they lack the time and financial resources to move forward. New efforts are underway in the Adirondack Park to better promote emerging tourism sectors like agri-tourism, eco-tourism, geo-tourism, and heritage tourism. All of these niche markets are appropriate to the AGC Region, but as a largely rural place with ample natural landscapes attractive to visitors, it is ideally suited to agri-tourism. Packaging farm visits with opportunities to explore the revitalizing urban center in Glens Falls, for example, creates the authentic experience many visitors, but especially millennials, seek.

Celebrating the Region's Heritage and History

The Lakes to Locks Passage Scenic Byway runs through the AGC Region, linking northeastern New York to southern Quebec in Canada. The byway unifies the interconnected waterway of the upper Hudson River, Champlain Canal, Lake George, and Lake Champlain and has been called North America's first "super-highway." The programs that the Lakes to Locks Passage provides unify the corridor as a single destination. Lakes to Locks is a New York State Scenic Byway, a National Scenic Byway, and an All-American Road. The byway extends from the AGC Region to the border crossing at Rouses Point on land and water. The waterway route continues north into Canada to connect with the St. Lawrence River.

Thirty-two Waypoint Communities have been designated to "meet and greet" the Lakes to Locks Passage visitor. Community museums and attractions serve as Heritage Centers. Nearly every community has a driving, biking, or walking tour. The distinctive influence of French, English, and Dutch settlers is still evident today in the communities along the rivers, waterfalls, and lakeshore harbors. As a companion, the First Wilderness Scenic Byway promotes the Region's historic role as an important southeastern access point to the "Endless Forests" of New York's Adirondacks. For more information see www.lakestolocks.org and www.firstwilderness.com.

Photo: Pepe Productions

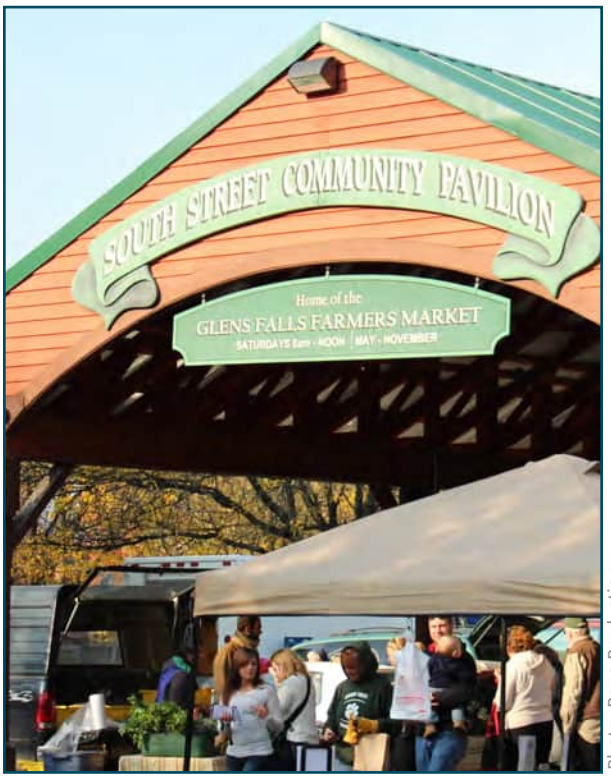


Photo: Pepe Productions

The Glen's Falls Farmers Market has offered healthy foods to the area's residents for 35 years.

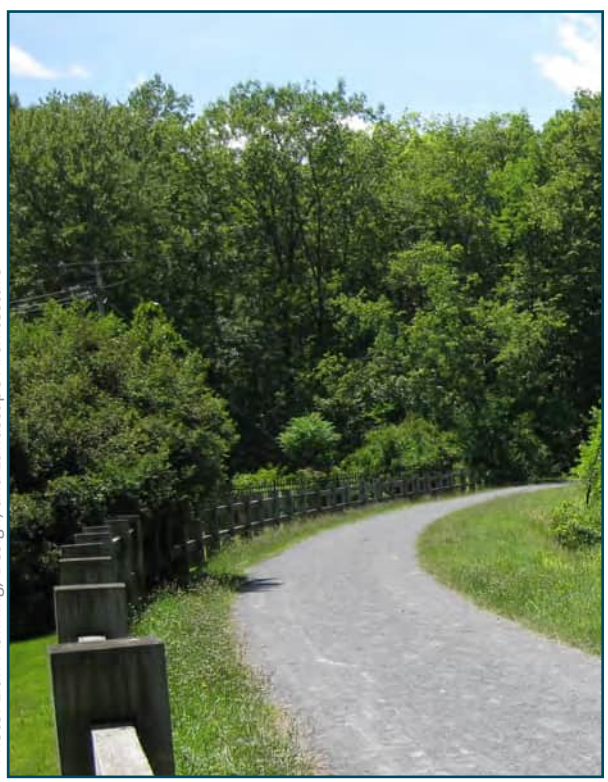


Photo: Elan Planning, Design, and Landscape Architecture

Feeder Canal Trail on Pruyn's Island in Glens Falls, NY.

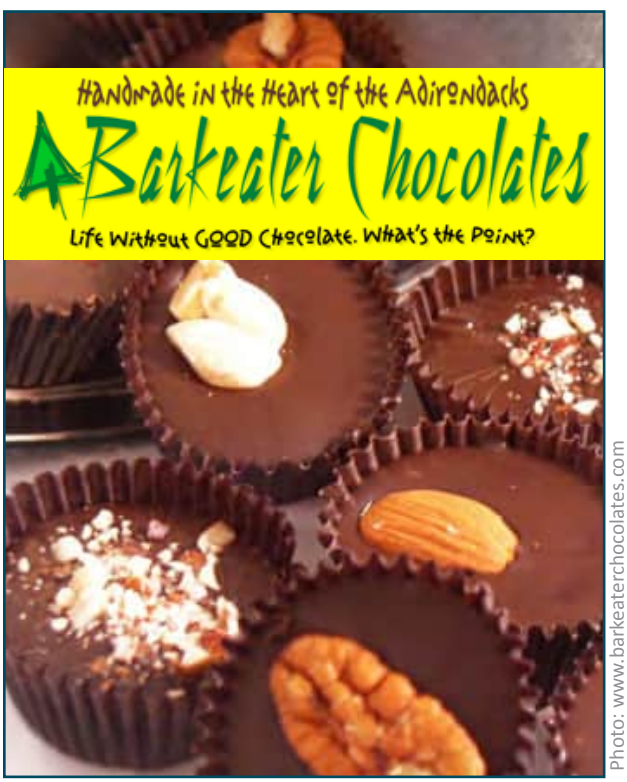


Photo: www.barkeaterchocolates.com

Barkeater Chocolate is based in North Creek, NY.

Photo: River Street Planning and Development

Helping farmers to maintain viable operations is critical to ensuring a safe, affordable, and accessible food supply.

Expanding Trails and Recreation Resources Will Make the Region Healthier

Throughout community engagement for all five pathways, participants discussed opportunities to connect people more closely to the natural environment using a comprehensive system of linked trails for hikers, bikers, bird watchers, equestrians, snowmobilers, cross country skiers, and many other sports enthusiasts. Each of these amenities contributes to making the Region healthier and also builds on the Adirondack Park's international reputation as an outdoor sports destination, generating visitors and customers for local lodging and hospitality establishments. Connecting to the transportation pathway, healthy communities require multimodal alternatives that allow people to build exercise into daily activities or walk safely to school.

While many trails within the AGC Region are located in the State Forest lands of the Adirondack Park, there is a growing network of dedicated trails from the Lake George Region south into Glens Falls, Queensbury, South Glens Falls and Moreau, and west into Washington County along the Feeder Canal. Continued development of a trail plan for the Region could close the gaps in the existing network and make broader connections to State and national trail systems. The improvement of existing parks and development of new parks that are accessible to residents of all ages and abilities is an opportunity. These amenities are free and fully accessible to the Region's lower income residents.

Adirondack Gateway Council collaboration with Lakes to Locks Passage Inc. of Crownpoint, NY, an organization that supports and promotes the scenic byway in the Adirondacks and in southern Quebec in Canada, is an opportunity.

Photo: Pepe Productions

ACCESS TO OPPORTUNITY, HOUSING, & FAIR HOUSING EQUITY

This pathway to progress focuses on Regional housing and fair housing equity. It increases access to opportunity, which HUD describes as "jobs, transit, affordable housing, good schools, and other infrastructure." This pathway is a bridge between the overall sustainability plan and the Adirondack Gateway Regional Combined Housing, Transportation, and Fair Housing Equity Assessment, 2015 (FHEA). The FHEA involves a range of analyses, is shaped by extensive community engagement, and addresses principles identified by HUD. HUD recognizes that the creation and/or maintenance of affordable neighborhoods depends upon State, Regional, local government, and agency decisions about where to locate infrastructure and services. HUD is particularly interested in assisting communities to focus investments in infrastructure in neighborhoods that have been previously redlined and disinvested. The full FHEA and all appendices are available at www.agcny.org/housing-transportation.

Photo: Pepe Productions

The Adirondack Park covers over half the AGC Region.

The pathway responds to that HUD guidance by providing a framework to adjust the "jobs/housing balance" where employment opportunities are accessible and generate adequate wages for residents to afford a sustainable quality of life in the Region's urban and rural communities. For lower income residents, achieving this balance requires distribution of employment opportunities across the Region, reasonable commuting times with reliable transportation, and affordable housing. Access to employment, proper training, and family-sustaining wages will make it possible for other needs to be met.

The housing and fair housing equity pathway coordinates policies, removes barriers to private-public cooperation, leverages funding, and increases effectiveness to plan for future growth, while enhancing the unique characteristics of all communities. The FHEA provides an opportunity for diverse stakeholders in the Region to develop a candid and broadly shared assessment of residential opportunities. Municipalities and Regional entities have identified objectives and priorities for future investments to enhance equity and access to opportunity and are addressing the needs of communities facing the greatest challenges. The Adirondack Gateway Council understands how big picture public investments in infrastructure shape development patterns and they know which communities have faced underinvestment of key amenities. The partners have developed a strategy through the FHEA that ensures low-income communities and vulnerable populations including the homeless, low income, elderly, veterans, and mentally/physically impaired households can be more self-sufficient.

Key Findings for Access to Opportunity, Housing, & Fair Housing Equity

The Adirondack Park Offers Unique Opportunities and Challenges

The majestic Adirondack Park and a large swath of the New York State Forest Preserve covers over half of the AGC Region, though it is home to only one-quarter of its population. The Park is a major tourism draw, attracting

an estimated 7-10 million tourists annually, many from the 84 million people living within a day's drive. The Gateway Region can capitalize on being a main entry point, expanding the influence of the Greater Glens Falls area, including Lake George and Queensbury, which already provide extensive tourism support services, retail, and amenities for visitors. While tourism employs many entry level and unskilled workers, wages tend to be low and career ladders short. The Park's density-based regulatory structure conserves millions of acres of rural lands and natural resources, and shapes the scale of development. A growing percentage of seasonal homeowners bring wealth to the area, but retirement market demand can drive the price of land upward, making it extremely difficult for year round residents and organizations that need or develop affordable housing to find affordable properties and sites.

Income and Poverty Shape How and Where People Live

Although the Region is growing and overall wages are rising, especially among the highest income earners, long-term and situational poverty determines where and how people live. Poverty exists in pockets in many communities in the Region – both urban and rural. Though overall cost of living is lower compared to other New York State Regions, it outpaces the incomes and benefits available to residents earning the lowest incomes, including veterans, large families, young families, the elderly, and disabled. Housing, utilities and energy, food, health care, the cost of an education, and basic transportation continue to increase. Across the Region, combined transportation and housing costs use half of a family's income, which is especially burdensome for single people and

Adirondack Park 101

At six million acres, the Adirondack Park is the largest park and the largest National Historic landmark in America - larger than Yellowstone, Yosemite, Grand Canyon, Glacier, and the Great Smoky Mountains combined. Unlike these National Parks, however, 130,000 people live full time in the Adirondack Park's 102 towns and villages and over three million acres have been privately held for generations. Today over 60% of this pristine natural area, or almost 3.4 million acres, are conserved by some form of resource protection, with over 2.4 million acres in "forever-wild" State Forest Preserve and 800,000 acres preserved by various conservation easements. Although half of the AGC Region communities lie within the Park boundary, only 25% of the AGC Region's residents live "inside the blue line," referring to the blue boundary line used on State maps to identify the New York State Forest Preserve in the North Country and the Catskill Mountains.

The Park's scale can be daunting: it crosses 12 counties, 119 school districts, and 132 zip codes. It boasts 3,000 lakes, 30,000 miles of rivers and streams, and 2,300 miles of trails. Its great scenic beauty and environmental resources have produced a strong outdoor recreation tourism economy and natural products industry that remain industry targets today. Policy and regulation of land uses and density of development for the Park is administered by the Adirondack Park Agency and defined in The Adirondack Park State Land Master Plan, State Land Map, and the Adirondack Park Land Use and Development Plan. The management of the State Lands is carried out by New York State Department of Environmental Conservation.

Affordable Housing Partnerships

The AGC Region responds to the need for affordable housing for both renters and owners.

- The **City of Glens Falls Housing Rehabilitation Program** assists both owner and renter occupied housing with grants to improve housing conditions. The program gives preference to residents who are frail seniors or disabled or to properties that require emergency repairs or have code violations.

- The companion **First Time Home Buyers Program** helps to close the gap so that lower income residents can own a home. The program has helped over 150 families since 2000, with funding from New York State and US Department of Housing and Urban Development (US HUD).

Photo: Habitat for Humanity

Habitat for Humanity has built 25 homes in Glens Falls with the help of volunteers.

- **Habitat for Humanity** of Northern Saratoga and Warren and Washington Counties' mission is "to provide simple, decent and affordable housing in partnership with families in need." Operating in Glens Falls since 1991, the organization has built 25 homes with the help of volunteers, including the "Partner Family." Families who are currently living in substandard housing and cannot obtain a mortgage through standard means may qualify. Selection is based upon need, ability to make monthly payments, and willingness to volunteer time and energy to Habitat's work. For more information, see www.glensfallshabitat.org

  In 2014, the Adirondack Pub & Brewery in Lake George donated 100% of its Oktoberfest ticket sales to support Habitat's work. The event features beer from across New York State and features live music, traditional German style food, costumes, and games.

  Adirondack Pub & Brewery is a full functioning brewery in the heart of Lake George Village, with all craft-brewed beers brewed, bottled, and canned on premise using the finest malt, hops, yeast and water, since 1999. For more information, see www.adkbrewery.com

low income households who struggle daily, making hard choices between paying the rent and putting gas in the car, buying food or filling prescriptions.

Changing Age Trends Will Shape Programs, Services, Labor Force, and Growth

Half of the Region's population (at median age of 43 years) are entering their peak earning years, but are older than State and country median age by about five years. The decline in young families and children (born and raised in the Region) will influence enrollment at local schools. The larger millennial generation including those in their twenties, both current residents and those to be attracted, represents a growing entry-level labor pool that may require training in order to access employment. Some entrepreneurs are "coming home" and starting restaurants like Morgan & Co. and Just Beverages in Glens Falls. Retaining and growing the number of young families helps to support the rapidly expanding elderly population, since families are the front line caregivers for many seniors, especially those in the oldest age groups. More than half of the Region's households are retired and on fixed incomes, creating new and different needs for housing and transportation, health care, and support programs and services at the community scale.

Investment is Occurring Almost Everywhere, but at Very Different Scales

The Region is rapidly changing, which represents opportunities for investment and challenges to family and workforce stability. The diversity of environments it offers (rural, suburban and urban) is both an asset and a challenge. Millennials are interested in the area, especially the small city lifestyle offered in the Glens Falls area. They are seeking a more affordable life and are leaving other metropolitan areas and moving in. Dozens of community based development projects, addressing shelter, health, drinking water and wastewater, communication, transportation, recreation, and brownfield redevelopment are on the drawing board, and the Region is increasingly successful in nominating priority projects through the Regional Economic Development Councils for funding. Housing and health investments are distributed throughout the outlying settlements where need is great, particularly for medical care.

Housing, Transportation, and Utility Costs Drive Location Affordability

Housing stock is aged, which reflects a supply of historic homes for restoration, but means housing may be expensive to purchase and maintain, and subject to high energy costs. Nearly two-thirds of the Region's housing was built prior to adoption of new building codes in the 1980s. Lower income homeowners are significantly cost-burdened, spending more than a third of their income on their mortgage and less than one in five families can afford to own a home. Nearly 30% of residents are struggling renters, and one in two low and moderate-income families pay nearly fifty cents on the dollar for rent alone. At the same time, the number of new residential units, mostly market rate and located in the suburbs, grew by 15% between 2000 and 2013 (a pace faster than the State as a whole).

Niche.com and NERDWALLET Study Millennial Job Seekers

Niche.com recently identified the best towns for young professionals in New York based on the number of millennials, job opportunities, and access to bars, restaurants, and affordable housing. A high ranking indicates that a town attracts millennials with an affordable, diverse community and lots of things to do. Glens Falls ranked number three on the list behind White Plains and Albany.

Another recent survey released by Nerd Wallet ranks Glens Falls 30th among 153 communities in New York State as a "Best Place for Millennial Job Seekers." Millennials currently make up 23% of the city's population - only Cohoes (16th), Albany (19th) and Saratoga Springs (20th) in the Capital Region ranked higher. Both studies offered key takeaways including that:

- While housing is affordable in upstate cities, "big city" wages are not yet widely available;
- Millennials choose to be close to colleges; Four upstate communities in the top 10 are college towns including Geneva (3rd), Ithaca (4th), Cortland (7th), and Fredonia (10th); and
- They like flexibility in transportation options. Nearly all highly ranked suburban areas had public transportation.

For more information see: www.nerdwallet.com/blog/cities/best-places-millennial-job-seekers-york-2015/ & https://local.niche.com/rankings/towns/best-places-for-young-professionals/s/new-york/

Availability of Subsidized Housing is Not Keeping Up With Demand

Community efforts have been unable to keep up with the growing need for affordable shelter across the Region. With just over 150,000 people, there are fewer than 2,000 units of project-based housing and just under 600 HUD Section 8 Vouchers through the Glens Falls Housing Authority. Rural areas face very limited housing choice, especially for protected classes such as people with disabilities, elders who need accessibility modifications, and larger families. There are no vacancies in many subsidized rentals, extensive waiting lists, and very slow turnover. It can take more than a year, possibly two, for a family to move into a more affordable unit. Housing advocates report that the expanding number of elders on fixed income who can no longer live independently may wait 18 months to find an affordable apartment anywhere in the Region. The quality of affordable housing and the need to coordinate code compliance and public health concerns are a priority. An accurate inventory of developable land and infill sites and local development and design standards would encourage affordable housing at a multi-family scale. Housing rehabilitation programs to meet even basic housing quality standards cannot keep up with demand and the need is particularly urgent to replace aging manufactured homes.

Fluctuations in Federal and State Housing Funding Slows Improvements to Housing Supply

In recent years, a decline in federal and State resources to support housing construction has made it harder to expand supply in the Region. The City of Glens Falls' status as a HUD Community Development Block Grant

Photo: Pepe Prorductions

Glens Falls Housing Authority senior housing.

Entitlement Community is still an asset, but decreasing formula-based funding levels and reductions in support for community-based housing organizations result in diminished capacity at the municipal and nonprofit level. Changes in federal and State underwriting regulations for capital investment requires an even higher level of sophistication in order to fund, construct, and successfully operate new affordable housing developments.

SCA Funds Student Environmental Projects

SCA in Glens Falls produces the Tork brand of napkins, towels, tissue, and wipe products used in a range of commercial settings, including office buildings, restaurants, schools, and health care facilities. Locally, SCA employs nearly 400 people between its fully integrated mill in South Glens Falls, a converted facility in Greenwich, and a distribution center in Saratoga.

The company regularly hosts tours for local middle school students, helping them to see that there are good job opportunities close to home. In addition SCA offers an Environmental Education Grant Program for K-12 schools and nonprofit organizations that support sustainability projects which encourage students to identify environmental issues in their communities and propose solutions. Schools and nonprofit organizations are invited to apply for grant funding up to $5,000. SCA has awarded nearly $53,000 in environmental education grants to 23 schools in upstate New York. Past local grants have funded a variety of environmental education initiatives such as the study of water flow and sediment in streams, recycling projects, and climate specific vegetable gardening projects.

Photo: Pepe Productions

High quality housing is essential at all price points.

Public Policy Affects the Availability of Affordable Housing

High quality housing at all price points is essential to the Region's economic future. Local and State land-use regulations are critical to protect vital resources like forest products and scenic values appealing to tourists, especially in the Adirondack Park, yet they may unintentionally create barriers to affordable housing. Community leaders report that in some cases, regulatory compliance can push development costs for affordable housing to the tipping point where the projects become infeasible. The integration of affordable units into residential development through the use of inclusionary zoning is an opportunity, and the Adirondack Park Agency is considering ways to integrate more cluster development into local projects to conserve open space and reduce the cost of infrastructure to support new homes.

There is Regionwide Disparity between Housing Costs and Income

Incomes are not keeping pace with the costs of housing and households are paying a larger and larger percentage of their income towards shelter. Rental costs are rising and fixed retirement incomes are not keeping pace with rents. Second home development in the lake and resort towns of Warren County are pushing up housing prices and pricing out low and moderate-income households. Washington County's housing prices are generally more affordable, but the real estate market in the County is rapidly changing with newcomers drawn by what they consider to be reasonable sales prices.

Replacement of Aging and Deteriorating Manufactured Homes is Critical

Although the percentage of residents living in manufactured homes is low overall, those living in older manufactured homes, some built before HUD standards for housing quality, face some of the Region's worst housing conditions. In the Region's rural areas, where land was once less inexpensive, locating a manufactured home on a parcel of land was the only affordable home ownership option. The AGC Region communities are working to help residents to replace substandard and dilapidated units with new ENERGY STAR qualified manufactured housing.

Photo: Pepe Productions

The real estate market in Washington County is rapidly changing.

Photo: Pepe Productions

The quality of affordable housing is a priority in the Region.

LUCY
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Photo: Greater Glens Falls Transit

MULTIMODAL TRANSPORTATION

This pathway to progress addresses the enhancement of a multimodal transportation system across the Region that meets the needs of residents of all ages and abilities. The FHEA found that transportation costs are typically the second-biggest budget item for most families. As part of HUD's access to opportunity principles, this pathway looks for ways to provide more transportation choices and timely access to employment centers, educational opportunities, services, and other basic needs, and to increase mobility and lower the combined cost of housing and transportation. The Adirondack Gateway Council is communicating these findings to businesses, municipal leaders, policymakers, and developers to help them make more informed decisions about where people should live, work, and invest. The full report and appendices are available at: www.agcny.org/housing-transportation.

While available and affordable transportation is a bottom-line imperative for workers to be able to access stable employment, the pathway is also key to maintaining a quality of life. Choice of modes is a clear expectation of the millennial generation, who like to choose the most practical approach (driving, public transit, biking, or walking) for each trip. Car sharing, bike sharing, walking, and car ownership will all play a part in the multimodal network, but public transportation is ranked highest as the best mode to connect by younger people. Many lower income families appreciate the affordability and reliability of transit. Young workers like the opportunity to multi-task and socialize online while traveling. They also appreciate that public transportation protects the environment by reducing pollution and vehicle use – consistent with recommendations from the Capital Region Sustainability Plan and the Adirondack/Glens Falls Transportation Council (A/GFTC).

Photo: Pepe Productions

Communities in the Region vary in their walkability.

Complete Streets and Walkability

The National Complete Streets Coalition reports that "regardless of age, ability, income, race, or ethnicity, all people ought to have safe, comfortable, and convenient access to community destinations and public places–whether walking, driving, bicycling, or taking public transportation." In downtown Glens Falls, streets such as Hudson Avenue and Glen Street earn a walk score of 75 and are rated as very walkable, where most errands can be accomplished on foot. Other communities in the AGC Region do not rate nearly as well with walk scores for Hadley (11), Queensbury (11), and Argyle (7) reported as automobile dependent. To learn more about walk scores see: www.walkscore.com

Key Findings for Multimodal Transportation

The Region Is Highly Automobile Dependent

The mountainous geography and low population density of the area leaves limited alternatives to car use in large parts of the Region. In the past fifty years, alternatives were established in the urban core of the Greater Glens Falls area. While transit is available in the most populated areas, many residents in the countryside still rely on their car, without regard to gas prices or travel distances. Over three-quarters of residents drive alone to work. Carpool use is fairly low and varies considerably between communities. Some agencies and employers have identified the lack of reliable transportation as a barrier to worker recruitment and retention.

The Region Benefits from an Existing Multimodal Transportation System

The Adirondack Gateway Region takes strength from its existing, in-place multimodal transportation system, which is operated by a variety of public and private organizations in the greater Glens Falls area as well as in the Capital District to the south. Amtrak service from Fort Edward and Saratoga Springs connects the region to national and international destinations. The A/GFTC ridership for all transit services has steadily increased over the past 26 years. Lack of funding, distributed demand, and high operating cost for transit have shaped the compactness of this system to

serve areas of highest population density. Adirondack Trailways, Greyhound, and several taxis serve the Region. Van- or car-based senior transport services exist in several townships. Many residents, especially seniors, rely on friends and family for transportation. In the urban area and some suburbs, hamlets, and villages some sidewalk systems do exist.

According to Adirondack Gateway Council's 2014 survey of service providers, at least 15 agencies and non-profit organizations provide "mobility" services to their consumers. The Adirondack/Glens Falls Transportation Council (A/GFTC) reports that "although these services are not truly public in that they are only available to limited segments of the population or specific clients, they do serve particular mobility needs for specific groups and often operate in areas where sustained public transit is not feasible."

Access to Opportunity Regarding Transportation is Limited

Transportation providers are collaborating to maintain the quality and variety of transportation resources that do exist across the Region. They believe that opportunity exists to increase the efficiency, range, and coordination of human services transportation. In order to reach the outlying communities of the Region, local governments at all levels need to develop financially sustainable systems that addresse the unmet transportation needs. New financial assistance and operating capital will be necessary to jump-start a second-generation transportation system that serves most, if not all interests and provides comprehensive transportation choices.

Photo: Pepe Productions

Fort Edward train station.

Photo Creighton Manning Engineering LLP

Centennial Circle, a five-leg roundabout in Glens Falls.

Photo: Pepe Productions

North Creek Free Shuttle service.

Photo: Pepe Productions

COMPREHENSIVE BROADBAND, INFRASTRUCTURE, & BROWNFIELD REDEVELOPMENT

This pathway evaluates the availability of broadband infrastructure and information services, infrastructure, and brownfield redevelopment opportunities that support economic development. A digital divide is occurring across the nation, across New York, and in the AGC Region: a division between the mostly urban areas that have access to high speed, affordable broadband service and those, mostly rural, areas that do not. The AGC Region may offer the attractive and affordable quality of life businesses seek, but it will only be a suitable place for investment if there is access and choice in broadband connectivity. The Council is clear that support for broadband is the progressive path, as important as paved roads and reliable utilities, and that this reality should inform Regional planning. Universal access will also make it possible to attract telecommunication intensive businesses such as high tech industries and back office support.

Photo: Pepe Productions

The region is well served by an interstate highway system connecting to major northeastern U.S. and Canadian cities.

Twenty-first century businesses and residents expect 21st century infrastructure, and this pathway focuses on delivering it to every business and every resident in the AGC Region. They expect well-maintained roads and bridges, dependable utilities, clean water, and reliable wastewater. And they expect to connect – by cell phone and to the Internet - all the time and everywhere. Homebuyers will choose where they live based on connectivity. Successful models of providing healthcare, education, and job training remotely are working elsewhere, but for the AGC Region's rural communities to have access, high speed broadband must be available to the providers on the receiving end. Without these emerging opportunities, low and moderate income residents will continue to spend more money than they can afford on transportation to reach the support and services they need.

Recent progress, including a grant to help Warren County improve emergency radio communications, may also give businesses in the Lake George and Warrensburg areas access to more high-speed Internet service. A radio tower will be equipped with a transmitter to improve the County's problematic emergency radio communications system. Adirondack Gateway Council has been undertaking meetings with the area's emergency services personnel within Warren, Northern Saratoga, and Washington Counties to explore other potential collaborations to share or co-locate equipment. The Town of Thurman in Warren County gained national attention for its use of unused space on the UHF dial to provide Internet access – an alternative approach to reach "the last mile" in some rural communities. The newly expanded Connect NY Program along with federal funding opportunities within the United States Department of Agriculture (USDA) and Federal Communication Commission are available, and the Adirondack Gateway Council will be seeking grant funding from those sources and others in 2015.

The full reports for these pathways can be found at www.agcny.org/broadband-resources and www.agcny.org/sewer-infrastructure and www.agcny.org/economy-infrastructure.

Key Findings for Comprehensive Broadband, Infrastructure, & Brownfield Redevelopment

Broadband Serves Much of the Region, but Rural Areas Have Significantly Less Coverage

Research on this pathway details availability of existing broadband infrastructure including fiber optic and coaxial cable locations. It identifies cell site locations, occupants, and wireless service providers as well as central office locations and wire center boundaries. Telecommunications and broadband service providers and the services they provide have been inventoried. A needs assessment documented the Region's broadband needs and identified entities that might be interested in filling the gaps including service providers, wireline and wireless broadband providers, and enterprise customers. An outline was developed that demonstrates the potential partnerships and forms the basis to seek incentive funding from State and federal sources.

The Region is well served with broadband along the major traffic corridors and in the cities and villages. The City of Glens Falls and Town of Queensbury have access to at least two high-speed broadband providers with competitive access widely available. Services along the Route 9 corridor are of consistent capacity and quality with comparable areas statewide. Outside of these more populated areas in the Region there is much less coverage. These areas would reap rewards from additional investment in diversified fiber and/or wireless broadband service, particularly in the northeastern and northwestern portions of the Region. Thurman's recent experience points out some challenges facing many of the AGC Region's Adirondack Park communities, including prohibitions on siting communications towers and challenges to wireless technologies that require line of sight in heavily forested and mountainous areas.

A Variety of Providers and Technologies are Available

Broadband is delivered by a number of competing providers using different technologies and infrastructures. The primary owners of broadband infrastructure include Verizon, Frontier, and Time Warner; one competitive local exchange carrier (Windstream); and two independent fiber network providers (Primelink and FirstLight). There are 25 cell towers in the Region and 10 public safety towers. The broadband providers are delivering service to homes, businesses, and other organizations at varying degrees of access, performance, and cost. Most service is delivered by land or wire lines of copper, coaxial cable, and fiber optic cable. Wireless based broadband technology utilizing strategically placed towers is also available in some locations, usually outside of the Adirondack Park.

The Lack of Broadband in Rural Communities Limits Access to Opportunities

Broadband communications have transformed the way people communicate, congregate, live, and prepare for work. At a time of

New Technologies Hold Promise for Rural Communities

Many rural AGC Region communities provide little or no municipal water or wastewater, which is a significant challenge for both residential and commercial development. The cost of building and operating conventional systems, especially sanitary sewers, is cost prohibitive and long distances from existing urban systems make connection equally expensive.

New technologies that are known as decentralized wastewater treatment can be an affordable and "green" alternative. They avoid large capital, operating, and maintenance costs; are sustainable; protect water quality and community health; use land efficiently; and preserve greenspace – consistent with the Adirondack Gateway Council's livability principles.

A variety of options are available, from enhanced onsite septic systems to treatment units that collect, treat and discharge waste to either surface waters or the soil. They can serve industrial or institutional facilities, clusters of homes or businesses, and entire communities. The Town of Wilmington in the Adirondack Park is pursuing a decentralized system in support of a hotel project and has initiated important conversations with the Adirondack Park Agency and NYS DEC regarding permitting.

increasing globalization and technological dependence, failure to adequately prepare students will limit their ability to compete for jobs. High-speed broadband has the ability to deliver more knowledge to more students at a lower cost and at more flexible times than traditional teaching methods. These are critical enhancements for rural schools if their students are to stay competitive in the face of declining State assistance and increasing local budgets.

Broadband also makes telehealth and quality emergency services possible. It can provide significantly improved, cost-effective access to quality healthcare including home-based rehabilitation and health monitoring devices to the Region's fast growing senior population. This allows seniors to age in place, living anywhere they choose, and still stay connected with family, services, and support. Broadband allows disabled people more ability to communicate through sign language using webcams. Visually impaired people can use "screen reader" programs and users of Telecommunications Relay Services can use Video Relay Services to communicate more easily with voice telephone users. All of these technologies reduce isolation for rural residents.

There is a Need to Create a Technology Led Culture

The creation of a technology led development culture will require that the community as a whole understands the need to attract and retain compatible technology companies. Whether through formal commissions or volunteer committees including businesses, private citizens, municipalities, healthcare, and educational representatives, more

stakeholders need to be engaged as advocates for the extension of fiber infrastructure and broadband to underserved and unserved areas. Adirondack Gateway Council is in the midst of meeting with service providers in efforts to address and resolve issues within the Region and communities. Like many regions, the Adirondack Gateway Council will need "carrots" to entice expansion of services. Through the use of grants, tax programs, low interest loans, Right of Way, franchise agreements, and Regional assets such as tall buildings and tower space, the Council can work with the service providers to promote access and competitive services, and leverage funding from State and federal partners.

The Region Has Completed a Comprehensive Assessment of Infrastructure

The Economic Development Corporation of Warren County and the Adirondack Gateway Council collected input from key Regional municipalities, businesses, and leaders regarding the state of infrastructure. The top five infrastructure concerns relate to roads, bridges, energy transmission, wastewater/storm water/drinking water, and telecommunication and broadband. The cost of improvements, deteriorating condition of facilities, reduction in funding available from State and federal agencies, lack of capacity to meet local cost share, and the length of various approval processes are concerns across the board. Partners identified other concerns including:

- **Roads:** Interstate 87 (Northway) rated well in recent plans but concerns exist about deteriorating physical conditions, lack of capacity, and ongoing maintenance of

Salt Summit Being Planned

The Jefferson Project is a collaboration between Rensselaer Polytechnic Institute, IBM, and The Fund for Lake George to understand the lake's past, present, and future. Its recent publication called "The State of the Lake: Thirty Years of Water Quality Monitoring on Lake George," identifies it as one of the most monitored water bodies in the world.

At an upcoming meeting at Darrin Fresh Water Institute, presenters will use the giant panel of high-resolution screens in its data visualization laboratory to show participants how science and technology can solve the problems that threaten the lake, from salt levels to water clarity to invasive species. The Post Star reports that "Equipment on display will include an acoustic doppler current profiler, a sensor probe, the plankton cam, a lake-coring barge, food-web sampling equipment and a tributary station that monitors tributary characteristics."

The report found that the salt level in the lake has tripled over three decades, due in part to road salt runoff. Many municipalities have responded by agreeing to lessen the amount of salt that is spread on local roads. Institute researchers hope to create an annual summit called "Salt: Halting the Acid Rain of Our Time," with the first conference being planned for the fall of 2015.

Hudson Avenue Mixed-Use Development

Photo: The Galesi Group & Bonacio Construction

14 Hudson Ave will be a mixed-use downtown anchor.

Recently the City of Glens Falls formed a public/private partnership to redevelop a vacant property at 14 Hudson Avenue as a 151,000 square foot mixed use downtown anchor. The $28.0 million project includes a five story building. The first two floors offer contemporary retail, commercial and office space. The upper stories will accommodate up to 90 market rate apartments. In addition, an $8.0 million parking garage with just over 500 spaces will be constructed to answer the call for significantly expanded parking to support the City's revitalizing urban core.

other roads in the Region. Leaders worry about the shift in NYS DOT policy to focus more on preservation projects rather than comprehensive improvements. Specific road improvements needed include four miles of Dix Avenue within the Glens Falls City Line, through Queensbury, in Washington County, and the Town of Kingsbury.

- **Bridges**: Leaders are concerned about deteriorating conditions of the 103 bridges within Warren, Washington, and Northern Saratoga Counties that have been classified as being "structurally deficient" or "functionally obsolete." While these bridges are not considered unsafe by NYS DOT, they require repairs or modifications to restore condition or improve functionality.

- **Energy Transmission:** Concerns for energy transmission (including physical condition of power grid, gas/oil pipeline, solar and wind) include lack of service, coverage, and capacity; susceptibility to storms; the need for redundant energy services in technology and industrial parks; and the need for a Regional energy plan that educates businesses and residents about incentive programs.

- **Wastewater-Stormwater-Drinking Water:** Concerns include the age of drinking water systems, lack of capacities for wastewater, need for upgrades in urban areas and service extension to suburban and rural areas (where more development is occurring), and the need for more coordinated regional planning.

- **Telecommunication and Broadband:** Data show that communities in northern Warren County, Northern Saratoga County,

and areas within Washington County are significantly unserved or underserved by modern telecommunications infrastructure. There is need for more competitive service offerings in the greater Glens Falls Region and, like utility services, for redundant and multiple services requested by companies located in area technology and business parks.

- **Bicycle and Pedestrian Issues:** Local plans find bike and pedestrian facilities to be insufficient and, in some cases, in need of safety improvements. There is growing support for bike paths along roadways, designation of share-the-road markings (sharrows), and pedestrian connectivity at the local level, all of which will provide free alternatives to car use for some trips.

View the full report at:
www.agcny.org/files/public/economy-infrastructure-enhancements-booklet.pdf

The Strategic Expansion of Wastewater Infrastructure Will Enhance Commercial and Residential Development

The Adirondack Gateway Council has studied existing conditions and projected growth in the Region's communities, performed a needs assessment, and identified recommendations for the technical and economic feasibility of taking a regional approach to wastewater collection and treatment. The evaluation found that to accommodate the projected sanitary sewer needs, new collection and conveyance infrastructure is generally needed along Route 9 in the Town of Moreau; throughout the

ReCharge NY Powers Family-Owned Firm

Photo: New York Power Authority

Recharge NY has helped the company to grow.

Hollingsworth & Vose, a family-owned firm since 1956, employs 150 people at sites in Easton, New York. The company is a global leader in the supply of technically advanced engine, high-efficiency and liquid filtration materials, battery separator materials, and industrial specialty paper. In 2013 the company began participating in the ReCharge NY program, which is run by the New York Power Authority. Val Hollingsworth, the company's president and CEO, reports that added competitiveness from affordable energy helps the company to remain successful and grow in the AGC Region, and enables them to make significant infrastructure and equipment upgrades as well as energy efficiency enhancements in facilities in Easton and Greenwich. "The success of Hollingsworth & Vose illustrates the possibilities of adapting traditional industry to evolving technology," said Laura Oswald, Washington County's Director of Economic Development.

Photo: Pepe Productions

103 bridges in the Region are "structurally deficient."

Photo: Pepe Productions

Brownfield on Bay Road in Queensbury, NY.

Photo: Pepe Productions

Solar panels in the hamlet of Chestertown.

Villages of Fort Edward and Hudson Falls; along Dean, Vaughn, and Wait Roads in the Town of Kingsbury; and along Dixon Road and Main Street/ Corinth Road/ Carey Road in the Town of Queensbury.

The analysis included a review of Smart Growth principles that each community could incorporate to maximize efficiencies, minimize costs, and otherwise conserve resources including engaging the community, using existing facilities, and focusing infrastructure in existing centers. The phased improvements that have been identified are estimated to cost $102 million. They include 36 miles of collection and conveyance piping, 14 pump stations, and more than $20 million of process improvements at the Glens Falls and Washington County Sewer District No. 2 Wastewater Treatment Plants. An $800,000 NYS DOS Government Efficiency grant was awarded to the City of Glens Falls on behalf of several of the communities to study and complete preliminary engineering for the regional sanitary sewer system within the southern area of the AGC Region.

Remediating Brownfields in the Region is Underway

The Adirondack Gateway Council Region is the recipient of federal and State funding for brownfield planning, assessment, and job training. Many initiatives, including those of the EPA's Brownfield Program are very consistent with the HUD sustainability initiatives. They focus on environmental justice, revitalizing brownfield properties, mitigating potential health risks, and restoring economic vitality. The programs engage residents affected by economic disinvestment, health disparities, and environmental contamination.

Seven communities within the AGC Region (the Town of Corinth, the Town of Hadley, and the Village of South Glens Falls in Saratoga County; the City of Glens Falls and the Town of Chester in Warren County; and the Village of Hudson Falls and the Village of Whitehall in Washington County) formed a working coalition known as the Hudson River-Adirondack Redevelopment Coalition. The Coalition received a $600,000 EPA Brownfields Assessment Grant to conduct environmental assessments and reuse evaluations of abandoned properties to attract clean industry, high-technology supplier and service businesses, and entrepreneurs seeking to invest and create high-wage jobs within the Region. In addition, the City of Glens Falls received a grant of nearly $200,000 from the NYS DOS under the Brownfield Opportunity Area (BOA) program to initiate land use and property redevelopment planning associated with vacant and underutilized properties on South Street, Broad Street, and Warren Street corridors with opportunities to undertake feasibility and marketing studies for these corridors.

To further the training of residents, the City of Glens Falls was also awarded a $200,000 Environmental Workforce Development Grant from the EPA to assist unemployed and under-employed individuals to obtain good-paying jobs in the environmental field, with a particular emphasis on the assessment and cleanup of brownfield sites and hazardous waste sites. Two rounds of classes have been completed and 43 residents have been trained to date, with the final training class to be completed in 2015. The program represents a major milestone for the Region by coordinating various disparate job training programs and partner agencies, including the NYS DOL, to focus on a comprehensive and unique environmental-based curriculum sought after by specific companies and Regional employers. To date more than three-quarters of graduates from the first class have obtained employment.

Electric Rates are Currently Competitively Priced

Electricity rates in the AGC Region through National Grid are affordable when compared to suppliers serving other markets, especially in the price for small commercial operations and small industrial users. There is not 100% redundancy and some major users report uneven distribution and energy spikes that require continual equipment upgrades. Natural gas is available in the Greater Glens Falls area, but the customer base is not large enough for National Grid to consider extending service beyond Warrensburg in Warren County. Many rural communities rely on propane. Since natural gas is not likely to be extended and the cost of electricity is rising in New York State (45th most expensive out of 50 states) the opportunity to explore use of renewable energy sources may become a necessity.

The City of Glens Falls was recently awarded two grants from NY-SUN to develop a solar farm with 49 ground panels in the Town of Queensbury on 10-15 acres of city owned land. The project will decrease the city's energy cost, saving up to $4.8 million over 20 years, by permitting the City to receive credits for the energy it produces. This project is part of a NYS initiative to substantially increase the amount of energy produced thorough solar power. Funding is provided through NYS Energy Research and Development Authority's (NYSERDA) Competitive Photo Voltaic Program. Additionally, the Town of Moreau received a similar NYSERDA solar grant, where new infrastructure is estimated to save $34,000 per year for 20 years. Warren County is also examining solar options with NYSERDA.

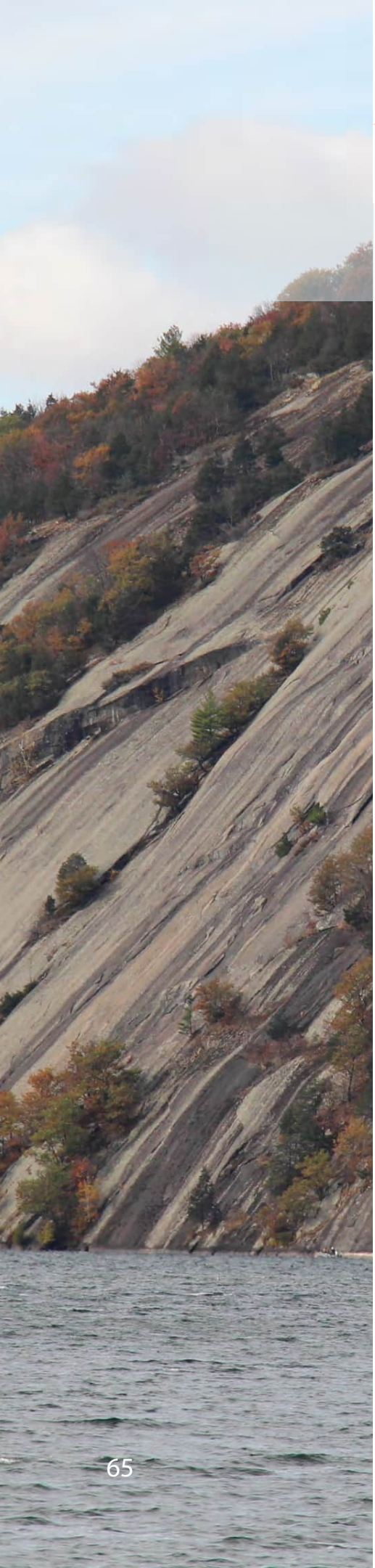


Photo: Pepe Productions

V. THE PATHWAYS INTERSECT: ECONOMIC OPPORTUNITIES

The identification of business opportunities, goals, strategies, and actions across all pathways is informed by demographic profiling, community and employer dialogues, advancement of existing and ongoing local efforts, as well as industry cluster analysis. No one source tells the whole story. Target Industry Cluster Analysis; the identification of Strengths, Weaknesses, Opportunities, and Threats; and development of seven key Principles For Livability help to refine recommendations and suggest priorities.

Business Opportunity Analysis

Business opportunity analysis helps to understand patterns of growth or decline in private sector employment. Clustered industries are interconnected businesses and support networks in specific geographic areas. Groups of industries are more competitive and efficient because they contribute to shared supply chains, transfer technologies, and grow a workforce with specialized skills - ideally those skills that can be adapted to multiple employers, providing for job choice and upward mobility. The industries' ability to export goods and services outside of the Region and abroad increases their direct sales and investment, with spinoff value for communities. Understanding the range of jobs and wages in each industry helps to hone in on the opportunities for low and moderate-income residents and identify the specialized training that may be required to make them strong candidates for employment. Targeting industries that have the highest possibility of creating or saving the greatest number of jobs is the overall goal of the analysis.

Photo: Pepe Productions

Business opportunity analysis helps to identify emerging trends among small businesses.

Cluster analysis evaluates private sector employment. Information about farm workers is included in the analysis. While the pathway research does evaluate public sector employment, it is not reflected in the cluster analysis. Public sector employment includes municipalities at all levels (including corrections) and public education. The Adirondack Gateway Council recognizes that the public sector is dominant in the Region, employing one out of six workers, and is expected to grow to 10,500 workers by 2022. Maintaining this base while growing the private sector will buffer the Region from traditional highs and lows in government jobs over time.

Cluster analysis helps to identify emerging trends among small business, though it doesn't distinguish important components like the extraordinary contributions of the creative class or employment in arts and cultural industries. Other business opportunities will continue to be advanced by the sheer commitment and tenacity of AGC Region's residents, such as the growth in family and boutique farms, despite what any statistics say. The approach does not account for unique local circumstances, for example, that the regulations in the Adirondack Park control density of development outside of designated hamlets and will affect where and how much an industry is likely to grow.

In determining which clusters to target, the Adirondack Gateway Council considers three things: the size of the companies, the rate and scale of growth, and how private sector employment is concentrated in the Region when compared to New York State (the "location quotients (LQs)." The clustered industries are likely to have competitive advantage, be more easily promoted, and are reinforced by local and Regional economic development initiatives, including the Capital Region Regional Economic Development Council. The Adirondack Gateway Council also recognizes that companies in other industries, like paper manufacturing, are of such legacy value that sustaining them is critical, despite statistical findings or potential job losses. See detailed information about the full cluster analysis at www.agcny.org/economic-development.

Adirondack Region College Graduates Want to Stay in Region and Start Businesses

A recent survey by the Adirondack Association of Towns and Villages (AATV) found "reasons for optimism as the Region embarks on a strategy to inspire entrepreneurism." The survey of 300 recent graduates from area colleges and universities found that nearly 70% considered looking for a job in the region and many would consider starting a business in the Region, which the AATV considers a "clear indication that young people are interested in making their homes in the area if the right career and business opportunities exist." The survey was commissioned to gain insight into how the Adirondack Region is perceived as a place to live and build a career in the eyes of the next generation of business and community leaders. Clarkson University, North Country Community College, Paul Smith's College, St. Lawrence University, SUNY Adirondack, SUNY Plattsburgh, and SUNY Potsdam graduates participated.

Photo: SUNY Adirondack

Many area graduates consider seeking jobs in the Region.

These findings reinforce the AGC Pathways to Progress strategies and link the Council's approach to economic and community development with those of its neighbors in the rest of the Adirondack Park to the north. AATV writes that "The survey findings reinforce the wisdom of the ADVANTAGE Adirondacks economic development strategy unveiled late last year by the Adirondack Partnership, a coalition of local governments, nonprofits, business organizations, colleges and universities, and other Adirondack region organizations, including AATV. This strategy puts a premium on: inspiring entrepreneurship among people who crave the healthy lifestyle available in the region; cultivating sustainable land-based businesses; and improving the region's connectivity through improved internet and cell phone access, helping Adirondack entrepreneurs do business anywhere in the world."

Brian Towers, President of AATV and Supervisor of the Town of Wells in Hamilton County, commented that "Students who choose to go to college in the Adirondack Region are prime candidates to remain or become year-round residents and business leaders…They love the Adirondacks' natural beauty, tremendous recreational amenities and small, safe communities, and most of them plan to live in a rural area. They want to live here, and there is a real opportunity for local governments and organizations across the region to work with them to help them realize their dreams. The students are spot-on that good-paying jobs are central to a sustainable Adirondack economy and sustainable Adirondack communities."

Key findings from the study include:

- Nearly 70% of graduates considered looking for a job in the Region, including over 80% who lived locally year-round and 60% who lived elsewhere.
- They are more inclined to start their own business within the Region (34%) than outside (30%).
- Over half would prefer to live in a rural setting, compared to 40% who prefer the suburbs and 10% who prefer a big city.
- Most liked the area's natural beauty and open space, outdoor recreation and safe communities (50%).
- They feel the Region must develop well-paying jobs; year-round cultural, social, and entertainment options; and improved internet and cellular coverage to attract young workers.
- Next steps include bringing in more businesses (37%), protecting the environment and open space (33%), and improving cultural and entertainment options.

Reading the Location Quotient Chart

The chart that follows depicts the dynamics of the targeted Regional clusters on three levels:

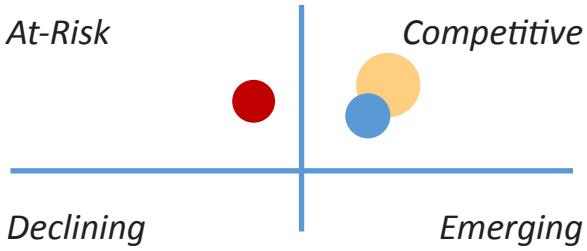
1. **How concentrated will an industry in the AGC Region be when compared to the State?** The vertical Y-axis estimates how jobs will be concentrated in the Region in 2022. The level of job concentration is referred to as the "location quotient" or LQ. As a benchmark, a location quotient of 1.0 means that employment in the Region is concentrated at the same level as the State of New York as a whole.

2. **How much change in job concentration is there likely to be in each industry?** The horizontal X-axis shows how much change there is projected to be in the concentration of jobs in each industry (LQ) from 2013 to 2022.

3. **How many jobs are there likely to be in each industry?** The bubble labeled with each industry name forecasts the relative size of employment in each cluster in 2022 – bigger bubbles mean more jobs. The large red circle represents the amount of public sector employment projected in the Region in 2022.

Each quadrant of the chart represents the specific way a cluster is changing:

- Upper Left Quadrant: The industry is "at risk" of losing power and influence;
- Lower Left Quadrant: The industry is "declining" and in danger of becoming unsustainable;
- Upper RIght Quadrant: The industry is "competitive" and currently dominant; and
- Lower Right Quadrant: The industry is "emerging" but may not yet have critical mass.



Fourteen clusters are summarized on the table above. The industries that could be targeted by the AGC Region are highlighted. In order of opportunity the clusters are:

- Education, Healthcare, & Social Assistance
- Tourism & Recreation
- Professional & Business Services
- Information
- Manufacturing
- Retail Trade
- Transportation & Warehousing

Due to the unique Regional nature of farming and agricultural products, a special category of targeted industries is reserved for Agriculture, Forestry, Fishing & Hunting, which cannot be measured by traditional employment concentration alone. The secondary clusters, which are less of a priority, include:

- Construction
- Financial Activities
- Other Services & Unclassified Industries
- Mining & Utilities
- Wholesale Trade

AGC Region Industries - Location Quotient Chart

All Industries 2013-2022

Description	AGC 2022 Empl	AGC 2022 LQ	AGC 2013-2022 LQ Chg	LQ Impact Factor	Target Industry
Agriculture, Forestry, Fishing & Hunting	497	2.4	0.2	1.6	■
Construction	2,748	1.2	-0.1	4.6	
Education, Healthcare & Social Assistance	10,367	0.6	-2.3	193.7	■
Financial	1,896	0.5	0.5	6.1	
Info	1,418	0.9	2.5	33.2	■
Mining & Utilities	495	2.2	2.1	15.0	
Manufacturing	7,340	2.7	-0.2	27.7	■
Other	2,438	0.9	-0.2	4.0	
Professional & Business	4,383	0.6	2.5	83.3	■
Retail	8,484	1.4	0.3	26.0	■
Tourism & Recreation	7,789	1.3	1.0	86.7	■
Transportation & Warehousing	1,795	1.2	1.0	19.7	■
Wholesale	1,320	0.6	1.7	17.6	
Government	10,530	1.2	0.4		
Total	61,499			19.7	

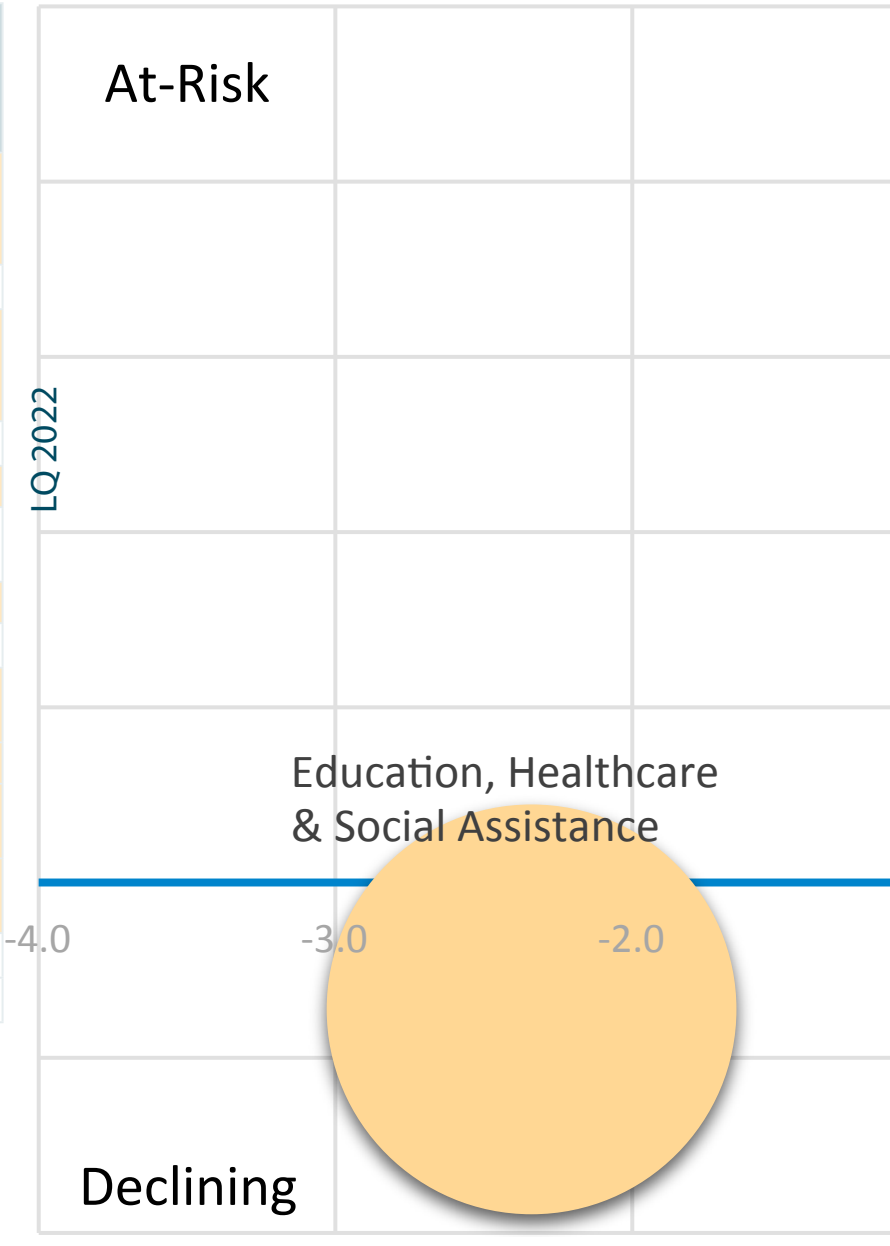
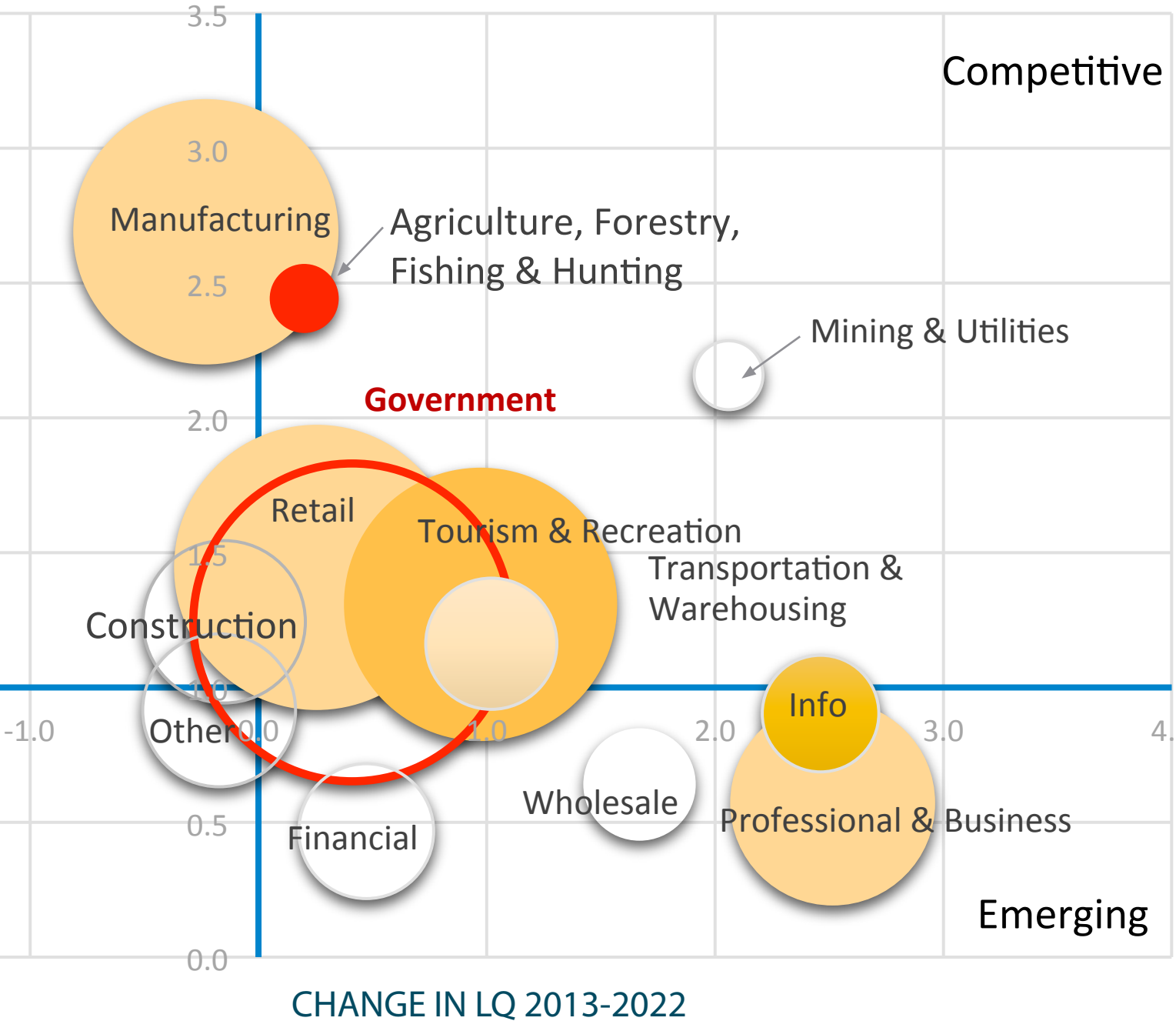


Chart generated by DCG Corplan Consulting.


3.5
Competitive
3.0
Manufacturing
Agriculture, Forestry,
Fishing & Hunting
2.5
Mining & Utilities
Government
2.0
Retail
Tourism & Recreation
Transportation &
Warehousing
1.5
Construction
1.0
Other
Info
-1.0
0.0
1.0
2.0
3.0
4.0
Wholesale
Professional & Business
0.5
Financial
Emerging
0.0
CHANGE IN LQ 2013-2022

The AGC Region's Major Employers:

HEALTH CARE:

- Glens Falls Hospital (2,800 employees)
- Hudson Headwaters Network (650 employees)

Photo: Pepe Productions

Glens Falls Hospital.

MEDICAL DEVICES:

- AngioDynamics (865 employees)
- CR Bard (900 employees)

PAPER INDUSTRIES:

- Finch Paper (700 employees)
- SCA Tissue (420 employees)
- Irving Tissue (330 employees)
- Morcon Tissue (90 employees)

INFORMATION:

- Gracenote (400 employees)

2013, just over 55,000 people worked in the AGC Region in all sectors (public, private, non-profit, and farm). By 2022, total employment is expected to rise to over 61,000 jobs. The eight target industry categories (highlighted) are forecasted to add at least 5,200 new jobs in the Region by 2022, or 83% of the total expected 6,250 new jobs.

These opportunities are significantly enhanced by the location of GLOBAL FOUNDRIES immediately to the south of the Region. The company will soon employ 3,600 permanent workers and thousands of construction workers, including 2,000 plumbers who are working on site at Fab-8, many from Glens Falls Plumbers and Steamfitters Local 773.

EDUCATION, HEALTHCARE, & SOCIAL ASSISTANCE

This industry is projected to grow by over 1,600 jobs by 2022, representing 25% of all job growth in the Region in that timeframe, the largest sector behind public employment. Targeted industries within this group are ambulatory care, including offices of medical professionals, outpatient care centers, and laboratories; and nursing and residential care facilities, including care for people with special needs, seniors, and those with substance abuse problems. Since Glens Falls Hospital and Hudson Headwaters Network are the major providers of these services, in addition to providing a wide range of hospital-based care, this is welcome news for the Region that will be advanced by SUNY@ Adirondack's focus on nursing.

TOURISM & RECREATION

Industries in this group, a bread-and-butter cluster for the Region, are forecasted to grow by nearly 1,500 workers by 2022 with lodging and amusement & recreation as the leading factors for growth. Targeted industries within the sector that are growing more competitive include food services and drinking places, covering special food services, drinking places (alcoholic beverages), restaurants and other eating places; accommodations, including recreational vehicle parks and recreational camps; amusement, gambling, and recreation industries, including amusement parks (like Six Flags); and arcades and other recreation industries. The industries in this group that are beginning to show signs of growth (and are critical to creative place making and hamlet and village revitalization) include performing arts, spectator sports, and other performance activities. Businesses that are at risk of becoming less viable, but of similar importance to tourism development, are museums, historical sites, and similar institutions. Opportunities to collaborate with initiatives including the Lakes of Locks Passage and First Wilderness Scenic Byway can advance growth in cultural and heritage businesses. The development of a casino in the City of Schenectady could also draw a pool of new visitors and create hundreds of new jobs.

PROFESSIONAL & BUSINESS SERVICES

The industries in this group are forecasted to gain over 700 jobs by 2022, becoming significantly more dominant in the Region. Targeted industries within this group are: administrative and support services, including office administration, business support,

The Adirondack Health Institute

The introduction of the Adirondack Health Institute (AHI) headquartered in Glens Falls, expands Regional collaboration across nine counties among health care and social service providers, and addresses rapid changes and challenges facing the sector. AHI is a joint venture of Adirondack Health, Glens Falls Hospital, Hudson Headwaters Health Network, and University of Vermont Health Network – Champlain Valley Physicians Hospital who provide services across nine counties and 700,000 people. It has secured over $37 million in funding for rural health care planning, information sharing, case management, workforce training, and other performance enhancements to improve the health of the Adirondack Region.

The Institute coordinates planning, recruiting, clinical programs, outreach and management of grant supported programs, and should help the industry to grow. With representation on the New York Rural Health Council, the AHI also makes policy and programmatic recommendations to the New York State Department of Health (NYS DOH). With an anticipated gain in number of employees, a range of social assistance services provide a critical role in meeting the needs of disenfranchised people, and represents a competitive but not immediately prioritized sector.

TOURISM

A Father of the American Amusement Park

Photo: Pepe Productions

Great Escape Six Flags Amusement Park in Queensbury, NY.

Charley Wood, another of the Region's self-made millionaire entrepreneurs, is considered by some to be a father of the modern amusement park. In 2004, when he died at age 90, "10 years after doctors ordered him to stop riding his own roller coasters," the New York Times shared his story.

After serving for over three years in World War II, Mr. Wood visited Knott's Berry Farm in Southern California and "imagined an amusement park based on Mother Goose rhymes. He invested his life savings and hammered nails himself to create it," naming it Storytown USA when it began in 1954 (one year before Disneyland opened). The attraction was the Adirondack's second amusement park, following North Pole village, near Lake Placid, which opened in 1949. Mr. Wood went on to offer a cluster of entertainment activities in the Lake George area, including other amusement parks, all or parts of at least a dozen resorts, restaurants, hotels, a classic car museum, a wax museum, and more, according to the NY Times.

The Region's public television station WMHT recently announced that it will be filming a documentary about Mr. Woods and the history of Storytown as well as his philanthropic commitment to the Region in health care, the arts, and assistance to children in need. With the actor Paul Newman, he founded the Double "H" Hole in the Woods Ranch, in Lake Luzerne, NY, for children with cancer and blood-related diseases.

When he was interviewed by The Capital District Business Review, Mr. Wood said his plans were always simple: "I just wanted to own places that people had a good time at." In 1983, Storytown USA was renamed the Great Escape. In 1994, the Comet was added as the first of seven roller coasters, and many enthusiasts consider it to be one of the best wooden roller coasters in the world. In 1996, the Great Escape became a branded Six Flags Amusement Park and a water park and hotel were added on site.

security services, and building maintenance; and professional and technical services such as legal, accounting, architecture, computer systems design, management and scientific consulting, and advertising and public relations. These sectors include some creative class industries that draw younger entrepreneurs. The attraction of younger professionals will be easier with ongoing local investment in amenities like parks and trails, revitalized Main Streets, and access to greener products and locally sourced food.

INFORMATION

The industries in this cluster (including companies like Gracenote in Queensbury, employing 400 local residents) produce and distribute information, cultural products, and data. They are technology based and focus on communicating and processing information. A number of the business opportunities employ millennial knowledge workers with a strong preference for revitalized small cities, local food, outdoor recreation, and green products. The main industries are in publishing, including software publishing, traditional publishing, and publishing exclusively on the Internet; motion picture and sound recording; broadcasting, including traditional broadcasting and broadcasting exclusively over the internet; telecommunications; web search portals; data processing; and information services. The sector is expected to contribute almost 230 new jobs in the AGC Region by 2022. Growth targets include news reporting and archival service, data storage, streaming video and audio content, as well as wired and wireless telecommunications. The companies in these industries attract younger and technologically adept workers who can help address concerns about loss of younger workers and inspire schools to adopt STEM curricula to ready local young people for employment.

MANUFACTURING

These industries are foundations of the Region's economy and those at risk require direct attention and incentives to stop decline and protect the family-sustaining wages many have offered for decades. Manufacturing, as a group of industries, is projected to gain a modest 240 jobs by 2022. Those industries that remain competitive include manufacturing medical devices, electrical equipment and appliances, furniture, wood products, plastics and rubber, and fabricated metal products. Industries that are declining or at risk include some of the Regions' historic powerhouses, including manufacturing of paper, chemicals, textiles, and apparel. Important emerging areas such as beverage manufacturing suggest synergy with the agricultural industry in areas like maple syrup and craft beverages despite the general underperformance of food manufacturing in the Region.

RETAIL TRADE

Retail industries are forecasted to increase by almost 650 employees, becoming only marginally more dominant. A number of industries in this group are competitive, including building materials, garden equipment and supply dealers, clothing and accessories stores, food and beverage stores (including grocery stores), and gasoline stations and motor vehicle and parts dealers. Industries at risk include sports and hobby stores. Emerging candidates such as clothing and accessory stores may include recreation and outdoor outfitters for the Adirondack Park visitors. Smaller local grocery stores may not have sufficiently competitive pricing compared to large retailers such as Walmart, Hannaford, and Price Chopper, which are projecting limited growth. Lack of transportation for some

David Sheridan: Argyle's Catheter King

In a 1988 article titled "Catheter King," Forbes magazine said: "David Sheridan is a throwback to an earlier age when a man without a formal education could tinker and invent his way to a fortune, as Edison or Ford did."

As World War II approached and access to reusable catheters manufactured in France was uncertain, David Sheridan partnered with a graduate of Rensselaer Polytechnic Institute and invented the modern "disposable" plastic endotracheal tube now used routinely in surgery.

After the war, Sheridan moved to a farm in Argyle in Washington County and before long he pioneered processes to make catheters from extruded plastic cheaply enough to be disposable, which helps prevent infection. Forbes quoted Mr. Sheridan as saying: "I always figure that if it can be done, I can do it, and if I can't do it, it can't be done."

In 1987, the man who never attended high school received an honorary doctorate in science from Albany Medical Center for his innovations in medical devices. When he died in 2004, at age 95, he held over 50 medical instrument patents and had started and sold four companies that provided nearly 1,000 jobs to generations of women and men in Argyle, and created an industry that grew to include six major medical instrument manufacturers employing 3,300 people in the Region.

residents will make accessing these larger retail opportunities challenging. Outside of the City of Glens Falls, the suburbs and the retail outlets along Route 9 in Queensbury are the major concentrations of retail.

TRANSPORTATION & WAREHOUSING

Industries in this group are forecasted to grow by over 200 employees to about 1,800 persons by 2022, with warehousing & storage and support activities for transportation as leading factors for growth. The industries in this group support activities for air, water, road, and freight transportation; warehousing and storage, including farm product storage; and both general and specialized freight trucking. Public transit, typically provided by public agencies like the Adirondack/ Glens Falls Transportation Council or Capital District Transportation Authority, are not captured in this evaluation of private sector transportation companies.

AGRICULTURE, FORESTRY, FISHING, & HUNTING

Despite the fact that agriculture and its related industries were not identified as high performing, they are a target for the AGC Region because of emerging trends, strong Regional commitment, and targeted academic support (especially at SUNY@Adirondack), as well as selection of the industries by EDC of Warren County, Washington County Economic Development, and Capital Region REDC as a priority industry. The greatest opportunities are likely to be in logistics, value added food processing, and warehousing and distribution of farm products.

Highest Quality Milk in The State

Battenkill Valley Creamery, in Salem, New York, produces the "Highest Quality Milk in NYS" and is the first farmer/producer/bottler in NYS to win recognition from Cornell University's Department of Food Science. The Creamery, owned by Donald and Seth McEachron, has been processing and bottling milk since 2008 and super premium ice cream since 2009. Their products are all natural and 100% traceable, and a great example of the AGC Region's growing value-added agricultural movement.

A Sweeter North Creek

Driven by growing demand, Barkeater Chocolate in North Creek, NY opened a new factory and retail store to build on their successful web and wholesale business. The co-owner of the company, Deb Morris, said that they expanded to produce, package, and store their growing inventory. The need for improved distribution and production facilities to add value to the Region's growing food industry, perhaps in a cooperative Food Hub, is a recommendation of the Healthy Communities & Agriculture Pathway to Progress.

AGC is a Sweet Region

Sugarhouses abound in the AGC Region and they are becoming a big part of the area's reputation for local food and agri-tourism. From the Up Yonda Farms Environmental and Education Center in Lake Placid, to the Town of Thurman's Maple Days with sugarhouse and farmhouse tours and the growing Maple Valley Farm in Corinth, the Region's reputation as a sweet destination is growing. NYS is also getting in on the act, sponsoring Maple Week and marketing through the Taste NY campaign. Despite the difficult winter in 2015, NY's maple syrup producers reached its highest level of production in 71 years, producing over 601,000 gallons of syrup from more than 2.3 million taps. New York's yield was up over 10%, helping the State remain the nation's second-ranking producer, behind only Vermont, which produces nearly 1.4 million of the 3.5 million gallons of syrup produced nationwide each year.

Photo: Sally Feihel

Mike Hill serves pancakes at Thurman Maple Days.

Argyle Cheese Factory Helps Bottom Line

With the extremely high quality milk from its 50-cow herd, the Argyle Cheese Factory in Washington County makes yogurt, cheese, cheese spreads, cheesecakes, gelato, and buttermilk, including some in recyclable/returnable/refillable glass containers. The Cheesemaker, Marge Randels, says that they pursued this path to generate a more stable and reliable income and self-sufficiency. Their products are available at farmers markets across the AGC Region and at local retailers.

CULTURE & ENTERTAINMENT

The Arts and Entertainment Gateway to the Adirondacks

Photo: Pepe Productions

The annual Adirondack Balloon Festival draws nearly 150,000 people to the Region over four days.

The Region is a growing center for arts and culture, offering theater, museums, historic sites, an annual balloon festival and many events at the Glens Falls Civic Center. Both residents and tourists enjoy these assets, which attract nearly one million visitors each year. These assets compliment the Region's strong outdoor recreation base with a growing reputation for golf, zip lining, mountain biking, and white water rafting. The Gateway Region's assets include:

- **Charles R. Wood Theater** – Opened in 2003, this theater on Glen Street in Glens Falls rehabilitated a former Woolworth store and is now the home of the summer-long Adirondack Theatre Festival. The theater is named for the founder of The Great Escape theme park, Charles Wood.

- **Fine Regional Museums** - The Hyde Collection is a world class museum of European, American, and contemporary art. The principal collection is presented in its original domestic context as a private collection in a beautiful mansion in Glens Falls. The Chapman Historical Museum celebrates the History of Glens Falls, Queensbury, and the Southern Adirondacks. The World Awareness Children's Museum is an interactive, hands-on museum designed for children and their families with a mission to inspire curiosity and foster understanding and appreciation of worldwide cultural

diversity. The Slate Valley Museum in Granville, New York celebrates the history and culture of the quarrying community that was established along the New York-Vermont border in the 1800's. Many of the Slate Valley quarries are still in operation, producing most of the colored roofing slate sold throughout the United States today.

Photo: Pepe Productions

The renovated Crandall Public Library is LEED certified.

- **Crandall Public Library** - The library, based in the City of Glens Falls, serves the Region and has operated continuously since 1893. It has served as the Central Reference Library of the Southern Adirondack Library System for nearly 60 years. 598,935 people visited the Library physically and virtually in 2014. The library recently undertook a $18.8 million library renovation and expansion project. It was awarded LEED Certification and named the Best Library Construction/Renovation Project by the New York Library Association's Public Library Section.

- **Adirondack Balloon Festival** - In the early 1970's a balloonist from Vermont shared the idea for a Regional festival with Glens Falls' residents, including Walter Grishkot, and the Adirondack Balloon Festival was born. The event has drawn international exposure and built relationships with cities like Saga, Japan and Gatineau, Quebec. The event draws nearly 150,000 people over four days and has been named one of the Top 100 events in North America and received accolades from the Weather Channel and the Food Network.

- **Fort William Henry** - Constructed in 1755, Fort William Henry commanded the southern end of Lake George as a British outpost to protect the colonies farther to the south and to serve as a launching site against the French-held northern end of the lake protected by Fort Carillon during the French and Indian War. The Fort offers an interactive approach, introducing visitors to the sights and sounds of the day. It sponsors numerous events annually including the Silver Moon Intertribal Pow Wow and events to mark the surrender of the fort in 1757 and the Battle of Lake George.

Photo: Pepe Productions

Ice hockey at the Glens Falls Civic Center.

- **Glens Falls Civic Center** - Glens Falls Civic Center is a nearly 5,000 seat multi-purpose arena located in downtown Glens Falls, New York, that serves as the home of the Calgary Flames affiliated Adirondack Thunder hockey team. The center hosts annual events sporting events, concerts, rodeo and many other community events.

MANUFACTURING

Photo: Pepe Productions

Plumbers and Steamfitters Local 773 in Glens Falls.

The Power of Fab 8

GLOBALFOUNDRIES is a $4.6 billion leading-edge semiconductor manufacturing facility located at the Luther Forest Technology Campus in Saratoga County, NY, just south of the AGC Region's border. The company recently announced that it will add 600 jobs at the Malta semiconductor plant, known as Fab 8, by the end of 2015. This will add to the current base of 3,000 employees. In addition, another 3,000 construction workers are employed at the Fab 8 site at the current time. A new National Grid electricity substation was built to ensure Fab 8 has enough power when it's completed, underscoring the need for infrastructure and utility enhancements to make the AGC Region viable. "We use a lot of power," Mike Russo, Senior Manager recently said. "We use quality power. We need to have a resilient system."

The initial projection of 1,200 jobs a few years ago was welcome news in the Capital Region and AGC Region, but the company has far surpassed that goal and is now "the most advanced facility in the world," with $15 billion invested in Fab 8 so far. With GLOBALFOUNDRIES' arrival, community colleges and engineering schools and the Albany-based Center for Economic Growth have ramped up programs to train everyone from cleanroom technicians to engineers and scientists. The jobs pay well: a cleanroom technician can make $45,000 or more, while engineers can earn $95,000. Last year the company reported other economic impacts including:

- 20,000+ new construction jobs, including local companies like Rozell Industries, Haun Welding Supply, Gross Electric, and Miller Mechanic, among others;
- 15,000 indirect jobs created by the spinoff effect;
- $338 million plus payroll;
- Over $50 million in paid local taxes; and
- $5 million invested in community development foundations.

In response to this opportunity, the Glens Falls Plumbers and Steamfitters Local 773 has constructed a complete and operational clean technology facility within their training complex, offering the ability to train workers directly for jobs at GLOBALFOUNDRIES as well as medical device industries in the Region. Creating a workforce training connection to SUNY@Adirondack is underway and is consistent with the college's START-up NY technology initiative.

Traditional Manufacturers Retool for Success

Photo: Behan Communications

Finch Paper in Glens Falls is undergoing a $20 million modernization project that will help sustain local jobs.

Paper manufacturing in the AGC Region is retooling and innovating to sustain well-paying jobs.

- **Finch Paper** in Glens Falls received $1 million in assistance from New York State's Empire State Development to assist with a $20 million modernization project that will help sustain 625 jobs. Finch paper has committed private funds of $4.7 million. The company is working to reduce its overall cost structure and increase competitiveness. For more information about the company see: www.finchpaper.com
- **Irving Tissue's** (maker of Scotties Tissues) completion of a $150 million expansion, creation of 30 jobs, and retention of nearly 270 jobs is a great boost for the Region. The company will construct three new buildings and install state-of-the art machinery that will enable it to complete the entire tissue manufacturing process at a single site, for the first time in Irving's history. According to the New Brunswick tissue-manufacturing company's president, Robert Irving, "Irving Tissue has invested more than $250 million in Fort Edward" since it bought the plant in 1996. The Fort Edward location is Irving Tissue's only plant in New York. For more information about the company see: www.irvingconsumerproducts.com

Renewable Wood Energy Grows

Photo: Pepe Productions

Wood pellet production is growing within the Region.

Duke and North Carolina State Universities' researchers report that wood pellet production increases forest area, stimulates forest investment and jobs, and reduces greenhouse gas. Throughout the AGC Region's Adirondack Park communities, the production of wood pellets is growing, and State incentives like Renewable NY are helping to increase awareness of this local sustainable energy supply. Though the Adirondacks do produce high value timber for building materials and furniture, lower value wood is more common, as are manufacturing byproducts suitable for pellet production. The Adirondack Gateway Council advocates expansion of clean and renewable energy from biomass as another strategy to encourage investment and expansion in rural communities, creating healthier places in the face of a changing climate.

Strengths, Weaknesses, Opportunities & Threats

The analysis of the strengths, weaknesses, opportunities, and threats in the Region is based on community input, survey results, cluster analysis, technical reports, and observed conditions. The pathway recommendations act on the SWOT analysis by:

- **Pursuing Opportunities that Capitalize on Strengths.** An example is fostering population growth by marketing to millennial newcomers seeking a less expensive and recreation-oriented location to raise families;

- **Overcoming Weaknesses to Pursue Opportunities.** An example is seeking opportunities to manufacture products in rural areas for companies that want to be close to raw materials, such as the wood products industry;

- **Determining Ways In Which Strengths Can Be Used to Reduce Vulnerability to External Threats.** An example is marketing the AGC Region as a lower-cost alternative to other Capital District submarkets to attract new businesses, especially in emerging sectors;

- **Establishing a Defensive Plan to Prevent Weaknesses from Being Susceptible to External Threats.** An example is working with Regional farmers to create a food hub that enables value added processing and more efficient and affordable distribution.

STRENGTHS

- Council Leadership, Abilities & Capacities to Expand
- Alignment with REDC
- Collaborative Spirit
- Scenic Beauty/Open Space
- Adirondack Park/Tourism
- Recreation Resources
- Strong Healthcare
- Good Schools
- Low Crime Rates
- Push for Rural Broadband & Cellular Service
- Affordable Real Estate
- Growing Number of Farms
- Growth in Income
- Higher Retail Sales
- State & Federal Support
- Regional Customer Base
- Revitalizing Urban Core
- GLOBALFOUNDRIES
- Nanoscience
- Medical Device Manufacturing
- Paper Industry
- Support by Federal, State, & Local Representatives
- SUNY@Adirondack
- Lake George Internationally Recognized
- Hudson River
- Ski Venues: Gore, West, & Willard Mountains
- History of Region & Attractions
- Ample Water Supply
- Interstate 87 Northway
- Visitors from NYC, Boston, Canada
- Market Proximity: NYC, Boston, Canada
- Long Time Canadian Tourist Destination
- Revitalization Greater Glens Falls Area
- Not Boom or Bust Economy
- No Local Business/Income Tax
- Proximity to the Capital Region
- Skilled & Productive Workforce

WEAKNESSES

- Broadband Gaps
- Cellular Gaps
- Agricultural Distribution
- Seasonality of Tourism
- Rural "Brain Drain"
- Missing Rural Services
- Rural Public Transport
- Land Constraints
- Scale & Travel Distances
- Funding Infrastructure
- Affordable Housing
- Cost/Rent Burden
- Low STEM K-12 Grads
- Lack K-12 Programs (IB)
- Need Advanced Skilled Employees
- Depend on Public Jobs
- Uneven Growth
- Lack of Agricultural Processing
- Cost of Transportation
- Few Export Industries
- Need to Expand Sewer
- Lack of Hotels/ Conference Center
- Limited Land for Development Due to APA Land Use Restrictions
- State Tax Structure
- Lack of Industrial/ Retail Property-Sales Tax Base in Certain Areas of AGC Region
- Multiple Layers of Local Governmental Units
- Lack of Meaningful Mandated Relief Reform for Local Governments

OPPORTUNITIES

- Millennial Generation
- Creating Jobs
- Growing Population
- Local Food Movement
- Untapped Recreation
- Planned Infrastructure
- Second Homeowners
- More College Grads
- Specialized Training
- Lower Cost of Living
- Wood Products & Pellets
- Wood Biomass Fuel
- Global NY
- Capital Region Tech Valley Growth
- Taste NY
- Complete Streets
- Brownfield Reuse
- Creative Economy
- Companies Expanding
- Shovel Ready Parks
- Start Up NY at SUNY@ Adirondack
- Freight & Passenger Rail
- Waterways
- College of Nanoscale Science & Engineering/ SUNY IT
- Medical, Hospital and Primary Care Training & Education Center
- County Airport
- Develop Buildings for Industrial Sites
- Expansion of Outlets/ Retail Destinations
- Barge Canal
- Alignment Between Worker Training & Jobs
- Alternate Energy Options
- Greater Connectivity Among the Region's Parks, Trails, Bicycling Routes
- Develop Venture Capital Fund
- Arts & Entertainment Venues: Glens Falls Civic Center, Hyde Collection
- Develop International High School Diploma Program

THREATS

- Higher Median Age
- Aging Population
- Fewer Young Workers
- Diminishing Funding for Affordable Housing
- Increasing Complexity of Affordable Housing Development Process
- Income Polarity
- Limited Infrastructure
- Jobs/Housing Balance
- Cost & Rent Burden
- Transitioning Markets
- APA Regulations
- Land Prices
- Risk to Farmland
- Legacy Industry Risk
- Worker Training
- Access To Wholesalers
- Energy Costs
- Need for Road & Bridge Repairs
- Water Quality of Lake George & Surrounding Waters
- Invasive Species
- Changes in NYS DOT Public Improvement Projects

Nano Expansion Far From Complete

A responsive business climate - including both business-friendly leadership and infrastructure - is critical to growth. It creates what major companies in the AGC Region and Capital Region, like IBM, GLOBALFOUNDRIES, and General Electric call the "whole business ecosystem." Mark Little, Senior Vice President and Director of GE Global Research and GE's Chief Technology Officer recently said, "Whenever we make a decision about putting anything anywhere, we look at the whole world." Thomas Caulfield, Senior Vice President and General Manager of GLOBALFOUNDRIES' Fab 8, said that "in manufacturing, [infrastructure] is everything," adding that expanding Colleges of Nanoscale Science and Engineering in Albany "created the ecosystem." With the acquisition of IBM's semiconductor manufacturing business, GLOBALFOUNDRIES now has a corridor that goes from Burlington, VT, site of one IBM fab, through the Capital Region to East Fishkill, the location of IBM's other fab. The AGC Region is a center point along that technology corridor.

Foundations for Growth: Livability Principles

The Adirondack Gateway Council has built upon HUD and the Partnership for Sustainable Communities' six livability principles to integrate the five pathways to progress and build a strong foundation for growth. The AGC Region's livability principles are:

Principle One: Lead, Collaborate, and Leverage Resources

The Adirondack Gateway Council is a highly successful coalition to lead growth in the Region, strike new partnerships, and strengthen cooperation between community organizations. Businesses, municipal leaders, and economic development organizations recognize the need for a strong business climate, many sources of support for companies, and improving linkages to the Capital Region Tech Valley immediately south of the Adirondack Gateway Council. They are advocating for better alignment between State and federal policies and funding to remove barriers to collaboration, leverage grants, and increase the accountability and effectiveness of all levels of government to plan for future growth. In response to this principle the Region will:

- Cultivate strong leadership;
- Brand the AGC Region and get the message out;
- Be a leader in Capital Region and North Country Regional strategic planning;
- Advocate for financing and assistance for Regional initiatives;
- Balance the population: support seniors and attract young families;
- Promote compatible land management;
- Provide excellent municipal

infrastructure and services;
- Push hard on extension of broadband to every community; and
- Protect the environment and become more resilient.

Principle Two: Promote Equitable and Affordable Housing

Expand location and energy efficient housing choices for people of all ages, incomes, races, abilities, and ethnicities to increase mobility and lower the combined cost of housing and transportation. In response to this principle the Region will:

- Monitor compliance with the FHEA;
- Concentrate housing in existing centers;
- Develop a range of senior housing;
- Adaptively reuse buildings;
- Address homelessness and provide housing for people with special needs;
- Meet the housing needs of the Region's poorest residents; and
- Expand the mix of housing.

Principle Three: Provide More Transportation Choices and Modern Infrastructure

Develop safe, reliable, and economical transportation choices that decrease household transportation costs, reduce dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health. Improve and expand essential municipal infrastructure for water, wastewater, and drinking water for planned development. Repair and maintain roads and bridges and invest in broadband and improved cellular service to reach every community in the Region as a bottom line requirement for sustainability.

Hoppy Day in Hebron

The Misty Bleu Farm will be the new home to R.S. Taylor and Sons Brewing Company in Hebron, Washington County. In addition to growing hops they will brew craft beer and operate a taproom and small restaurant. They want the farm and brewery to be a year round destination and plan to offer cross-country ski trails that take advantage

of the farm's scenic beauty including a creek and waterfall. Richard Taylor, the farmer and brew master said, "We want this to be a destination site for people to come and spend the afternoon. They can come and have a beer, get a bite to eat and actually see what goes into what they are drinking. You can't truly appreciate a good beer until you know what goes into it – see, smell, feel the hops. You start to see that it's not just a product in a glass, but something that comes from the ground."

Success Owed to Talented Workforce

Photo: © 2014 Glens Falls Chronicle. All rights reserved.

Telescope Casual Furniture CEO Kathy Juckett.

Telescope Furniture in Granville, Washington County, is a fifth generation, family-owned business since 1903 that manufactures outdoor patio furniture. The company started in New York City and moved to Granville in 1921. The company says "The rural Washington County site offered acres of woodlands, but also hard working laborers and railroads to support our new facility."

They have continually made renovations to the nearly one million square foot facility along with concentrated efforts in research, development, engineering, and unique manufacturing processes.

The company reports that "Much of Telescope's success is owed to the talented and skilled work force that takes pride in their craftsmanship, and the professional sales force who work tirelessly to ensure every customer's expectations are exceeded by their Telescope experience." The company employs over 300 people.

In response to this principle the Region will:

- Provide truly multimodal transportation;
- Build complete streets;
- Promote biking;
- Extend and link trails;
- Institute AGC Regional buy and build local programs;
- Improve infrastructure; and
- Redevelop brownfields.

Principle Four: Invest in Quality Places and Existing Communities

Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, and suburban. Target investment toward existing communities through strategies like transit-oriented and mixed-use development and land recycling, recognizing one size does not fit all. Steer investment to increase community revitalization, improve the efficiency of public works initiatives, and safeguard rural landscapes. In response the Region will:

- Revitalize urban cores, hamlets, and village centers;
- Enable telework;
- Promote telemedicine;
- Know that quality of life is an economic development amenity; and
- Achieve the right mix of uses in community centers to make them sustainable.

Principle Five: Create Healthy Communities and Preserve Farms

Offer the amenities and support programs to improve community health. Understand the role agriculture and agri-business plays

in the Regional economy and help farmers to efficiently produce, distribute, and promote their products. Understand that farmers are stewards of the Region's open space and scenic beauty and use all means available to carefully integrate residential development without placing important farmland at risk. In response to this principle the Region will:

- Use land use planning to conserve farmland;
- Provide comprehensive and responsive health care and education;
- Build trails and parks;
- Encourage innovation;
- Market the farms' products to local, Regional, and national outlets; and
- Eat local/serve local food at schools and restaurants.

Principle Six: Train and Support a Competitive Workforce

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other worker needs. Provide easily accessible and affordable workforce training for workers of all ages and abilities in formal classroom settings and on the job. Target industries with family-sustaining wages and strong career ladders. Align preparation and training more closely to specific business needs, especially in emerging fields and targeted clusters where skills are transferrable between companies to enable upward mobility. In response to this principle the Region will:

- Provide specialized training;
- Expand STEM preparation;
- Use distance learning to diversify school programming;
- Focus on basic skills and work readiness;
- Coordinate training programs;
- Integrate returning veterans;
- Support business and labor organizations; and
- Leverage the arts.

Principle Seven: Enhance Economic Opportunities, Entrepreneurship, and Innovation

Create jobs, and grow and diversify the business base as part of the larger Capital Region Tech Valley brand. Reward entrepreneurial thinking and innovation in small and large companies. Target industry sectors with job generating potential and provide focused attention to shore up legacy manufacturers. Educate the public that businesses have many choices of locations both in the State and elsewhere and that the strength of the business support infrastructure can make or break the Region's potential. In response to this principle the Region will:

- Work to meet the financial needs of the Region's companies;
- Build on the nearby Tech Valley brand;
- Develop specific retention and recruitment strategies for each target industry;
- Use incentive programs with due diligence;
- Grow small and micro businesses;
- Coordinate training programs at all levels;
- Support Woman/Minority/Veteran businesses;
- Collaborate widely;
- Target emerging industries;
- Support traditional manufacturers; and
- Use alternate energy and reduce fuel costs.

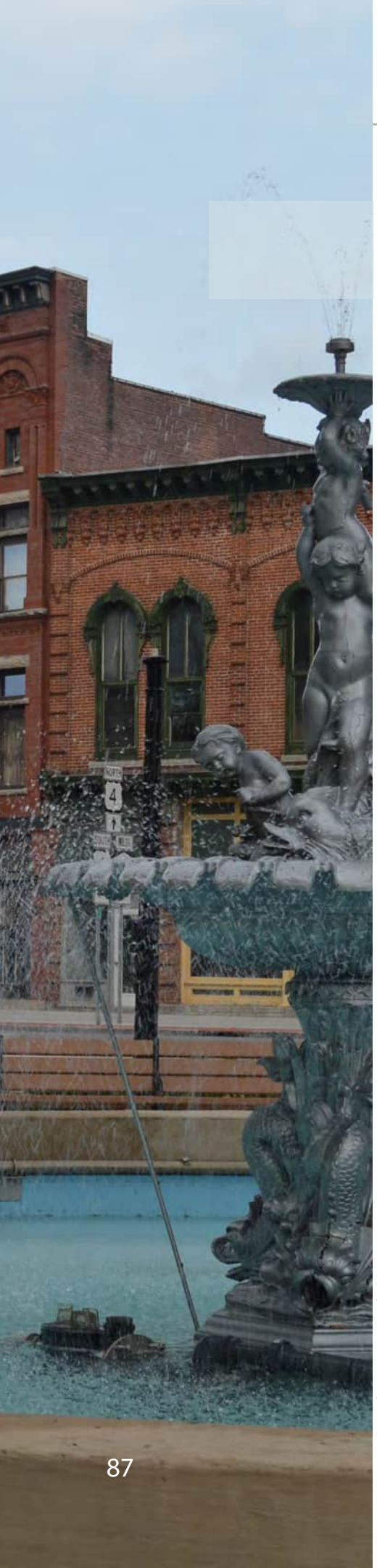


Photo: Pepe Productions

VI. RECOMMENDATIONS

Charting a Course to Implementation

The research summarized in this strategy underscores recommendations and helps to determine how housing, transportation, infrastructure, marketing, and economic development resources should be allocated over the short and long term. It establishes the undeniable need to expand broadband and cellular access to as many people in the Region as possible and improve and maintain a modern infrastructure to create compatible growth. It provides a framework for workforce training and job preparation and supports business integration throughout the entire supply chain. It focuses on quality of life in the AGC Region, improvement of affordable housing, protection of agriculture, and conservation of open spaces and scenic beauty that drive tourism. To be sustainable, the strategy is flexible enough to respond to changing markets and emerging opportunities. It identifies an implementation approach through which the Adirondack Gateway Council can update the Region's community members about progress and make mid-course changes to take advantage of new opportunities.

Photo: Pepe Productions

An emerging people-and-place-based will economy create an enviable and equitable quality of life in the Region.

Adirondack Gateway Region Vision

Vision Statement

Our *Pathways To Progress* Support Our People In A Unique Place And A Progressive, Productive, And Prosperous Region.

Over the next twenty years, the Adirondack Gateway Region will promote a more equitable, sustainable, and resilient Region through partnerships with stakeholders and collaboration across federal, State, County and local governments. Our five pathways intersect, creating vibrant cities, villages, and hamlets. The emerging people-and-place-based economy creates an enviable and equitable quality of life where:

- Our **economic development** approach captures more of the growth and job creation in the AGC Region and in the Capital Region Tech Valley to the south, and distributes products and services both locally and globally. We enjoy an adaptable and competitive workforce and strong educational partnerships that offer a path to family-sustaining wages for every resident.
- Our **healthy communities and farms** take advantage of our strategic location, scenic beauty, and working landscapes for local food production, growing agriculture, and enhanced recreation that yields healthier, cleaner, and greener communities, attracting residents and visitors.
- Our neighborhoods offer **housing and services** that are affordable, accessible, and coordinated for people of all ages and abilities, including those with special needs. We strike a successful and equitable balance between safe and affordable housing, available jobs, and access to high quality education and healthcare.
- Our **transportation system** is affordable, reliable, and fully multimodal, with expanded transit and complete streets. It takes us where we want to go, when we want to go there.
- Our technology-led development culture delivers **essential broadband** and cellular coverage to a majority of our communities, as well as **infrastructure enhancement** that advances business growth, **reuses brownfields**, and promotes compatible affordable residential development.

PATHWAY GOALS & STRATEGIES

PATHWAY: Sustainable Economic Development Goals and Strategies Recommendations

See technical report with detailed recommendations at www.agcny.org/economic-development

VISION: *Our economic development approach captures more of the growth and job creation in the AGC Region and the Capital Region's Tech Valley and distributes products and services both locally and globally. We enjoy an adaptable and competitive workforce and strong educational partnerships that offer a path to family-sustaining wages for every resident.*

Goal 1: Provide A Full Range Of Support To Manufacturing Companies That Are The Backbone Of The Region's Economy.

a.	Support manufacturers that use locally sourced wood, stone, ceramics, natural fibers, and nutraceuticals.
b.	Target industrial park marketing to high tech, R & D, and ramp-up tenants in advanced materials.
c.	Support the medical device manufacturing industry.
d.	Support technology transfer with paper companies in areas like packaging, filtration, clean-room supplies, fibers, etc.
e.	Recruit new vendors that support local sourcing of materials and services for technology companies.
f.	Develop opportunities for warehouse buildings.
g.	Promote use of freight rail.

Goal 2: Retain And Grow An Educated And Adaptable Workforce With Specialized Skills In Targeted And Emerging Industries.

a.	Recruit new workers including "millennials" and others seeking a less expensive recreation-oriented lifestyle.
b.	Continue to revitalize urban cores that attract younger professionals and families seeking small safe communities to live and work in.
c.	Expand business incubators targeting healthcare, hospitality, and information technology.
d.	Establish small telecommuting call centers that offer flexible hours and reduce travel distances including job training for telecommuting employment opportunities.
e.	Work with higher education to graduate more "knowledge workers."
f.	Work with K-12 schools to improve young workers' interpersonal skills and work readiness.
g.	Consider developing International Baccalaureate high school diploma program.

PATHWAY: Sustainable Economic Development Goals and Strategies Recommendations

Goal 2: Retain And Grow An Educated And Adaptable Workforce With Specialized Skills In Targeted And Emerging Industries...(continued)

h.	Develop a specialized "Grey Collar" labor force with unique technology skills in target industries.
i.	Focus training to retain the largest labor force possible in the Region's rural communities.
j.	Encourage and assist further collaboration/partnership between Glens Falls Hospital and Hudson Health Headwaters Network.

Goal 3: Market The Region's Many Attributes And Use Incentives To Attract New Investment.

a.	Encourage specialty retail and outfitters and manufacturers of outdoor gear/apparel/ equipment to reinforce the "Adirondack Gateway" image.
b.	Market the AGC Region as lower-cost alternative to other Capital District submarkets.
c.	Utilize selective and appropriate State and federal incentive programs to assist companies and essential service providers.
d.	Pursue broadband/cellular funding opportunities in collaboration with telecom/ broadband providers to expand coverage.
e.	Promote production and use of solar, wind, geothermal, and wood biomass. Design and promote a "Green Energy" brand affiliation with the Adirondacks.

Garnet Company's LEED Certified Headquarters

For more than 130 years, family owned **Barton** has worked to achieve its vision "To be the global leader in the garnet abrasives industry, providing the highest quality and most innovative abrasive solutions and service." Today, Barton's Glens Falls headquarters shows their commitment to environmental stewardship. The company transformed a three-story brick structure built in 1865 into a visionary green office building. The U.S. Green Building Council certified the building as LEED Platinum, the Council's highest ranking.

Beginning in 1878, Barton's operation included mining and milling garnet for the sandpaper industry. Today it mines garnet throughout the Adirondacks. Because of its ever-sharp crystalline structure Barton garnet quickly became the world standard for sandpaper applications. Today the company produces the world's highest quality garnet abrasives for waterjet cutting, coatings removal, surface preparation, and other specialized applications. Its garnets are harder, heavier, and more durable abrasives that cut faster and recycle efficiently, significantly increasing productivity while reducing consumption and cost to handle, collect, and dispose of the material. The company works closely with waterjet cutting equipment manufacturers to ensure that their products respond to changing needs.

For more information about the company see: www.barton.com

PATHWAY: Healthy Communities & Agriculture Goals and Strategies Recommendations

See technical report with detailed recommendations at: www.agcny.org/agriculture-health

VISION: *Our healthy communities and farms take advantage of our strategic location, scenic beauty, and working landscapes for local food production, growing agriculture, and enhanced recreation that yields healthier, cleaner, and greener communities, attracting residents and visitors.*

Goal 1: Improve Food Access And Distribution.

a.	Establish a Regional Food Policy Council.
b.	Enhance food accessibility.
c.	Promote food nutrition and preparation education.
d.	Develop a strategic marketing program.
e.	Work with local governments to develop land use patterns, densities, and designs that foster safe and efficient multimodal routes to neighborhood centers with healthy food options.
f.	Improve participation in Regional Farm-to-School programs.
g.	Establish a year-round farmers market in downtown Glens Falls and Fort Edward and promote all of the Region's farmers markets.

Goal 2: Enhance Competitiveness And Linkages To Markets.

a.	Enhance efficiency and competitiveness for small- to medium-sized farms. Coordinate with local farmers to promote the 20 farmers markets.
b.	Promote a Regional "Food Hub."
c.	Promote a new logistics sector focused on fresh and frozen foods and wholesale and distribution.
d.	Explore the feasibility of creating a Regional Food Cooperative.
e.	Develop a coordinated marketing plan for agriculture in the Region.
f.	Promote the Region's proximity to New York City, Boston, and Canadian markets and other Capital District submarkets, with potential overseas, for export potential of agricultural and manufactured products.
g.	Encourage all local comprehensive plans to include statements and policies that support local food systems.
h.	Support recent NYS Cider Regulations and funding for the industry at the federal level.
i.	Examine the feasibility of expanding freight rail and waterways for "foodshed" distribution.
j.	Support SUNY@Adirondack Community College's focus and programs in sustainable agriculture and agri-business.

PATHWAY: Healthy Communities & Agriculture Goals and Strategies Recommendations

Goal 2: Enhance Competitiveness And Linkages To Markets...(continued)

k.	Support local farmers through partnerships with Cornell Cooperative Extension, Hudson Valley Agriculture Development Corporation, and New York State and federal agencies.
l.	Facilitate the connection between retiring farmers and next-generation farmers.
m.	Develop an Agri-Tourism Program with a focus on introducing Regional farms to residents and visitors.

Goal 3: Be A Healthy Region With A Diverse Array of Recreation Resources.

a.	Continue local bicycle paths, making linkages into the Adirondack Park and Statewide bikeways, and collaborate with Lakes to Locks Passage, the Feeder Canal Alliance, First Wilderness Scenic Byway, the New York State Canal Corporation, NYS Department of State, NYS Parks and Recreation, Regional recreation committees, Warren County Safe and Quality Bicycling Organizations (WCS QBO).
b.	Support communities to improve and expand parks.
c.	Continue bike paths and pedestrian walkways including art and historical trails to improve connectivity between communities.
d.	Promote and protect local waterways and lakes and address invasive species.
e.	Enhance existing trail network by closing gaps and making appropriate Regional connections.

Gateway Region Craft Beverages

Support for craft brewing of beer, wine, spirits, and cider has the attention of New York State. TASTE NY markets State food and beverage products, producers, and processors. NYS Farm Legislation passed in 2012 gives local distillers who use NYS grown goods the same rights as wineries to sell at farmers markets, and operate tasting rooms or retail shops. In the southern Adirondacks, Lake George is home to the Adirondack Pub and Brewery. Coopers Cave Ale Company and Davidson Brothers Restaurant and Brewery are located in Glens Falls. Davidson Brothers operates the "Hoppy Trails Brew Bus" that takes patrons on brewery tours throughout the Region. The Adirondack Regional Chamber of Commerce received a nearly $170,000 grant to develop technology applications in support of the trail.

PATHWAY: Access to Opportunity, Housing, & Fair Housing Equity Goals and Strategies Recommendations

See technical report and detailed recommendations at: www.agcny.org/housing-transportation

VISION: *Our neighborhoods offer housing and services that are affordable, accessible, and coordinated for people of all ages and abilities, including those with special needs. We strike a successful balance between safe and affordable housing, available jobs, and access to high quality education and healthcare.*

Goal 1: Advance Access To Opportunity.

a.	Achieve better case management, better partnerships, and better integrated planning.
b.	Give priority to aging initiatives to address the fastest growing Regional demographic trend.
c.	Develop alternatives to existing policies in order to enhance resources, apply different approaches, and institute new thinking.
d.	Improve income to keep pace with the cost of living.
e.	Honor AGC Region independent lifestyle and cultural preferences.

Goal 2: Improve And Expand Affordable Housing Choices.

a.	Invest throughout the Region with funding assistance from federal, State, private foundations, and private contributions, in the development of compatible scale, permanent, good quality, affordable, and workforce rental housing for a broad range of intended users.
b.	Promote home ownership.
c.	Intensify investment in existing housing stock through home repair.
d.	Expand emergency, transitional, and supportive housing options at a compatible scale.
e.	Support existing partnerships to improve service networks and attract public investment in rural places and the urban core.
f.	Expand comprehensive and flexible wraparound services and interventions that stabilize occupancy, prevent homelessness, and promote independent living.

Goal 3: Align Community Investments And Codes To Encourage Affordable Housing Development.

a.	Continue to invest, improve, and expand the range of properly scaled affordable housing for the young and the old, from shelters to rental properties and single-family homes, to continuum of care in hamlets, villages, and the Glens Falls area.
b.	Improve capacity to win funding resources and advocate for expanded State and federal financial resources and incentives for housing.
c.	Consider more coordination and collaboration for code compliance.

PATHWAY: Access to Opportunity, Housing, & Fair Housing Equity Goals and Strategies Recommendations

Goal 3: Align Community Investments And Codes To Encourage Affordable Housing Development...(continued)

d.	Consider different forms of inclusionary zoning with interested communities.
e.	Invest in community infrastructure. Make supportive investments in rural and suburban communities and the urban core to create a pro-housing environment.
f.	Engage stakeholders including local officials, Planning Boards, developers, builders, real estate professionals, and others to facilitate affordable housing development.

PATHWAY: Multimodal Transportation System Goals and Strategies Recommendations

See technical report with full recommendations at: www.agcny.org/housing-transportation

VISION: *Our transportation system is affordable, reliable, and fully multimodal, with expanded transit and complete streets. It takes us where we want to go, when we want to go there.*

Goal 1: Advance Transportation Planning And Evaluation.

a.	Conduct transit-integration scenario planning including location of housing along transit routes.
b.	Troubleshoot policy restrictions and find ways forward.
c.	Evaluate ridership trends and make course corrections.
d.	Collaborate with Greater Glens Falls Transit System, area Metropolitan Planning Organizations including Adirondack Glens Falls Transportation Council and the Capital District Transportation Committee, area DPW departments, area planning boards, neighboring transit provider Capital District Transportation Authority, and NYS and U.S. Departments of Transportation.

Goal 2: Advance Transportation Improvements.

a.	Ramp up a comprehensive, real-time, human services-based transportation network.
b.	Deploy a Regional ride clearinghouse.
c.	Select consensus-based pilot projects to build successful enterprises.
d.	Update the transport infrastructure system.
e.	Provide for a safe transport experience for all users by using a complete streets approach, where appropriate, to planned improvements as funding permits.
f.	Improve passenger rail service, along with greater options for passengers arriving and departing from area train stations.
g.	Expand freight usage in the Region.
h.	Improve roads and bridges, as funding permits.

PATHWAY: Comprehensive Broadband, Infrastructure, & Brownfield Redevelopment Goals and Strategies Recommendations

See technical reports with detailed full recommendations at www.agcny.org/broadband-resources and at www.agcny.org/sewer-infastructure

VISION: *Our technology led development culture delivers essential broadband and cellular coverage to a majority of our communities and infrastructure enhancement that advances business growth, reuses brownfields, and promotes compatible affordable residential development.*

Goal 1: Create A Technology Led Culture That Educates And Builds Strategic Partnerships.

a.	Create, in conjunction with EDC of Warren County, Washington County Economic Development Corp, SUNY @ Adirondack, SUNY College of Nanoscale Science & Engineering, and area Workforce Investment Boards, a technology led development culture to educate citizens, public leaders, and policy makers about telecom issues and concerns, and about the broadband industry and its economic importance to existing and new businesses.
b.	Maintain and update the Interactive Broadband Tool and educate economic development organizations and other stakeholders about the use of the tool.
c.	Coordinate Regional telecom efforts with other Regions such as North Country Regional Economic Development Council.

Goal 2: Expand Access To Traditional And Emerging Broadband Infrastructure.

a.	Investigate and consider fiber builds to areas where broadband does not exist. If possible, create a fiber ring by connecting the northern and southern routes.
b.	Develop a plan to deploy advanced Gigabit broadband in the Region.
c.	Work with the telecom industry to identify and resolve Regional issues and concerns.
d.	Continue to meet with individual providers to resolve specific community issues.
e.	Work with existing and new service providers to develop a multi-County plan.
f.	Collaborate with NY Connect, ESD, USDA, Federal Communication Commission, and County, State, and federal legislators to achieve results under all goals.

Goal 3: Expand Regional Capacity To Advance Broadband Expansion.

a.	Develop a formal plan to market focus sites around existing high bandwidth areas.
b.	Identify and pursue telecom and broadband grants and other funding opportunities.
c.	Partner with County information technology departments to help “sell” the Region from a technology/telecom standpoint.
d.	Use grants, low interest loans, tax programs, right of way, franchise agreements, and Regional assets such as tall buildings and tower space to entice expansion of services.

PATHWAY: Comprehensive Broadband, Infrastructure, & Brownfield Redevelopment Goals and Strategies Recommendations

Goal 4: Plan And Evaluate Municipal Sanitary/Wastewater Treatment Projects.

a.	AGC and consortium within AGC consisting of City of Glens Falls, Town of Queensbury, Town of Moreau, Village of South Glens Falls, Town of Kingsbury and Washington County Sewer District No. 2, and Lake George communities, along with rural areas, to examine funding opportunities which include innovative waste water disposal process, along with other waste water infrastructure improvements such as separation, storm and sanitary lines, infiltration issues, construction of new sanitary and storm lines, with submittal to NYS for CFA 2015, and other State and federal agencies.
b.	Develop an asset management plan for long-term operations and maintenance in the City of Glens Falls. Complete GIS mapping of entire collection system and prepare a collection system cleaning and rehabilitation plan.
c.	In the Village of South Glens Falls, evaluate the need to expand the main pump station to increase its hydraulic capacity.
d.	Pursuant to Washington County Sewer District No. 2 in the Village of Hudson Falls, complete a study of inflow and infiltration (I&I) in the village.
e.	Determine an approach to extend sewer service to the proposed developments immediately adjacent to the Village of Hudson Falls along Dix Avenue, Route 4, Route 35, and Dean Road in the Town of Kingsbury.
f.	In the Town of Moreau, evaluate the need for a pump station and related infrastructure to the north of the industrial park.
g.	Examine the use of alternative and decentralized solid waste disposal systems in rural areas of the AGC Region.

Goal 5: Expand And Extend Sewer To Support Development.

a.	In the Town of Queensbury, extend the existing sewer to the west of Interstate 87 on Corinth Road to reach the Main Street/ Corinth Road corridor and the industrial park along the Hudson River. Install a pump station at the intersection with Carey Road. Expand infrastructure from the industrial park to convey projected flows to the GFWWTP as a combination of gravity and force main sewers with a pump station.
b.	Extend infrastructure to convey flows from the proposed industrial and residential developments including the industrial park along the Hudson in the eastern part of the Town of Moreau.
c.	In the Town of Kingsbury, construct a nearly two-mile long sewer in the northwestern portion of the Town, which would convey flows from proposed development.
d.	Construct a new sewer to connect the Irving Tissue plant to the existing collection system in the Village of Fort Edward. Construct new sewers from the proposed community area at the southern point of Rogers Island. Add other required infrastructure and utilities, and examine the potential of NYSERDA's grants such as Prize NY at the site.

PATHWAY: Comprehensive Broadband, Infrastructure, & Brownfield Redevelopment Goals and Strategies Recommendations

Goal 5: Expand And Extend Sewer To Support Development...(continued)

e.	In the Town of Fort Edward, construct a new sewer to the proposed development just east of the Village of Fort Edward; and construct new sewers to the proposed developments within the swath of land between the Village of Hudson Falls and the Village of Fort Edward.
f.	Construct a system of gravity sewers, force mains, and sewers to the two large residential developments identified southeast of the industrial park in the Town of Moreau.
g.	Identify and submit NYS Consolidated Funding Application and other requests as appropriate to NYS Department of Environmental Conservation (NYS DEC), NYS Environmental Facilities Corporation (NYS EFC), and US Environmental Protection Agency (US EPA).

Goal 6: Address Other Identified Municipal Concerns.

a.	Advocate for expanded funding for infrastructure improvements from NYS DEC Engineering Grants, NYS EFC grants, NYSERDA Programs, NYS DOS grant, HUD programs, and USDA.
b.	Advocate streamlining of regulatory review actions and timeframes at all levels.
c.	Refocus NYS DOT priorities on comprehensive road improvements.
d.	Prioritize and advance upgrades to “structurally deficient” or “functionally obsolete” bridges.
e.	Improve and expand business class energy transmission including physical condition of the power grid, gas/oil pipeline, and availability of solar and wind energy sources.
f.	Increase resiliency of utilities and reduce susceptibility to storms.
g.	Provide redundant utilities in business and technology parks.
h.	Educate businesses and residents about utility incentive programs.
i.	Evaluate and address concerns related to the age of drinking water systems.
j.	Expand bicycle and pedestrian facilities and overall connectivity, including bike paths along roadways and designation of sharrows to increase safety.

Goal 7: Redevelop Vacant, Underutilized Brownfield Sites.

a.	Investigate, advocate, and apply for infrastructure funding from various federal funding sources: EPA Brownfield grants, including Risk Assessment, Job Training, Brownfield Revolving Fund, Clean up, Area Wide Planning, Economic Development Administration, USDA, and from New York State Department of Environmental Conservation: Brownfield Cleanup-BCP, Environmental Restoration Program-ERP, Brownfield Opportunity Area, and Empire State Development Corporation (ESD).

Advancing Opportunities and Measuring Progress

The Economic Development Pathway is the nexus that makes future housing, agriculture, infrastructure, and family-sustaining wages possible. Dollars and cents matter today – to the State, the Adirondack Gateway Council, the business community, the municipalities, and to economic development partners. Businesses track every penny, as do municipalities delivering services to residents – whether it is spent on heat, housing development, job training talent and labor, buildings, or taxes. Firms are merging, moving, consolidating, and changing business models to gain advantage. Some require urban areas and others enjoy rural locations. Workers at every rung on the corporate ladder are telecommuting and can work anywhere they want as long as the telecommunications infrastructure is available. Families and companies look around the world for the best overall PLACE to locate and expand their base of operations. They consider community quality of life a locational asset. Once the numbers have been crunched, the planning is complete, and strategy is printed, it is how the Adirondack Gateway Council and all of its implementation partners take action on all of these issues across all five pathways to progress that will create jobs and prepare people to take advantage of them.

The Adirondack Gateway Council will guide, advocate, and act as a catalyst in implementation of the Adirondack Gateway Sustainability Initiative: Pathways to Progress. The Adirondack Gateway Council is a respected facilitator of collaboration between a diverse set of stakeholders, both within and outside of the Region, including municipal organizations and boards, State and federal agencies and funders, educational and research institutions,

New Opportunity for Brownfield Reuse

Photo: Rob Yasinsac/www.hudsonvalleyruins.org

The former GE plant in Fort Edward.

Some 300 tons of toxic PCBs left behind at a former grocery store in Fort Edward (that was once part of the General Electric plant) are being cleaned up under a State-approved plan. Once cleared, the land will be developed for commercial uses. The cleanup is being done by the Town of Fort Edward and a private developer who plans to build a new grocery store on the site. The property is among 800 acres in Fort Edward that are part of a State Brownfield Opportunity Area. This New York State program assists communities and property owners to clean and reuse idled sites using a combination of financial assistance, marketing support, and access to State tax credits.

Glens Falls Americade Motorcycle Rally

Photo: VisitLakeGeorge.com

Americade motorcylists gather in Lake George.

For over thirty years, more than 50,000 motorcyclists have gathered in Lake George for the week-long event known as Americade – identified as "the world's largest multi-brand motorcycle touring rally." Initially held in Ruidoso, New Mexico the event was known as "Aspencade" in honor of a festival celebrating the aspen trees' changing colors. A decade later, a Lake George local named Bill Dutcher began planning and advocating to move the rally to Lake George. Initially, Roaring Brook Ranch served as the social and demo headquarters, and the Glens Falls Civic Center played host to the TourExpo tradeshow. By the mid 1980's the renamed "Americade" had grown into a national-level event. There are attractions for riders and non-riders alike, from tours through Vermont and other scenic destinations to whitewater rafting and hot air ballooning, and the event is truly family-friendly.

and nongovernmental organizations. It focuses on the big picture policy and advocacy efforts alongside the implementation partners who will deliver programs and projects at the community level that increase access to opportunity in the communities. The Adirondack Gateway Council is already working as part of multi-organization and multi-municipal collaborations on issues of importance to the Region as a convener that can bring together the talents and resources of partner groups to accomplish Regional priorities.

The Adirondack Gateway Council has produced the *Pathways to Progress* technical research that will be incredibly important to its core partners and the other collaborators in each pathway as they secure funding and technical assistance. The Council members will continue to have a key role to play in maintaining lines of communication, aligning interagency initiatives, and educating residents and businesses about opportunities and emerging trends. Through strategic alliances with stakeholders in each pathway, the Adirondack Gateway Council will maintain and expand relationships with funders at all levels as described in the pathway recommendations and in each technical report at www.agcny.org.

To guide implementation the Adirondack Gateway Council will:

- Continue to build awareness of the Pathways to Progress Sustainability Initiative, and engage stakeholders in its speedy implementation;
- Advocate with funders to advance various Regional projects;
- Build local capacity in community-based implementation organizations to leverage funding including identifying matching funds and ways to cover local

cost share, especially on infrastructure projects;

- Provide technical assistance and education to communities as they increase their focus on sustainability;
- Broker statewide, inter-state, and global opportunities for export of the Region's goods and services;
- Expand efforts to cooperatively market and brand the Gateway Region;
- Monitor compliance with the Pathways to Progress Sustainability Plan and the FHEA;
- Communicate success and share the "good news" through the Adirondack Gateway Council website and events; and
- Evaluate project feasibility and emerging opportunities and make mid-course corrections to the strategy to stay on the right course.

Each pathway technical report includes an implementation section. Those reports can be viewed at www.agcny.org. The Adirondack Gateway Council will work with a core group of organizations as an ad hoc committee of the larger Council focused on operationalizing recommendations across all of the five pathways to progress (housing, infrastructure, transportation, farms and healthy communities, and economic development.) The core group includes members who helped develop the reports, including:

- Local and County planning agencies;
- Warren County Economic Development Corporation;
- Washington County Economic Development;
- SUNY@Adirondack;
- The Capital Region Economic Development Council;
- School districts; and
- The Adirondack/Glens Falls Transportation Council (A/GFTC).

The Adirondack Gateway Council (AGC) where feasible will seek a lead role in many of the goals outlined. AGC will undertake efforts to secure funding for this administrative lead role through federal, State, and foundation resources and where feasible obtain any required State enabling legislation to provide assistance and services to municipalities and organizations in this region. Additionally, AGC will also serve to assist and guide the efforts of other organizations and community projects. The Adirondack Gateway Council is undertaking direct support of various programs and projects that are described in detail in the preceding Goals and Strategies Section, including the following key initiatives:

- Advancing research and service provider partnerships in anticipation of a major funding application to New York State in the Fall of 2015;
- Leading implementation of the U.S. Environmental Protection Agency Phase 1 Environmental reviews of community sites throughout the region; and
- Working to advance the Healthy Communities and Agriculture pathway through examination of potential sites for an expanded year-round farmers market in downtown Glens Falls.

In addition to the core group, each pathway will be encouraged to form an ongoing working group if no regional framework that currently exists has identified key collaborators.

PATHWAYS TO PROGRESS KEY COLLABORATORS – SEE WWW.AGCNY.ORG FOR ADDITIONAL PARTNERS

Economic Development		Healthy Communities & Agriculture	
Regional Economic Development Groups: Capital Region Economic Development Council, EDC of Warren County, Washington County Economic Development, Center For Economic Growth, Lake Champlain-Lake George Regional Planning Board, and North Country Economic Development Council.	**Major Employers:** Glens Falls Hospital, Hudson Headwaters Health Network, Angio Dynamics, CR Bard, Finch Paper, SCA Tissue, Irving Tissue and Morcon Tissue, Gracenote, Glens Falls National Bank, and GLOBALFOUNDRIES.	**Local County Departments:** Soil and Water Conservation, Social Services, and Farm Bureaus.	**Farm Support Groups:** National Farm to School Network, Tri- County NY Transitions Initiative, Hudson Valley Farmlink Network, and NYS Farm Bureau.
Workforce Development & Education: Saratoga-Warren-Washington Workforce Investment Board, NYS Department of Labor, SUNY @Adirondack, EPA Job Training Program, Glens Falls Plumbers and Steamfitters Local 773, and College Of Nanoscale Science Engineering and SUNY Albany Institute of Tech.	**Quasi-public Organizations:** EDC of Warren County, Washington County Economic Development, LDCs and IDAs, Chambers of Commerce.	**Education Resources:** Cornell Cooperative Extension, SUNY@ Adirondack, local schools, USDA, NYS Department of Agriculture.	**Nonprofit Organizations:** Area farmers markets, area food banks, food coops, Meals on Wheels, Senior Citizen Organization, school districts, and State agencies.

Photo:Behan Communications

Finch Paper in Glens Falls, New York.

Affordable Housing	Transportation	Infrastructure, Broadband, & Brownfields	
Municipal Organizations: Departments of Social Services, Aging and Disabilities, Fair Housing, Veterans, Public Housing Authority, and Health; Glens Falls Housing Authority; Glens Falls Community Development Office; EDC Warren County; Warren & Washington County Planning; and NYS Office of Housing & Community Renewal, Housing & Urban Development (HUD).	**Metropolitan Planning Organizations**: A/GFTC, the Greater Glens Falls Transit Authority, the Capital District Transportation Authority, NYS DOT, and US Federal DOT.	**Service Providers - Waste Water:** Water and waste water municipalities, districts, and AGC Consortium waste water.	**Broadband Cellular Providers:** Muncipal IT, area emergency service organizations, including area police agencies, education facilities, libraries,schools, health care and consumers, EDC Warren County, Washington County, Empire State Development Corporation, NY Broadband Program Office, Development Authority of the North Country, and North Country Economic Development Council.
Nonprofit Partners: Warren-Hamilton County Action Agency, Greater Glens Falls Senior Center, NAACP, YMCAs, faith-based organizations, Tri-County United Way, North Country Ministeries, and Greater Glens Falls Youth Center.	**Transportation Businesses:** Area taxi companies, Regional bus carriers, Adirondack Trailway, and the Floyd Bennett Airport in Warren County.	**Service Providers - Brownfield:** Adirondack Upper Hudson River Brownfield Redevelopment; Glens Falls Brownfield Opportunity Areas; area, federal, State agenices; property owners; NYS Department of State; NYS DEC; Envornmental Facilities; NYSERDA; US EPA; County DPW's; Lake George Park Commission; Capital Region Economic Development Council and subcommittees on roads, bridges, rail, cell-broadband, waste water, and water.	**Utility Providers:** National Grid, solar companies, economic development organizations, consumers, Public Service Commission, Capital Region Economic Development Council, NYSERDA, alternative energy, organizations, and advancing wood biomass.
Housing Organizations: Saratoga-North Country Continuum of Care, Adirondack Emergency Community Chaplains, Housing Assistance Council, Waite House - Youth at Risk, Adirondack Vietnam Veterans Housing, Catholic Charities, Family Services, and Conkling Center.	**Nonprofit Transportation Providers:** Senior citizen transportation providers, medical answering services, family services, and Conkling Center (formerly Eddy Group).		**Roads, Bridges:** County Department Public Works, NYS DOT, USDOT, Adirondack Glens Falls Transportation Council (MPO), and area government officials.

You Can Come Home Again

When Stephen and Rebecca Butters, both chefs, wanted a less hectic life, Rebecca's father, a local attorney enticed them to come home. Both trained chefs, they opened Morgan & Co. restaurant, that operates in a restored mansion in downtown Glens Falls. The building was rehabilitated by local contractors and local art hangs on the walls.

Photo: www.morganrestaurant.com

Morgan & Co. operates in a restored mansion.

They have joined local organizations like the Chamber of Commerce and promote their restaurant through Regional efforts like "Taste of the North Country." They show cartoons on Saturday morning to attract young families to brunch. They offer another in an increasing number of "cool and authentic" places that are attractive to the growing millennial population – a critical base to maintain and grow younger workers.

Photo: Pepe Productions

Ed Bartholomew, CEO of the Adirondack Gateway Council.

Measuring Progress

Over the next year the Adirondack Gateway Council will set realistic and attainable benchmarks for the pathways to progress and will work with the community organizations implementing the goals and strategies to track accomplishments. Performance measuring helps evaluate the state of the Region's economy, as well as the effectiveness of the strategy and its implementation. Regular benchmarking against the Region, surrounding regions, and against comparable regions will be an important component of the ongoing work.

The Adirondack Gateway Council will tirelessly ask and answer two key questions: "How are we doing?" and "What can we do better?"

Dedicated to the hardworking and independent thinking residents of Warren, Washington, and Northern Saratoga Counties.

ACKNOWLEDGMENTS

ADDITIONAL PARTICIPANTS IN THIS PROJECT

- Empire State Development Corporation: Howard Zemsky, President & CEO; Kenneth Adams, former President & CEO; and Arnold Will, Acting Director
- Capital Region Economic Development Council (CREDC): James J. Barba, Co-Chair; Dr. Robert J. Jones, Co-Chair, President of University at Albany; Bill Hart, Washington County Representative; Vice President, Controller Irving Tissue Inc.; Omar Usmani, CREDC Representative & Executive Partner, Aeon Nexus Corp; Andrew Meader, Warren County Representative, Director of Corporate Alliances, Six Flags/Great Escape; and Debabrata Mukherjee, PhD, Warren County Representative, President & CEO, Finch Paper
- Center for Economic Growth: Michael J. Hickey, interim President & CEO and Michael Tucker, former President & CEO
- Pepe Productions, Glens Falls
- Warren County Tourism: Kate Johnson, Former Director; Gene Merlino, Chairman Tourism, Supervisor Lake Luzerne; and Peter Girard, Creative Director
- National Grid: William Flaherty, Regional Director; Katie Newcomb, Lead Economic Developer; and Linda Hill, former Lead Economic Developer
- Numerous Not for Profit Organizations and Associations, as noted in the Housing Transportation Report

CONSULTANTS

- Agriculture & Healthy Communities: Elan Planning, Design, & Landscape Architecture
- Broadband/Cell: ECC Technologies
- Economic Development: DCG Corplan Consulting
- Housing & Transportation: Dr. Ann Ruzow Holland
- Infrastructure & Brownfield Reuse: Barton & Loguidice
- Pathways to Progress Plan Development: River Street Planning & Development
- Public Engagement: Peter J. Smith and Company
- Website Design/Development: AdWorkShop
- Graphic Design: Room One Planning & Design

STAFF

- Jackie Squadere and Crystal Lawrence

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