

TOWN OF GLENVILLE

Town Center Master Plan



March 17, 2004

Acknowledgments

The Glenville Town Board adopted the Town Center Master Plan on March 17, 2004.

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Special thanks

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TABLE OF CONTENTS

TABLE OF CONTENTS

INTRODUCTION

Overview of Existing Conditions

PROCESS/METHODOLOGY

Issue Identification

GOALS AND OBJECTIVES

PLAN RECOMMENDATIONS

Land Use

Community Design

Transportation

IMPLEMENTATION

Land Use

Community Design

Transportation

APPENDIX I – RELATIONSHIP TO LOCAL, REGIONAL, AND STATE PLANS AND INITIATIVES

APPENDIX II – VISIONING SESSION SUMMARY

APPENDIX III – TOPOGRAPHY AND INFRASTRUCTURE

APPENDIX IV – ADDITIONAL DEMOGRAPHIC DATA

INTRODUCTION

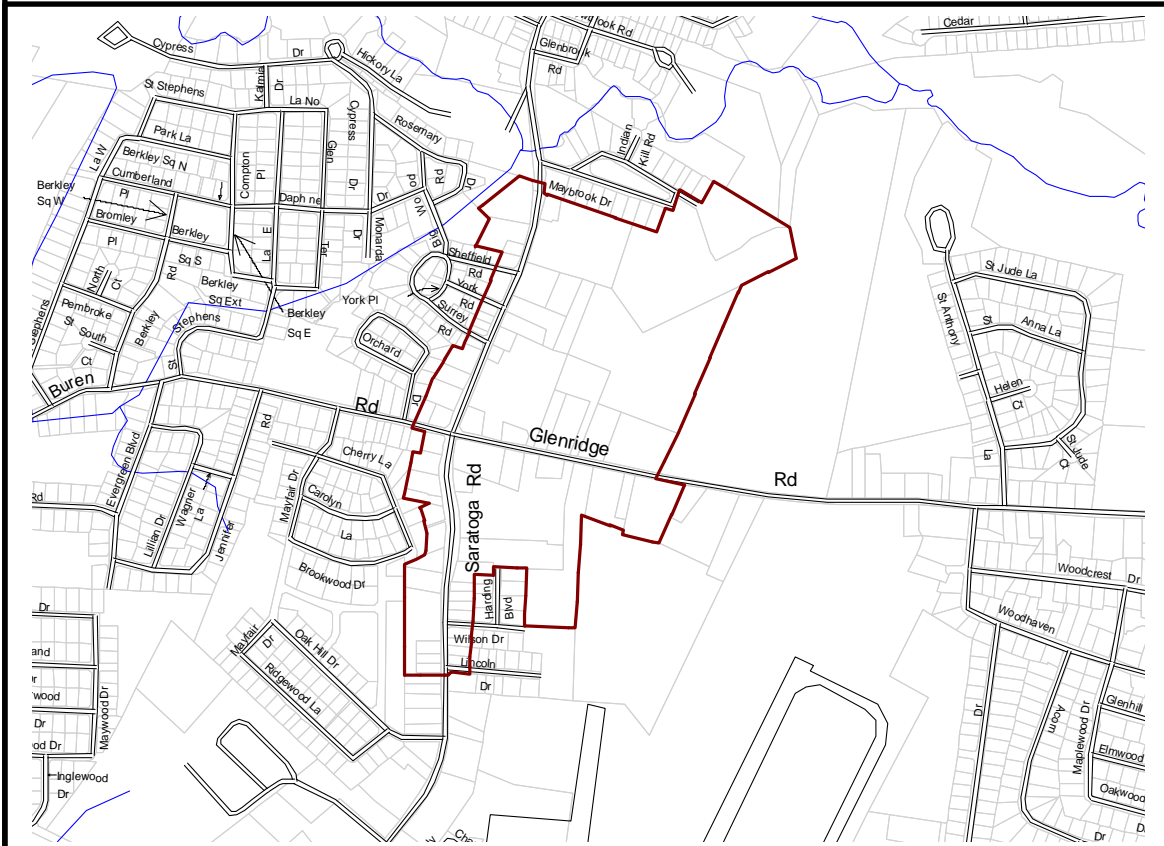
The Town of Glenville, like many mature suburban communities in the United States, rose to significance during the 25-year period following World War II, due in large part to the success of General Electric in the City of Schenectady. Located on the western fringes of the Capital Region of New York State, Glenville today benefits from a comfortable driving distance from the City of Albany and the large number of state jobs available in the capital city. The community consists largely of quiet, well-maintained residential neighborhoods served by three high-quality school systems.

To serve the needs of a mobile population, Glenville has developed into an auto-friendly destination for goods and services. The Town Center, which surrounds the intersection of Saratoga Road (NYS Route 50) and Glenridge Road (NYS Route 914V), is dominated by gas stations, fast-food restaurants, large grocery shopping plazas, and strip malls. As the trend toward “big box” retail increased during the late 1980s and 1990s, so did the size of parking lots and the number of curb cuts in the Town Center. Convenience was favored over aesthetics, and opportunities for the pedestrian or cyclist went undeveloped.

The Town of Glenville is now faced with important issues. The aging buildings in the existing Town Center exhibit signs of physical deterioration. The Town’s zoning standards that were in place in the 1970s, 1980s, and 1990s brought about the development of vast parking lots with too many available spaces. The population is aging and residents have expressed a desire for alternative housing options that offer convenient pedestrian access to goods and services. Finally, residents of the Town of Glenville are demanding a unique, aesthetically attractive Town Center that represents a destination rather than simply a travel corridor between home and work.

The Master Plan prepared for the Glenville Town Center attempts to satisfy these community-based goals while at the same time respecting the role of the automobile as the primary mode of transportation. The Glenville Town Center Master plan works creatively with existing conditions and community goals to create a design solution for the future.

Glenville Town Center Study Area



Legend

- Town Center Boundary
- Roads
- Airport
- Streams
- Tax Parcel

Prepared by: Town of Glenville Planning Department - June 2002

Overview of Existing Conditions

Demographics

The Town of Glenville is located in northern Schenectady County and in the western portion of the four county Capital District. Schenectady County is one of the four counties considered a part of the Albany-Schenectady-Troy Metropolitan Statistical Area (MSA).

Population

According to 1990 and 2000 Census Data, the Town of Glenville and Schenectady County have both experienced a slight loss in their populations over the past decade. In Glenville, the 1990 population consisted of 28,771 people; the 2000 population shrank to 28,183. The decrease represents a loss of 588 people, or 2%, over the 10-year period. Similar statistics can be seen in Schenectady County, where the population decreased by 2,730 people within the County, or 1.8%, between 1990 and 2000.

In contrast, the Albany MSA experienced growth over the last ten years, gaining 14,159 total people, to 875,582 in 2000, or 1.64%. With a total population of 28,771 in 1990, more than half of Glenville residents were over the age of 35 (16,009) and 23% of residents were between the ages of 35 and 49.

Income

In 1990, the median household income level in the Town of Glenville was \$38,164, almost \$6,000 higher than either Schenectady County or the Albany MSA. The median household income in the Town of Glenville was \$52,373 in 1999, an increase of 37% over the last ten years. Adjusted for inflation, however, the increase equals \$1,098, or 2.14%.

Schenectady County as a whole lost about 1.59% in its median household income, or about \$675 per household. The MSA also lost \$343 in its median household income, or about 0.79%, over the same period. New York State, however, showed a strong gain of 7.46% (\$3,011 per household). Growth in per capita income was also experienced at the County, State, and MSA levels.

Housing

The Town of Glenville makes up roughly 18% of the total housing units in Schenectady County and about 19% of the County's population. The median value of a housing unit in Glenville in 2000 was \$99,900. This figure is slightly higher than the median value of a housing unit in Schenectady County (\$92,300), but slightly lower than the \$102,000 median for the Albany MSA.

The number of households in Glenville increased between 1990 and 2000. There were 680 more households in 2000, an increase of 6.5%. There were also increases in the County, MSA, and the State.

More than 92% of the households in Glenville are made up of four people or less. Two person households are the most common type in Glenville, making up 36.58% of all households in the Town. The same trend is evident at the County, MSA, and State levels.

Education

The Town of Glenville is an educated community. It has a greater percentage of high school graduates and beyond than the County, State, or MSA. The Town also surpasses the County,

State, and MSA in each level of college degrees. At 9.9%, Glenville has a low percentage of individuals without a high school diploma, which is between 5-10% less than levels found throughout the State, MSA, or County.

Employment

The greatest number of employees in Glenville work for the government, including all education-related jobs. The second largest employment sector in Glenville is in the service industry, followed by retail trade. Glenville has a larger percentage of executives and professionals than both Saratoga and Schenectady counties. In Glenville, only 8.7% of employed persons work in trade fields, while in Schenectady County this number increases dramatically to 24.2%.

There are approximately 339 businesses operating in Glenville, New York. The majority of businesses are in the government, retail trade and services sectors. A lesser number of businesses are included in the transportation/utilities, construction, manufacturing, and wholesale trade sectors.

Land Use

The Town Center Study Area is located at the intersection of Saratoga Road (Route 50) and Glenridge Road. It extends west from Route 50 to Evergreen Boulevard and east to the outer edge of the existing business development. The northern boundary is near Maybrook Drive and the southern boundary is the convergence of Rudy Chase Drive and the Schenectady County Airport.

The Glenville Town Center is comprised of seven zoning districts, including General Business, Professional/Residential, Suburban Residential, Multi-Family Residential, Rural Residential/Agricultural, Airport Land, and Land Conservation Areas. The two largest land uses are General Business and Residential, which creates an appropriate mix of needs and services.

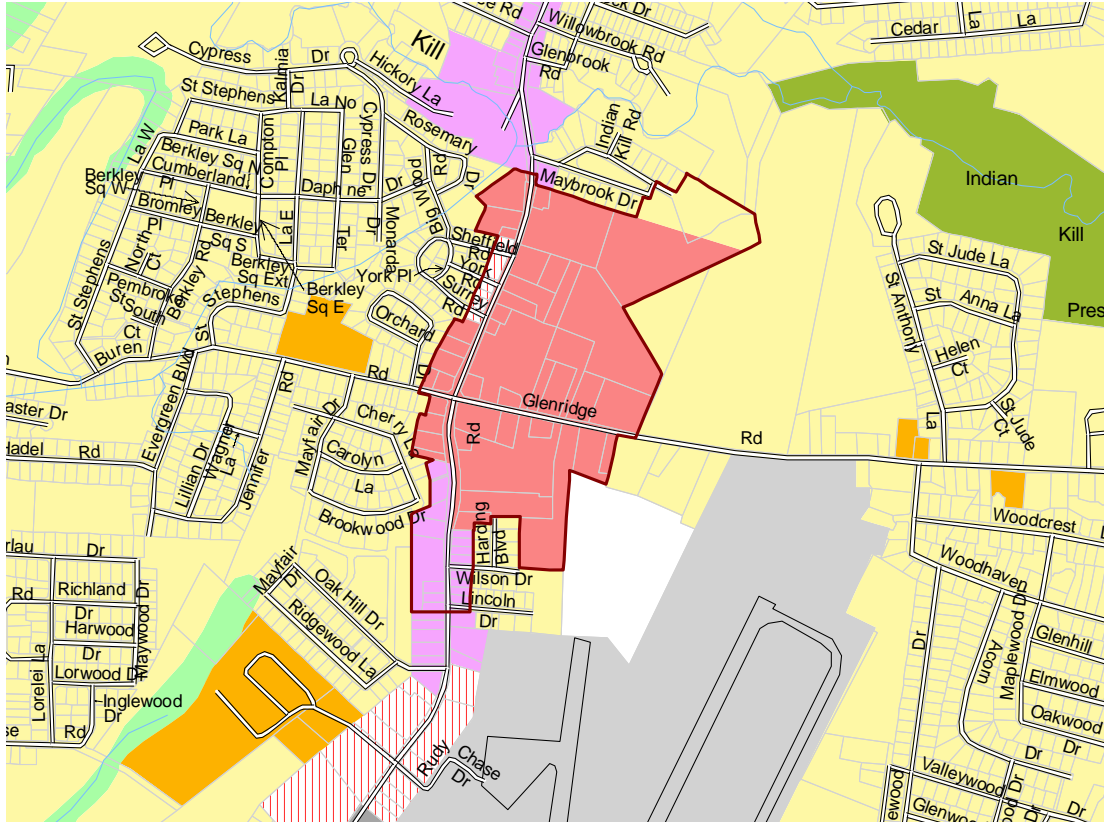
East of State Route 50, the Study Area is zoned primarily General Business. Commercial establishments currently located in the Glenville Town Center include restaurants, gas stations, small and large retail stores, professional services, financial institutions, and municipal service buildings. An additional cluster of business uses is located on either side of Route 50 along the southern border of the Town Center.

South of the general business district, along either side of Route 50, is an area zoned Professional/Residential. This district combines small business and residential uses, and encourages the adaptive reuse of residential structures and home occupations.

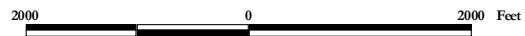
The land west of Route 50, adjacent to the Glenville Town Center, is primarily suburban residential with small pockets of multi-family residential. New single-family residential lots require a minimum lot size of 20,000 square feet. However, the majority of the residential lots near the Town Center are smaller, (10,000 to 15,000 square feet) reflecting the zoning requirements that were in place when the houses were built. The multi-family residential areas within the Town have the necessary water and sewer connections to allow for greater densities of people, including apartment complexes, townhouses, and two-family dwellings.

The southeast quadrant of the Glenville Town Center study area is composed of a variety of land uses, including a small suburban residential development, the Schenectady County Airport, and rural residential/agricultural land.

Glenville Town Center - Zoning



- Legend**
- Town Center Overlay District
 - ~ Streams & Ponds
 - ≡ Railroads
 - ≡ Roads
 - ≡ Airport
 - Tax Parcel
 - Zoning Districts**
 - AIRPORT
 - COMMUNITY BUSINESS
 - GENERAL BUSINESS
 - LAND CONSERVATION
 - MULTI-FAMILY RESIDENTIAL
 - PROFESSIONAL/RESIDENTIAL
 - PUBLIC PARK LANDS
 - RESEARCH/DEVELOPMENT/TECHNOLOGY
 - RIVERFRONT RECREATION/COMMERCIAL
 - RURAL RESIDENTIAL/AGRICULTURAL
 - SUBURBAN RESIDENTIAL



Prepared by: Town of Glenville Planning Department - 2002

Surrounding Area

Outside of the specified study area, the majority of development is located east of Spring Road. Residential development is heavy here, mostly in the form of single-family subdivisions. However, there are also some multi-family developments within the Town. The majority of business activity is also focused in the eastern portion of the Town. Business activity is concentrated along Route 50 and Freemans Bridge Road.

The area west of Spring Road to the Town of Amsterdam border is primarily rural. The western portion of the Town is devoted to agricultural and large lot residential developments.

This land use pattern has been punctuated by two large-scale land developments within the Town. Directly south of the study area and east of Route 50 is the Schenectady County Airport. Just west of the Village of Scotia in the southern portion of the Town is an industrial/warehouse complex consisting of Corporations Park, the Scotia-Glenville Industrial Park, and the Scotia Navy Depot.

There are also a number of public parklands available to residents of the Town. The 370-acre nature preserve known as Sanders Preserve is located in the western portion of the Town. Three other public parks are located in the eastern half of the Town. Northwest of the study area is Indian Meadows Park, which covers 186 acres of land. Directly east of the study area is a 100-acre nature preserve called the Indian Kill Preserve and a smaller, 56-acre park, called Maalwyck Park, is on the southern border along the Mohawk River.

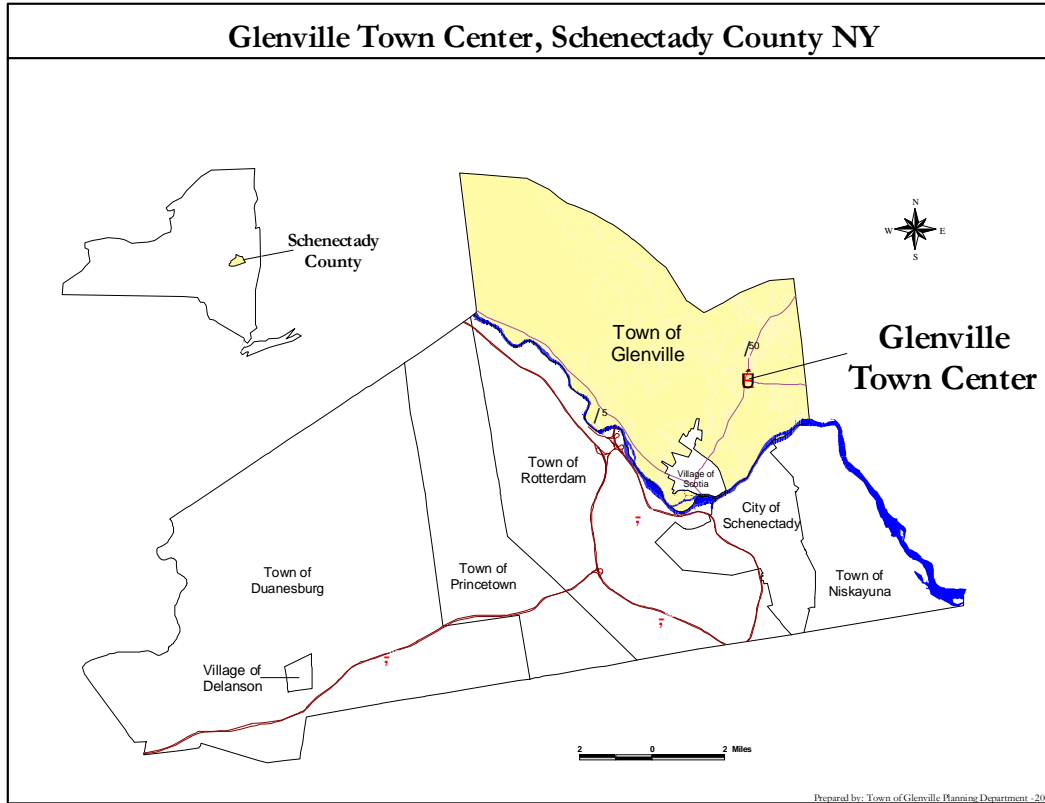
Regional Context

The Town of Glenville is located in the northern portion of Schenectady County and in the central, western portion of the Capital District. The Capital District is a four-county area located around the state capital and includes Albany, Rensselaer, and Saratoga Counties, in addition to Schenectady County. The Capital District has experienced consistent growth since 1940 and the region has an adequate amount of recreational, educational, cultural and employment opportunities. In addition, the cost of living is relatively low throughout most of the area.

Glenville's location within the Capital District provides it with many amenities and opportunities. Glenville is in close proximity to three major urban centers, offering an expansive transportation network, a diverse economic base, and a competent work force with well-educated and productive professional and technical workers. The three core urban centers of the Capital District include Albany, Schenectady, and Troy, which all have historically served different economic functions within the region.

In the past, Schenectady served primarily as an industrial center due to the presence of the General Electric Company. However, in recent decades, there has been a gradual decline in the industrial sector and both the City and County of Schenectady have taken on a new role in the regional economy. Schenectady County has emerged as a center of housing and associated retail and small industry development. It also benefits from Albany's strong economy, allowing the county to become a center for government and related services.

Glenville is well situated as an inner ring suburb within close proximity to centers of economic strength. Glenville has an existing employment base and vacant land available for future developments. The Town's location and resources provide an opportunity to play an important role in the region's growth.



Transportation

There are no freeways or expressways within the Town of Glenville. In 1998, a bridge was constructed over the Mohawk River, connecting Exit 26 of the New York Thruway and Interstate 890 with Route 5, providing local relief from truck traffic and easier access in and out of Glenville. Access to the Northway (Interstate 87) is located to the east in the Town of Clifton Park.

Glenville has a number of arterial roads that accommodate thru-traffic and offer access to major development centers. These include NYS Route 5 (Amsterdam Road), NYS Route 50 (Saratoga Road), NYS Route 911F (Freemans Bridge Road), NYS Route 147 (Sacandaga Road), and NYS Route 914V (Glenridge Road). Many people residing in communities around Glenville commute to and from work on these arterial roads. This increases traffic volume and adds to the problem of perceived excessive speeds of motorists.

The most significant arterial is Route 50, connecting the Cities of Schenectady and Saratoga Springs through Glenville. The roadway, located in eastern Glenville, traverses the most developed section of the Town, generating local traffic as well as heavy volumes of thru-traffic.

The 682-acre Schenectady County Airport is located in the southern portion of Glenville, three miles north of Schenectady. The Airport is owned and operated by Schenectady County, with the eastern portion of the Airport leased to the Air National Guard. The services currently available include airfreight, air ambulance, air cargo, charter flights, corporate flights, flight instruction, aircraft rental and sales, and aerial surveying. The airport averages about 76,700 operations/flights per year, with July being the busiest month. During the summer, the number of daily flights can reach 209. Approximately 95% of operations are for general aviation, with the remainder given over to military flights.

PROCESS/METHODOLOGY

The Glenville Town Center Master Plan is the result of an extensive planning process designed to determine how Glenville residents and employees use the existing Town Center, how they envision the Town Center in the future, and what they consider potential opportunities or obstacles to development. A number of tools were used to gather and quantify the opinions of stakeholders and participants in the planning process. Those tools included:

- Town Center Steering Committee Meetings
- Business/Property Owner Interviews
- Public Forums
- Town Web Site - Master Plan Power Point Presentation

The following is a summary of the process and its findings. The ideas presented in the Master Plan are the result of a combination of professional and public input. Town planning staff, staff of the Capital District Transportation Committee (CDTC) and the consulting firms of the Environmental Design Partnership and Peter J. Smith & Co. provided professional input.

The process utilized for creating the Town Center Master Plan involved the following:

- Delineation of study area boundaries
- Inventory and analysis of existing conditions
- Public forum held to discuss scope
- Draft Master Plan written
- Public forums were held to present the preliminary concept
- Master Plan revised to reflect comments and suggestions
- Final public hearing before the Town Board
- Formal adoption of the Glenville Town Center Master Plan by the Town Board

The planning process informally began on December 20, 2000, when Town representatives met with the consulting firm of Peter J. Smith and Town staff to gather preliminary information, conduct a brief driving tour, and to discuss general issues.

The formal planning process began on February 15, 2001, when the first Steering Committee meeting was held to review a preliminary physical inventory and demographic overview, gather contact information, and conduct the first visioning session. The visioning session involved questionnaires and general discussion.

On April 26, 2001, the first public forum was held to gather the public's ideas and comments. Between 30 and 40 people attended the public forum. The forum consisted of general introductory comments by the Town Supervisor and Town Planner, a slide show presentation by Peter J. Smith and Co. outlining existing physical and economic conditions, an input worksheet, and a brief comment session.

The next phase of the public input process occurred on June 5, 2001, with a presentation held exclusively for Scotia-Glenville, Burnt Hills, and Niskayuna high school students. Peter J. Smith and Co. presented a preliminary design concept for the Town Center based on the Steering Committee's visioning session and the public forum. Approximately 20 students attended the forum. The presentation consisted of a power point presentation by Peter J. Smith and Co. and a comment session.

Another presentation for the public was held on June 6, 2001, with approximately 60 people in attendance. Peter J. Smith and Co. presented the preliminary design concept for the Town Center, followed by a comment session.

A final public hearing by the Town Board was held on February 2, 2003.

Issue Identification

In synthesizing all comments gathered during the early phases of the planning process, a number of broad themes were repeated during discussions and in comments. Those themes are as follows:

Traffic & Circulation

The impact of traffic on the Town Center and the lack of a coordinated system for circulation were repeatedly mentioned. Residents see Saratoga Road as dangerous for pedestrians and the source of congestion. Easing traffic flow, formalizing parking lots and internal traffic patterns, and providing alternative routes in and around the Town Center were identified as worthwhile goals.

Mixed-Use Development

Respondents repeatedly indicated a desire for a range of uses in both the Town Center as a whole and in individual buildings. Retail, office, residential, entertainment, civic, and recreational uses should be assembled in the Town Center in an integrated manner.

Pedestrian-Orientation

Another recurring theme was the desire to create a pedestrian-friendly atmosphere. The diverse collection of uses found in the Town Center should be interconnected with attractive, safe, and comfortable sidewalks, spaces, and paths.

Multi-modal or Alternative Access

Respondents repeatedly indicated a desire to be able to access the Town Center by other means than the automobile. Recurring features included sidewalks, bicycle accommodations, and expanded public transit.

Open Space

Respondents indicated a desire for both passive and active open space. Providing a gathering area, a park, and more public spaces in general were primary objectives.

Traditional Town Center & Civic Life

A number of comments revolved around features and common elements of traditional town centers, which by their design and attributes produce an active civic life. Common suggestions included a desire for traditional downtown retail uses and streetscapes, mixed-use buildings (retail on the bottom and office and/or apartments on upper floors), pedestrian-friendly design, and quality architecture. Civic elements desired by respondents included a park, a public gathering area for community celebrations, an arts center, and an outdoor amphitheater.

GOALS AND OBJECTIVES

The following goals are based on the issues identified in the public input process. They have been categorized according to implementation. Issues that can be addressed through a change in zoning or economic development are located in Land Use, development patterns have been addressed under Community Design, and traffic and circulation issues are addressed under Transportation. Each category lists an overall goal with several specific objectives with which to achieve this end.

Land Use

- Goal:** Establish a critical mass of businesses and activity in the Town Center that further establishes the area as the “heart” and focal point of the Town of Glenville, and when considered as a whole, will provide a unique shopping, recreational and cultural experience in the region.
- Objective:** Develop the Town Center as a flexible multiple use district of vertical mixed-use buildings that brings together retail, office, civic, recreational, and residential uses with a primary focus on retail activity.
- Objective:** Encourage civic elements (i.e. parks and plazas) and institutions to expand or locate in the Town Center.
- Objective:** As the opportunity presents itself, encourage land uses that are unique or “niche-oriented” to minimize competition with other commercial areas of Glenville as well as surrounding communities.

Community Design

- Goal:** Provide a traditional pattern of development that supports a diverse range of uses, public spaces, and walkable streets culminating in an integrated community center and civic focal point.
- Objective:** Provide a traditional pattern of development where buildings front on streets to create a functional, pedestrian-oriented public realm.
- Objective:** Promote interesting and functional architecture that will distinguish the Glenville Town Center from other “downtowns.”
- Objective:** Provide for an integrated system, both within the Town Center and to the surrounding community, of public open spaces consisting of parks, plazas, courtyards, and greenbelts, all connected by multi-use paths and/or sidewalks.
- Objective:** Provide a central public space such as a town square, community green or central plaza to serve as a civic focal point, social and recreational area, and economic catalyst.

Transportation

- Goal:** Develop more efficient circulation patterns, provide frequent and direct street connections and alternative routes both within the Town Center and to the surrounding community, and enhance safety and access by providing a multi-

functional street system suitable for all modes of travel including private automobiles, transit and delivery vehicles, pedestrians, and bicycles.

Objective: Establish an efficient flow of motor vehicle traffic along Saratoga Road (NYS Route 50) by introducing access management principles and providing alternative means of ingress and egress to abutting land uses.

Objective: Enhance pedestrian access in the Town Center through development of a system of sidewalks, high-visibility crosswalks, and pedestrian-friendly intersections that enable people to walk easily and safely to and from their destination.

Objective: Improve bicycle access in the Town Center through development of a system of trails, and/or bicycle lanes as appropriate, to enable people to bike easily and safely to and from their destination and to provide appropriate links between this system and existing trails in other areas of the Town of Glenville.

PLAN RECOMMENDATIONS

Land Use

Current Conditions

The Town of Glenville adopted a new zoning ordinance on April 4, 2001. The new ordinance includes updated zoning districts that are more appropriate to modern needs of Town residents. Based on the revised zoning ordinance, the study area includes a new overlay zoning district entitled the "Town Center Overlay", located around the intersection of Route 50 and Glenridge Road. The overlay district serves a number of specific purposes. Building design standards, sidewalks, sign requirements, open space, and landscaping are a few of the regulatory measures implemented in this overlay district. These regulations, together with the efforts of the Town Center Master Plan, will assist in making the commercial hub attractive and friendly to more than just the automobile.

The study area east of Route 50 and the parcels immediately west are zoned general business and professional/residential and are included in the Town Center Overlay District. The southern portion of the study area is classified as airport land use, another new classification in the revised zoning ordinance. This district includes not only the airport, but also accommodates land uses associated with passenger airports, should service ever expand to include private and/or public airline services.

It does not appear that the new zoning ordinance will cause any conflicts with the Town Center Master Plan. The mixed-uses allowed in the study area are consistent with the desired uses for the Town Center.

Existing Comprehensive Plan

The Town of Glenville Planning and Zoning Commission adopted the current Comprehensive Plan for the Town of Glenville on April 9, 1990. Changes within the Town have caused discrepancies between the built conditions and the plan over the past fourteen years. The expansion of public water and sewer services, the opening of the Exit 26 Thruway Bridge and the emergence of new development patterns have caused some of these discrepancies.

The goals and objectives outlined in the Comprehensive Plan have provided and will continue to provide the Town with a necessary guide for the physical development of the community. The Comprehensive Plan designates Route 50 and Glenridge Road as the Town Center, and it suggests that this area follow a detailed design plan. The goals presented here, combined with the new zoning overlay district, provide the necessary background, support, and vision needed for the development of the Town Center Master Plan.

Recommendations

The Town of Glenville should enact a series of regulatory and economic development initiatives to focus land use, with the intent to establish a critical mass of businesses and activity in the Town Center. This mixed-use approach will reinforce the area as the "heart" and focal point of the Town of Glenville and will provide a unique shopping experience in the Capital Region. The proposed uses within the Town Center would allow people the opportunity to live, work, shop, and play without ever having to leave the community. This will reduce car trips for residents, allow those who cannot drive the opportunity to access jobs and entertainment, and afford residents the ability to shop close to home in a community environment.

TRADITIONAL
COMMUNITY
DEVELOPMENT

Traditionally, most communities developed around a compact, mixed-use town center, main street, or downtown. The full range of resident needs was met in these areas: shopping, housing, and employment. This pattern can still be seen in most cities. However, as cities grew into the suburbs, mobility also increased. The automobile made it easy to acquire goods and services despite location. In addition, modern zoning laws strictly separated uses, which made it more difficult for communities to develop along traditional lines. The results of these changes are utilitarian but forgettable places very unlike the strong mixed-use communities of the past.

However, the emergence of New Urbanism (traditional planning which incorporates the automobile), smart growth, (an approach which favors compact growth), and lifestyle centers, (a traditional town center formed around a retail core), traditional patterns have become common once again. Although the suburban model will not disappear, mixed-use development patterns are resurfacing throughout the country as one of the key ingredients of a successful and vibrant community center.



Two views of downtown Saratoga Springs,
New York



Bringing together retail, office, and residential uses with civic and recreational features is the underlying formula for a vibrant and sustainable town center. (Multiple-uses refer to different uses adjacent to each other, such as an office next to a bakery, usually in separate buildings. Mixed-use refers to different uses in the same building, whether they are vertical or horizontal.) The Town Center should be a multiple-use district made up of vertical mixed-use buildings with retail as the primary ground floor activity. The specific land use recommendations to achieve this goal are listed below.

Retail

Retail activity is an essential ingredient of any town center or downtown. It provides the level of activity and vibrancy that elevates an area from a business district to a community center. Unlike



Two-story buildings, such as these found on Saratoga Road, easily fit into Glensville. They utilize land more efficiently than single-story buildings, provide a positive enclosure to the street and can provide additional space for offices and/or apartments.



TOWN OF GLENSVILLE

offices or employment centers, retail uses continuously draw people to an area. The Town Center should be a mixed and multiple use district, with a primary focus on creating a critical mass and concentration of retail activity. The Town of Glenville should pursue economic development initiatives to attract and retain desirable retail to the Town Center.



The Town Center is currently home to a number of popular retail establishments such as K-Mart, Peter Harris Clothes, Mayfair Jewelers and Hallmark. Expanding the range of retailers and improving the appearance and accessibility of the Town Center will enhance the district's potential to attract local and regional shoppers.



Office

Offices should be encouraged to locate above retail businesses. They provide services to residents, additional activity, patrons to businesses at varying hours, as well as job opportunities to residents who may want to work close to home and/or walk or bike to work. Stand-alone office buildings are acceptable, however they should not be located where they would adversely affect the needed concentration of retail activity. The Town of Glenville should actively pursue multi-story, mixed-use projects that combine retail and office/professional in the same structure.

Residential

Apartments should also be encouraged to locate above retail businesses within and adjacent to the Town Center. Apartments create activity, provide additional patrons to businesses, and foster a livelier neighborhood atmosphere. Apartments would also provide the Town with alternative housing opportunities that could attract young people and families. There has also been a trend of seniors moving to town centers and downtowns in a desire for the culture and amenities available, and to avoid having to maintain a large home and property after children have moved out. The Town of Glenville should actively pursue multi-story, mixed-use projects that combine retail and residential uses in the same structure. Stand-alone apartment buildings are also acceptable, however, they should not be located where they would adversely affect the needed concentration of retail activity.

Recreation/Open Space

Both passive and active recreational facilities and amenities should be encouraged in the Town Center. Public comments included a desire for bike paths, pedestrian trails, a public gathering area, parks, outdoor amphitheater, and more recreational and nighttime activity. Open space in the Town Center should take many forms, from formal plazas and courtyards to greenbelts and pocket parks. Specific open space recommendations are listed below.

- Saratoga Road & Glenridge Road – Due to the urban character of the area, open space along these arterials should take the form of plazas, courtyards, and pocket parks. The goal is to provide gathering places and opportunities for community interaction, soften the built environment, and provide areas for passive recreation. One opportunity already being pursued by the Town is to convert the former Payless Service Station into a pocket park and Town Center Gateway. This small park will provide an elegant northern entrance to the Town Center. Its location also lends itself to serving as the northern terminus of the proposed multi-use path system. Bike racks should be provided to allow for a transition between walking, biking, and transit.



Former Payless Service Station



Conceptual Design for a Northern Gateway Park

- Vacant Lands & K-Mart Site – The vacant land located east of Saratoga Road and north of Glenridge Road and the K-Mart site both present opportunities for open space. Either location would be appropriate for a formal town square, depending on how development occurs over time. A town square, or other large, civic-oriented area should be created, for both passive/active recreation and community events. Based on public comments, this space could include a playground, outdoor auditorium, grassy areas, and a central plaza. The central plaza could be utilized for numerous activities such as community events, craft fairs, a farmers market, ice-skating, etc.
- Town Center Greenbelt – A greenbelt could be extended around the northeastern periphery of the district, parallel to Saint Anthony's Cemetery and the Maybrook neighborhood. This would provide opportunities for passive recreation. In addition, a greenbelt could connect a multi-use path to the Indian Kill Nature Preserve to the east and to the northern gateway park to the west.

Civic

An integral part of a traditional town center is civic uses and institutions. The Town Center currently includes a U.S. Post Office, the Glenville Branch of the Schenectady County Public Library, and the Town Municipal Center. These three adjacent institutions should be combined into one municipal campus. The Municipal Center is no longer large enough to comfortably house the Town's administrative offices and the Police Department. As a result, the Town recently purchased an adjacent residential home and property to provide additional office space, and the establishment of a Town history center. This brings the total land area of the Municipal Center to over seven acres and provides the Town with the ability to expand, with the intent to eventually build a new Town Hall. The land that was recently purchased contains the highest point in the Town Center. This is an ideal location for a new Town Hall, affording it the monumental status appropriate to the Town's principal civic structure. The current Municipal Center could then be converted to a Public Safety building. The Library will also have the room to expand its facility. These three buildings would then serve as the core of a new municipal campus that would be connected together and to the Town Center via sidewalks and the multi-use path system.



The Town Municipal Center and Glenville Branch of the Schenectady County Public Library



This property was recently purchased by the Town, adding four acres to the Municipal Center.

Other Potential Uses

Some other potential uses or projects that would fit well into the Town Center include the following:

Arts Center – A community-based Arts Center could potentially offer some or all of the following features:

- Gallery space for display by local artisans/groups
- Teaching rooms for art or music classes (to include programs targeted at pre-school, school age children and teenagers, the general public, and senior citizens)
- Space for rotating artists in residence
- Space for performances and community events (small to moderate size - maybe up to 300 seats)
- Kitchen facility (for special event/catering abilities)
- Recording studio room
- Studio space for local artists
- Outdoor space for "theater in the park" performances

Museum – A museum, perhaps in conjunction with an art or history center, could provide the Town with the ability to celebrate its culture and unique history. The museum could also include a library of Town documents and reference materials, as well as a research area, complete with personal computer and internet access.

YMCA – The Parkside YMCA located on Droms Road is an aging facility. The Town Center could provide a centralized, and easily accessible location for a new facility should the YMCA need to relocate.

County Ice Rink – Schenectady County recently built an ice rink at the Schenectady County Airport. The success of the facility has prompted the County to consider a second rink. Although there is merit to providing dual rinks in the same location, there is also merit in locating a second rink in, or adjacent to, the Town Center. The Town Center could provide a centralized, and easily accessible location. One potential site would be just north of the Empire State Aerosciences Museum.

Youth Center – The Town Center is easily accessible to three school districts, making it an appropriate potential site for a youth center. Anticipated uses of the center include

social/recreational activities, after school tutoring, family and youth counseling, coordination of youth activities, and emerging youth needs.

Traditional Neighborhood Development

There is a significant amount of land located within and adjacent to the Town Center between Price Chopper and St. Helen Estates. This area is an appropriate location for residential development. Due to its proximity to the Town Center, this area would be suitable for a Traditional Neighborhood Development (TND). TNDs are the same as neighborhoods found in the Village of Scotia or any older community. They feature varying lot sizes and housing types, a network of streets with sidewalks and street trees.



TND – Bruce Street, Scotia

Community Design

Current Conditions

The development within the Glenville Town Center typifies the retail pattern found in suburbs across the country. The common development approach of the past thirty years is a large building surrounded by parking in the front yard. Pedestrian access was largely ignored, only serving to safely move consumers between their cars and the entrance. Architecture was defined by corporate standards and represented a uniform appearance regardless of context. Similarly, landscaping was delegated to those areas not taken up by the building footprint or vehicular use areas. These sites were stand-alone destinations for cars. The result is a patchwork of individual site plans with no relationship to each other or the surrounding community.

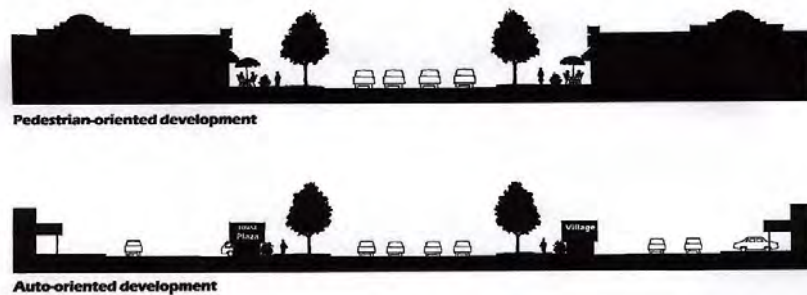
Recommendations

One of the most significant challenges facing the Glenville Town Center is the need for a development framework that provides for incremental growth but in the end produces a whole greater than the sum of its parts: a traditional Town Center.

The intent of the following recommendations is to redirect the development pattern in the Town Center from that of a suburban pattern to a more traditional pattern that integrates into the community and seeks

to create a civic and community atmosphere that will be the symbolic and physical center of the Town. This can be accomplished through changing the paradigm of community design.

Profile of Development



Community or urban design is the form and pattern of development – the arrangement and relationship of streetscapes, architecture, and site design. This pattern, when arranged properly and coupled with appropriate uses, can produce active and vibrant community centers. Development patterns have recently shifted and now hearken back to traditional modes of design. A network of streets and sidewalks forms the foundation for a traditional town center. Streets are multi-functional, composed of travel lanes for automobiles, street trees, sidewalks, bus stops, and other amenities. Buildings designed to fit into the community then complete the design by fronting on and connecting to the street. Traditional neighborhoods or town centers are intricate, meeting a range of community needs, while still providing the basic business requirements (i.e. access, visibility, etc.). In order to create a healthy and sustainable Town Center, the Town of Glenville must address each component of development – streetscapes, buildings, and site design. The specific recommendations for each category are listed below.

Streetscape

The importance of the public street is one of the most significant elements of the Town Center Plan. Streets are important public spaces and define the Town’s character to a large extent. When buildings are brought together along sidewalks close to the street they create a development profile, or streetscape, that has a human scale and creates a sense of place. Buildings with considerable setbacks, on the other hand, create a more barren landscape and desolate environment. This is largely the form that commercial streetscapes take in the Town Center study area.

Streetscape design is complicated by many factors. Its boundaries extend along the street over numerous properties, it overlaps public and private realms, and the benefits are difficult to quantify. A traditional streetscape offers safety, comfort, beauty, and a lasting image of a vibrant and vital community. These benefits come into play when a visitor is looking for a home to raise their family or a business is looking for a new location. The images to the right show how attention to site design and architecture can change the look and feeling of a particular area.



The subsequent streetscape designs incorporate all of the previously discussed building and site design standards. They will change the character of the existing streets within the Town Center and set standards for any new streets.

Saratoga Road (NYS Route 50)

Saratoga Road should be redesigned from a single purpose arterial for cars to a multi-functional street (although it will, of course, continue its role as an arterial). Specifically, Saratoga Road should be reconstructed as a boulevard with raised medians. The introduction of medians, sidewalks, pedestrian-scaled lighting, and street trees will serve to calm traffic while at the same time organize turning lanes. Sidewalks provide a means for pedestrians to circulate and street trees enclose to the streetscape and create a buffer between the automobile and pedestrian environments. It must be stressed that this is the long-term goal for Saratoga Road. Under this scenario, curb cuts would be eliminated to the greatest extent practicable, with access provided by additional streets, formalized access roads, and interconnected parking lots. However, due to the complications inherent in dealing with existing development and uses, a phased approach is recommended. Phase I would include all project elements, except that limited curb cuts would remain (based on access management principles) and median islands would be short and incorporate several turning lanes. Phase II would eliminate all individual curb cuts to the greatest extent practicable and consolidate median islands. The result will be a coordinated and efficient access system, a multi-functional street, and a smooth and efficient flow of traffic on Saratoga Road through the Town Center.

NEW YORK STATE DEPARTMENT OF
TRANSPORTATION
CONTEXT SENSITIVE SOLUTIONS
Case Study – Route 9, Saratoga Springs

“Context Sensitive Solutions is a philosophy wherein safe transportation solutions are designed in harmony with the community. CSS strives to balance environmental, scenic, aesthetic, cultural, natural resources, community, and transportation service needs. Context sensitive projects recognize community goals, and are designed, built, and maintained to be sustainable while minimizing disruption to the community and the environment. CSS is not a separate process or set of standards. It is a philosophy that guides NYSDOT in all phases of project development, from scoping through design and into construction and maintenance.”

The reconstruction of Route 9 in Saratoga Springs is a good example of how Saratoga and Glenridge Roads could be altered to reflect local needs and community character in the Town of Glenville.

Top: Route 9 before reconstruction
Bottom: Route 9 after reconstruction

Source: <http://www.dot.state.ny.us/design/css/kypntpub.html>



Glenridge Road

Glenridge Road should also be redesigned from a single purpose arterial to a multi-functional street with sidewalks, pedestrian-scaled lighting, regularly spaced street trees, and standard street amenities.

Additional Local Streets

The streetscape design along any new streets should include sidewalks, street trees, pedestrian-scaled lighting, and on-street parking. Depending on the function of the particular street (i.e. collector, local street, etc.), either angled or parallel parking should be provided. Current local street standards such as street widths, total paving, curbing, and gutter details should be re-examined with traditional development in mind.

Gateways

New “gateways” to the Town Center are proposed at the northern, southern, and eastern entrances to the study area. The northern entrance along Saratoga Road could be complemented by a “gateway park”, which would serve as a small gathering area for residents and visitors to the Town Center. A second gateway is proposed at the southern entrance to Saratoga Road; this gateway could also include distinctive street paving patterns to announce a sense of entry to the Town Center. The eastern gateway will define the entrance to a revitalized Municipal campus.

Cars, Pedestrians and Access

The Town Center Plan acknowledges that the automobile will remain the primary form of transportation. However, it also recognizes that other modes of transportation are equally important and deserve equal consideration in the planning and design of future projects. Close attention to design can comfortably accommodate both the automobile and the pedestrian.

In many cases, corporate enterprises have development schemes that would meet the recommendations of the Town Center Plan, and plans that would not. A McDonald’s or Toys R Us in one town or city may be more pleasing and pedestrian-friendly than a McDonald’s or Toys R Us in a different, neighboring town or city. In the Town Center area, Glenville is aiming to create a built environment that we all recognize as “pleasing,” and an environment that embraces, instead of suppresses, the pedestrian.

Building Design Standards

Not all of the character of a town is derived from the streetscape. Architecture plays an important role in the aesthetics and functionality of community centers. As the Town Center Master Plan is implemented, the existing Town Center Overlay Zoning District should be revised to reflect the goals listed here. The following section provides recommendations for specific building standards.

Building Materials

Quality building materials should be required to ensure an attractive, coordinated appearance throughout the Town Center. The Zoning Ordinance currently regulates building materials within the Town Center Overlay District; however, this language should be made more specific. The goal is to create four visually appealing sides to all freestanding buildings.

- Selected materials should be attractive and durable; examples could include masonry, pre-cast concrete, stone, brick, and wood. Dryvit (stucco) is an acceptable material if combined with other materials and located higher than six feet on the façade -- it is susceptible to vandalism and damage by vehicles if not placed several feet above ground level.
- All selected materials should continue to be evaluated through the site plan review process. The Planning Board should consider developing an approved palette of building materials to make the process more efficient.

- The overall number of exterior building materials used should be limited to ensure a coordinated appearance: three is a typical maximum number (excluding glass).
- Selected building materials should contribute to articulating corners, windows, and entrances to buildings.



The Sunmark building and Socha Plaza South both utilize quality materials in a manner that distinguishes architectural features to create an attractive and inviting appearance.

Building Colors

The existing regulations of the Town Center Overlay District regarding colors should be revised to ensure visual harmony and an attractive streetscape.

- The Planning Board should develop an approved color palette to increase efficiency of the approval procedure. The color scheme should include earth tones or rich colors that do not jar the eye or draw too much attention to one building.
- Corporate colors should be restricted to use on signage only.



The Lewis Place office building (Saratoga Road) provides an appealing façade using earth tones and compatible materials and colors. The former Affordable Transmission building utilizes primary colors that shock the eye and fail to create harmony with other buildings.

Building Design

The goal of these regulations is to ensure the coordination of new development as well as visual harmony.

- All new developments should contain the three traditional parts of a building: a base, a mid-section, and a top. Should the Planning Board approve a one-story building, the different parts should be defined through detailing at the building base and eave/cornice line. On two or three story buildings, different treatments of the first, middle and top stories may be used to define the three parts.
- Roof design should conform to legitimate forms (e.g. hipped, gabled or flat). Appropriate language exists within the Design Guidelines for Commercial Development Outside the Town Center Overlay District portion of the Town of Glenville Zoning Ordinance.



The Sunmark building exhibits the three traditional parts of a building with several roof slope planes.

- The ideal building for the Town Center is a two to three story mixed-use structure. Retail activity should be the required first floor use. Offices and/or apartments should occupy second and third floors.



The two examples above depict traditional, mixed-use buildings and the important role they play, creating a sense of place. Common public sentiment favors traditional downtown retail uses and streetscapes, mixed-use buildings, pedestrian-friendly design and quality architecture.

- Functional and appropriately scaled weather protection, such as awnings, covered walkways, open colonnades or similar weather protection should be provided. It should be viewed as an architectural amenity and therefore contribute positively to the design of the building with appropriate proportions and character. Consideration should be given to continuity with weather protection on nearby buildings and the height and depth of weather protection should provide a comfortable scale for pedestrians. Appropriate language already exists in Article 18, Section B of the Zoning Ordinance (Design

Standards and Guidelines for Commercial Establishments Outside of the Town Center Overlay District).

Building Glazing

The objective of these revisions is to encourage interaction between the building and the street and to maintain an open and inviting appearance.

- The Planning and Zoning Commission should set and approve a standard for the required amount of glass coverage on each building façade (entrance, side, etc.) for retail and office development. A standard recommendation for retail and office developments could stipulate that a minimum 50% of all building elevations facing public streets should be covered with glass.
- All at-grade glazing should be translucent.



Hallmark provides large display windows, exhibiting an inviting appearance.

Building Signage

Signage regulations should address issues of safety, maintenance, and attractiveness while communicating valuable information. These requirements should also promote visual harmony. Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide a unique identity for a commercial space within a larger mixed-use structure. The current language addressing signage within the Town Center Overlay District is adequate to insure that these goals are met. However, it may be valuable to ask the Planning and Zoning Commission to consider the following when reviewing signs:

- Signage design must be appropriate for the scale, character, and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on streets.



The two signs above utilize a limited number of colors and quality materials that produce an attractive addition to the streetscape.

Site Design Standards

The third component to successful community design is the site plan. It is important to consider each development project not only on its own merits, but also on its relationship with its

neighbors. The following is a list of recommendations for the integration of site design into the community as a whole.

Building Setbacks

Setbacks are the key to defining the space of the street. They ensure a coordinated streetscape image and provide sufficient space between roads, building and parking. New retail and office buildings should have a maximum front yard and side yard setback. This requirement will encourage greater density in the Town Center and bring the buildings to the street. The current regulations in the Zoning Ordinance for setbacks within the Town Center Overlay District are sufficient to achieve this objective.

INCORPORATING “BIG BOXES” INTO TOWN CENTERS
Case Study – Washingtonian Center, Gaithersburg, Maryland

“Up until recently big box retailers have been absent from main streets and dense urban markets. Their preference had been large suburban locations with tons of parking out in front of the building. Recently, however, these large retailers have discovered the benefits of ‘Main Street.’ Washingtonian Center was the first project to incorporate big boxes into a ‘Main Street’ setting due to the insistence of the City of Gaithersburg. ‘We wanted a more urban retail environment on that site to curb the trend toward strip retail centers in our community,’ said the city’s director of planning Jennifer Russel. ‘By incorporating the city’s design suggestion into our original plan rather than starting from scratch, we were able to produce a project that met the needs of the community and is still market sensitive,’ said Tom Maskey, senior vice president of The Peterson Companies who owns the project.”

“The Main Street of Washingtonian Center is modeled after the traditional Main Street of a small town. The store of each big box retailer has been treated as a landmark building within the fabric of Main Street. Gaylons (104,000 sq. ft sporting goods store) responded to the Main Street design concept by opening up large storefronts on sides of the building facing adjacent streets, creating more pedestrian-friendly sidewalk environments. Kohl’s (103,000 sq. ft.) responded with two main entrances; one facing Main Street and the other facing its parking structure. Main Street is wide to maintain an intimate street scale and provide good visibility to all retail tenants. Shade trees, street lights, seating benches, seasonal landscaping, banner graphics contribute to the traditional, pedestrian-friendly and human-scaled character of the street. A small public square has been created at the intersection of Main Street and the lakefront as an informal community gathering place and a place for year round special events. Last summer’s Saturday night jazz concerts held in the square drew overflow crowds that came early and stayed late to shop and to dine....Further, the square has become a favorite morning gathering place for stay-at-home parents and grandparents to meet one another and stroll Main Street with children in tow. Washingtonian Center is representative of the new, innovative, Main Street retail developments...statistics and the overwhelming success of new Main Street destinations prove that we prefer shopping on a more intimate scale.”

-Jim Leonard, TenantMix.com

Three views of Washingtonian Center, Gaithersburg, Maryland
Source: http://www.tenantmix.com/News/news_features.asp?Article=2



Building Density

The goals of increased density are to encourage efficient reuse of land in the Town Center, to create a critical mass of commercial activity, and to enhance pedestrian circulation.

- Second and third story office and residential uses should be encouraged wherever possible. Reduced setbacks will encourage density for infill development.



The photo-enhanced image above depicts two different development scenarios. The picture on top is a standard automobile-oriented, single use strip mall. The enhanced image on the bottom depicts the same area only built as a mixed-use, multi-functional development. Source: CDTC

Lighting

Although the regulations regarding lighting within the Town Center Overlay District are very specific, they could be reinforced. This would enhance overall building and site design, reduce glare, improve overall pedestrian, bicycle, and automobile safety, and would discourage light pollution. Streets and other public areas should project safety and security both during the day and at night.

- “Washing” of buildings with architectural lighting should be encouraged. Currently, only one type of pole light is recommended. Storefronts, signs, unique architectural details, and key buildings should be illuminated at night.
- The Planning and Zoning Commission should establish and approve a Lighting Ordinance that addresses types of illumination, mounting heights, light intensity, spacing of installations, pre-selection of streetscape poles, and coordination of streetscape poles with furniture.
- Outdoor power and water sources are encouraged in order to facilitate building maintenance and exterior decorative lighting needs.
- Lighting should include pedestrian-scaled lighting (15-18 ft.) along all streets and paths and larger street lighting along major roads such as Saratoga Road and Glenridge Road.

Landscaping

Regulations for landscaping will beautify and continually add additional greenspace to the Town Center. These regulations should also address issues of overall landscape maintenance.

- The Planning and Zoning Commission, with the recommendation of the Beautification Committee, should prepare and approve an overall Landscaping Ordinance that includes a “palette” of approved plant materials. Selected materials should be disease and drought tolerant, and native to the Capital District when feasible.

- Buffer planting should be encouraged around the Town Center in order to further define the area, provide greenspace and an appropriate transition to adjacent neighborhoods.
- Street and boulevard trees should be spaced no further than 30 feet apart.
- All parking areas and service roads should be planted according to the approved landscaping ordinance.
- Street trees should be added between the curb and the sidewalk.
- Landscaped areas surrounding buildings should be contiguous to surrounding open space.

Site Furniture/Amenities

Site amenities serve many purposes. They raise the overall visual quality of the Town Center, enhance the visitor experience, address the needs of the disabled, and maintain continuity throughout the Town Center.

- The Planning and Zoning Commission, with the recommendation of the Beautification Committee, should establish a pre-approved list with a choice of selections from at least three different suppliers. Specific items should include benches, planters, trash receptacles, mailboxes, banners/trailblazers, and newspaper boxes.

Site Parking

Off-street parking regulations should be designed to foster the efficiency, visual appeal, and safety of existing and future parking areas.

- Shared and linked parking facilities should be encouraged. The Town should also consider developing shared parking arrangements for businesses that operate at different times, or times other than normal business hours.
- Other parking issues to be addressed could include developing visitor drop-off zones near visitor entrances, and use (or restriction of) parking bumpers, and landscaped parking islands.
- All parking lighting should be located in curbed islands. Parking stall locations should minimize pedestrian traffic through parking stalls.
- Consideration should be given to the number of stalls per island, and the percentage covered by the drip line of a tree after 20 years.
- All parking should be located in the rear of the buildings from main streets.

Transportation

Existing Conditions

Transportation has long been problematic in the Town of Glenville. The Town Center grew at a time when development only accommodated the automobile. Projects were designed independently and relied on access to an arterial, usually Saratoga Road. Over time, as this pattern multiplied, it over-stressed the Town’s arterials and created a disjointed circulation pattern. In addition, more commuters are traveling through Glenville, due to regional growth in Schenectady and Albany. Residents and the Steering Committee repeatedly cited congestion, poor circulation (both on individual sites and in the Town Center as a whole), and a general lack of alternative access as long-standing problems. Specific conditions are outlined below.

Vehicular Circulation – Currently, the primary means of circulation within the Town of Glenville is by automobile. The roadways provided for automotive traffic serve two primary functions; they accommodate thru-traffic and provide access to adjoining land uses within the Town.

Traffic counts for major roadways within the Town were obtained from the New York State Department of Transportation and help to gauge user levels on each of the major roadways. Traffic counts were taken on Route 50 in 1999 and produced the results seen in the table below. The number listed as the annual average daily total is the total traffic volume in both directions along the route on average, per day.

Table 1 Route 50 Traffic Counts, 1999 Source: New York State Department of Transportation
Town of Glenville

From	To	Section Length (miles)	Average Annual Daily Total
Route 5	Sunnyside Road	.34	16,510
Sunnyside Road	Freemans Bridge Rd.	1.64	13,340
Freemans Bridge Rd.	Glenridge Road	1.51	20,460
Glenridge Road	Saratoga County Line	3.00	14,450

Traffic counts were also obtained for Route 5, Route 147, Freemans Bridge Road, (State Route 50S) and Glenridge Road (State Route 914V). The results of these traffic counts, taken in 1998 and 1999, can be seen in the table below:

Table -2 Traffic Counts, 1998 – 1999 Source: New York State Department of Transportation
Route 5, Route 147, Freemans Bridge Road, Glenridge Road

Route	From	To	Section Length (miles)	Average Annual Daily Total
5	Montgomery County Line	Route 103	2.58	11,620
	Route 103	Route 147	5.35	14,190
	Route 147	Route 50	.31	15,390
	Route 50	Schenectady Line	.84	29,650
147	Route 5, Scotia	Vley Road	1.42	7,670
	Vley Road	Saratoga Cty. Line	7.46	4,110
911F	Schenectady City	End, Route 50	1.56	13,040
914V	Route 50	Saratoga County	1.77	11,570

Glenville also has a number of collector roads that move traffic from residential and local streets to the larger arterial roads. As opposed to local and residential streets that generally have no thru-traffic, collector roads often provide service to small traffic generators such as apartment buildings, schools, and businesses. Some of the primary collector roads in Glenville include Swaggertown Road, Maple Avenue, Hetcheltown Road, West Glenville Road, Spring Road, and Ridge Road.

Bicycle and Pedestrian Circulation – There are few opportunities for bicycle or pedestrian traffic within the Glenville Town Center. There are currently no sidewalks allowing for pedestrian access to retail and service centers along Route 50 or Glenridge Road. While Route 50 is a State-designated bicycle route, bicyclists rarely ride along Route 50 because they must share the road with automobiles. Within the Town Center, the shoulders along Saratoga Road are very narrow, with deeply sunk catch basins at frequent intervals.

Parking – There is currently an excessive amount of parking available within the current Town Center, due to regulations in the previous Town zoning ordinances. The new zoning ordinance, adopted on April 4, 2001, does not demand the same amounts of parking be allotted for retail and office uses. The new zoning ordinance provides new off-street parking standards, including a minimum and maximum number of spaces for each specified land use within the Town. Within the specified Town Center study area, there are currently approximately 1,900 available parking spaces. Parking is prohibited on Town roads from October 15 until May 1 from 3:00 a.m. until 6:00 a.m.

Public Transportation – One bus route, operated by the Capital District Transportation Authority, serves the Town of Glenville. The Route 50 bus operates on a limited “rush hour” schedule. No weekend service is provided.

Proposed Road Improvements – Significant improvements are scheduled for Glenridge Road in the year 2008. Improvements will include widening the two railroad overpasses to the east of the Town Center. The New York State Department of Transportation has plans to work on Route 50 in the Town Center but does not intend to begin work until after the Glenridge Road project has been completed. Due to the extended period until work is to commence, no details regarding the proposed improvements are currently available.

Road Specifications – Route 50 is the primary roadway through the Town Center. The lane widths of Route 50 fluctuate between 10 feet and 12 feet over the six-mile span, while the shoulder widths of Route 50 fluctuate between zero feet and 8 feet. The majority of the shoulders are 6 feet wide, although they are much narrower within the Town Center.

Recommendations

The intent of the following recommendations is to improve transportation in the Town Center through a combination of traditional and progressive design methods. Although the Town’s ability to deal with regional traffic issues is limited, this plan recommends a number of strategies that can alleviate existing problems and improve the function, safety, efficiency, and aesthetics of the system. The primary strategies are to create a network of multi-functional streets (designed for pedestrians, bicycles, and vehicles) that expand route alternatives and access options, and site improvements that formalize circulation patterns and incorporate access management principles.

Street Networks

The Town Center Plan calls for more frequent, direct street connections – also known as a modified grid. A modified grid is defined by a street network of numerous and obvious travel routes, making walking and biking more feasible. Vehicular traffic is also given alternative routes that diffuse the overall traffic load among many streets instead of overburdening one street. The

focus then becomes one of making each street safe and pleasant. Routes should be as direct as possible and take into consideration natural features, scenic vistas, existing topography, and potential locations for civic landmarks and community facilities.

The incorporation of a modified grid system is a flexible approach that lends itself to incremental growth, infill, and redevelopment. A grid can be developed over time as development occurs, responding as needed to different circumstances. However, some key connections should be made based on the history of development within the Town Center, the orientation of the Town Center with the existing arterials, and the need for the Town Center to integrate with other potential improvements to the transportation system. These key connections and improvements are:

- Add a traffic signal at Fleet Bank with a new access road that would run along the south side of the K-Mart lot and connect to another new road to the east. This road will connect Glenridge Road with Rudy Chase Drive and potentially to Airport Road, creating an alternative travel route for one of the most congested sections of Saratoga Road. The Airport property represents a great opportunity that could be lost over time as the Airport lands are developed and unused land is decommissioned and developed.
- Reposition the traffic signal in front of Price Chopper approximately 200 feet to the south to allow for alignment with a new road, which would connect the land behind Price Chopper to Glenridge Road.



Circulation & Access Management

Circulation patterns in the Town Center, although functional, are inefficient and haphazard. Older parking lots allow too much freedom of movement and interconnection. If any meaningful connections exist, they appear to have been accidental.



Hannaford Plaza parking lot



K-Mart parking lot

This plan recommends a number of strategies to increase efficiency and safety by formalizing circulation patterns, requiring connectivity, and pursuing access management. As development occurs, special attention must be given to how new projects are integrated into the larger system.

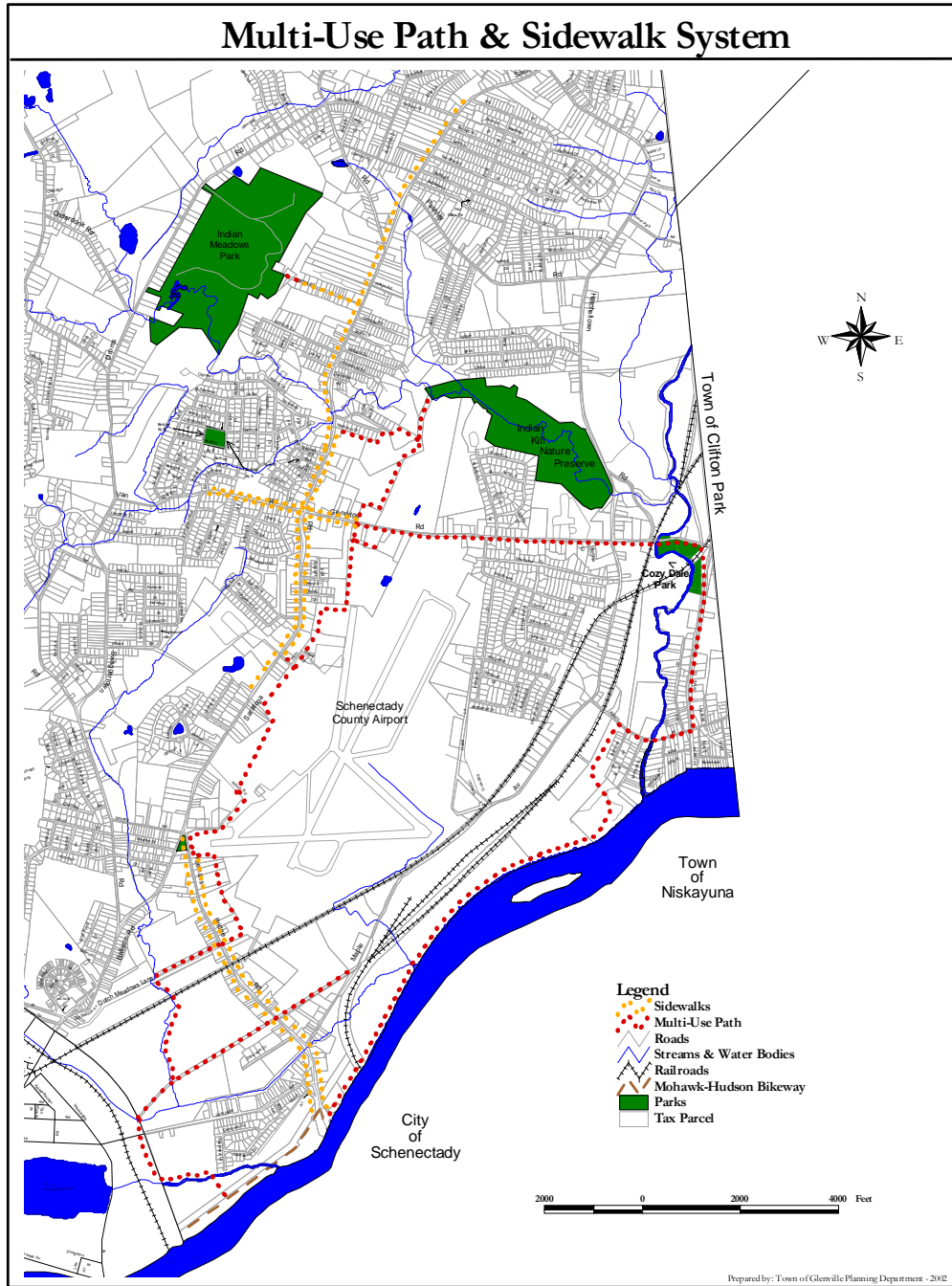
- Formalize Circulation Patterns – Parking lots throughout the Town Center should be organized to provide safe, functional, and attractive routes for vehicles and pedestrians. The addition of median strips and plantings will redefine and organize travel routes through the parking lots and shrink the existing “sea of asphalt.”
- Connectivity – Off-street parking should be provided in shared interconnected public or private parking lots, located to the rear of buildings.
- Access Management – Introduce an access management program that will improve traffic safety and flow by reducing curb cuts, separating curb cuts from intersections, aligning driveways, relating driveway design to travel speed, requiring shared access and parking, and encouraging access management.

Access Alternatives

Another hindrance is the lack of walking, bicycling or public transit opportunities. Streets should serve multiple purposes as opposed to designed exclusively for the automobile. The introduction of a multi-modal transportation system will provide access to both the Town Center and recreational opportunities. Recommended improvements are as follows:

- Sidewalks – Develop a system of sidewalks that traverse both sides of primary roads with extensions to all business entrances. Sidewalks should extend beyond the Town Center to connect adjacent residential neighborhoods and attractions including the Woodhaven neighborhood to the east, Berkley Road to the west, south to the Empire State Aerosciences Museum and north to Kile Drive.





- **Multi-Use Paths** – Develop a system of multi-use paths throughout the Town Center with connections to other local destinations, such as the Indian Kill Nature Preserve, Empire State Aerosciences Museum, Schenectady County Ice Rink, and the Mohawk-Hudson Bike-Hike Trail. A connection to the regional Mohawk-Hudson Bike-Hike Trail, located adjacent to the Mohawk River between Freemans Bridge and the Village of Scotia, could provide a valuable recreational amenity to the Town and a substantial alternative for

accessing areas of eastern Glenville, as well as Schenectady County. This path should take advantage of the airport. A multi-use trail, extended around the western periphery of the airport, could connect numerous properties and neighborhoods together with the regional system. The path could then continue along the Mohawk River, through Alplaus and up Bruce Drive to Cozy Dale Park and back to the Town Center along Glenridge Road (see Multi-Use Path & Sidewalk System).

- **Bicycle Lanes** – Saratoga Road is currently a designated bicycle route. Any reconstruction plan for Saratoga Road should include designated bicycle lanes to allow for easy access within and through the Town Center.



Source: Local Government Commission, <http://www.cnu.org/index.cfm>

Saratoga Road (left) is designed exclusively for the automobile. The example to the right is of a multi-functional street where pedestrians, bicyclists, and vehicles are all accommodated.

- **Public Transit** – The Town should collaborate with the Capital District Transportation Authority (CDTA) to expand bus service to the Town Center. Bus stops should include well-lit and sheltered seating areas and posted schedules. Accommodations, such as bike racks, should also be provided in order to facilitate transition between modes of travel.



Facilities for transit are currently lacking in the Town Center. The enhanced image to the right depicts what Saratoga Road could look like as a boulevard. Comfortable accommodations for public transportation are provided.

MOHAWK-HUDSON BIKE-HIKE TRAIL

The Mohawk-Hudson Bike-Hike Trail is part of the state-wide Canalway Trail that follows the Erie Canal from Buffalo to Albany. “The trail provides a unique recreational resource - a long off-road paved bicycle path-unavailable in most parts of the Country. All non-motorized uses such as walking/running, bicycling, and in-line skating are permitted. The trail begins within the hamlet of Pattersonville in the Town of Rotterdam and travels eastward to the Erastus Corning Riverfront Preserve in downtown Albany. Built during the late 1970s and early 1980s, the trail was constructed directly upon the old Erie Canal towpath and former railroad grades of the area's first transportation routes. At approximately 35 miles in length, the Mohawk-Hudson Bike-Hike Trail is one of the longest paved rail-trails in the United States. In Schenectady County alone, the trail is about 25 miles long and completely continuous except for a short gap in Rotterdam Junction and a 1.25-mile gap in the City of Schenectady where the trail traverses local streets through the Stockade Historic District.”

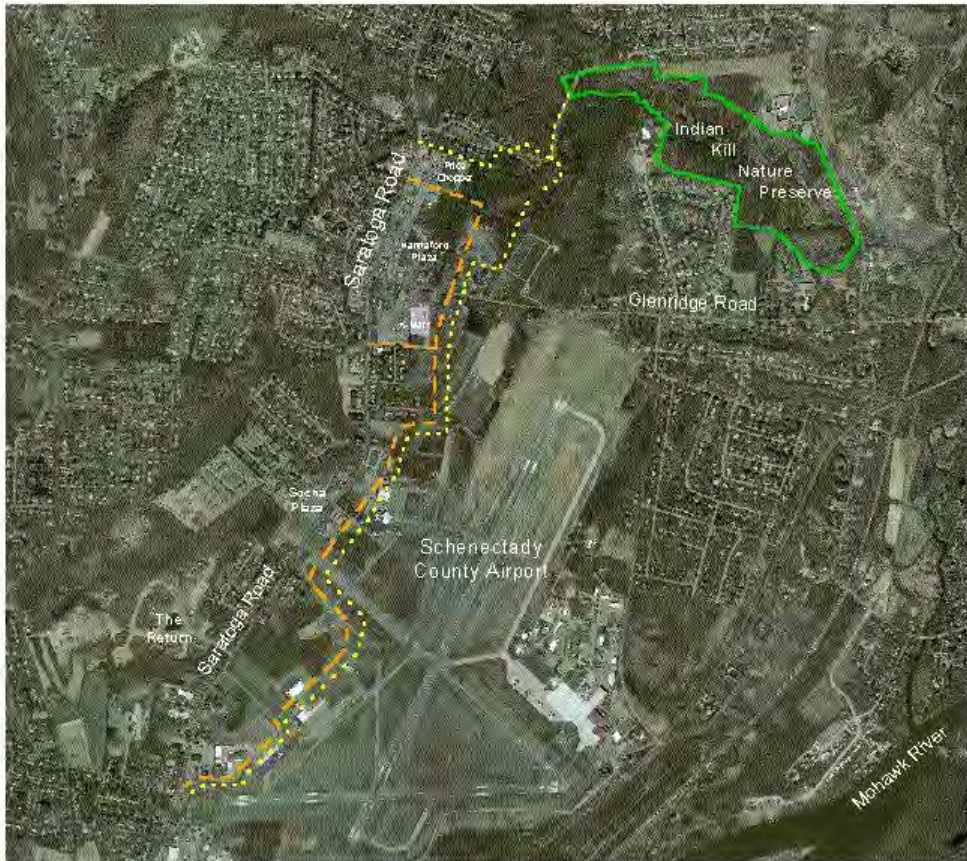
-Schenectady County

Source: <http://govt.co.schenectady.ny.us/bikehike.htm>
<http://www.cdtempo.org/bike/map/map.htm>

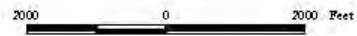
Right: Three views of the Mohawk-Hudson Hike- Bike Trail



Proposed Access Road & Multi-Use Path



- Legend**
- Multi-Use Path
 - Access Road
 - Indian Kill Nature Preserve



IMPLEMENTATION

An essential part of any effective master plan is a comprehensive implementation strategy. The intent of this section is to present the mechanisms and funding sources available to implement the Town Center Master Plan. Methods of implementation can vary greatly, ranging from aggressive strategies to approaches that are more passive. One of the most beneficial implementation methods for municipal community development projects is pursuing federal or state grants/financing opportunities as well as private, corporate, or foundation support. Often, government and private funding programs can be mixed and matched to create a complete funding plan and minimize the expenditure of local resources.

In order to fully implement the Glenville Town Center Master Plan, it is recommended that the involved parties pursue a variety of funding sources, including government funding programs and private foundations, which have a community development and revitalization focus. To achieve the maximum potential funding for community improvements, all government funding programs that are deemed programmatically and fiscally appropriate for the Town of Glenville should be pursued. In addition to government funding, the Town can seek private or corporate funding. In order to obtain private foundation funding, the Town might consider collaborating with non-profit organizations that are interested in achieving the same community improvements outlined in the plan. Community based non-profit organizations are more readily accepted as eligible candidates for private and corporate foundation funding.

Not all of the implementation plans rely on securing funding. Several of the recommendations made in this plan involve regulatory reform. The Town of Glenville should consider revising its Zoning Ordinance as recommended. In addition, several of the recommendations made involve attracting the right type of business establishments to the Town Center. Several Economic Development initiatives are listed which will aid in the implementation of this effort.

Land Use

Goal	Task	Responsibility	Mechanism	Funding Source	Time Frame
Create a retail core concentration in Town Center	Form Business Improvement District (BID)	Business Owners	Provided for under NYS Law	Membership	1 to 2 years
	Form Local Development Corporation (LDC)	Town		Membership	2 to 3 years
	Business Recruitment Program	Town, LDC, BID	Investors Prospectus RFP Process	Membership	1 to 2 years
	Marketing Program	BID	Joint marketing efforts, establish a Town Center theme or logo, website	BID Assessment	1 to 2 years

TOWN CENTER MASTER PLAN

Goal	Task	Responsibility	Mechanism	Funding Source	Time Frame
	Generic Environmental Impact Statement	Town	SEQRA	CDTC Linkage Program	3 to 5 years
Promote Mixed Use Development	Incentive Zoning	Town	Zoning Amendment	N/A	Within 1 year
Create a Town Center	Town Square	Town, Developer	Regulatory	Town, Bond Act, Developer, Metroplex	3 to 5 years
Create Gateways and Open Space Links	Gateway - North	Town	Regulatory	Town, TIP, TEP, Metroplex, Main Street, Spot Improvement	Within 1 year
	Gateway - South	Town, Developer		Town, Developer, TEP, TIP, Metroplex, Main Street, Spot Improvement	2 to 3 years
	Gateway - East	Town, Developer		Town, Developer, TEP, TIP, Metroplex, Main Street, Spot Improvement	2 to 3 years
	Multi-Use Path	Town, County	Regulatory	Town, County, TEP, Developer, Metroplex, Clean Water/Air, EPF, TEA-21	5+ years

Business Improvement District (BID) - A BID is a public/private partnership through which a special assessment finances improvements and/or services within a designated commercial area. Property owners, merchants and residents in a district agree to be assessed for improvements or services, beyond those already provided by municipal government, that benefit only those properties included in the district. The municipality collects the funds for the BID and turns them over in their entirety to the BID. The BID Board of Directors, which is composed of property owners, merchants and residents, outlines how funds will be spent. BIDs commonly sponsor community events, provide aesthetic enhancements (i.e., lighting, flowers, sidewalk sweeping and shoveling), and perform joint-marketing and business recruitment. If a Glenville Town Center

BID were established in 2004 with a 1% special assessment, it would provide for an annual operating budget of approximately \$230,000.

Local Development Corporation (LDC) - The purpose of an LDC is to undertake economic development activities in the Town of Glenville and more specifically the Glenville Town Center. The Glenville LDC would be governed by a Board of Directors, which would consist of Town officials, business and property owners, and residents. A Glenville LDC could purchase land for lease or resale to a new or expanding business, administer a revolving loan fund to assist new or expanding businesses, and/or implement a business recruitment program.

Empire Zones - Empire Zones are designed to spur business development by offering incentives such as tax abatements, sales and wage tax credits, and discounts on power. There are currently 63 Empire Zones in New York State, one of which is the Schenectady/Glenville Empire Zone. The recent expansion of the program in 2003 resulted in the addition of three parcels within the Town Center to the Empire Zone. These include the 3.9 acre vacant Grand Union building and property adjacent to K-Mart; a 2.32 acre portion of the K-Mart property adjoining Route 50, and a .75 acre parcel owned by Sotirios Bratsos on Glenville Road.

Metroplex Development Authority - The Schenectady Metroplex Development Authority is an independent development authority, established in 1999, and charged with providing “the State of New York and the County of Schenectady, with the capability to effectively and efficiently develop, renovate and optimize the economic and social activities of the Route 5 and Route 7 corridors of Schenectady County.” Metroplex has emerged as an important and innovative organization with the financial power to facilitate development. The Metroplex service boundary was recently expanded by the Glenville Town Board to include the entire Town. Consequently, projects within the Town Center would be eligible for Metroplex funding.

Small Cities Economic Development Open Round/Governor’s Office for Small Cities - Grants from \$100,000 - \$750,000 may be requested for projects providing water, wastewater or other infrastructure to create or retain jobs for low- to moderate- income persons (at \$15,000 per job created/retained). Eligible projects must primarily benefit low-and moderate-income persons, and help correct or prevent public health and safety problems, slums or blight. Non-entitlement communities, units of local government with a population of less than 50,000, and non-urban counties are eligible for this type of funding.

Economic Development Administration (EDA)/Department of Commerce (DOC) - The Economic Development Administration (EDA) announces general policies and application procedures for investments. This helps partners across the nation (states, regions and communities) create wealth and minimize poverty by promoting a favorable business environment through capacity building, planning, infrastructure, research grants, business assistance, and strategic initiatives. The goal is to attract private capital investment and higher-skill, higher-wage jobs. The EDA fulfills this mission by promoting progressive domestic business policies and growth, and by assisting states, local governments, and community-based organizations to achieve their highest economic potential. Proposals are accepted on a continuing basis and applications are processed as received.

Miscellaneous Economic Development Funding Sources – Various economic development funding incentive programs are offered on a periodic basis through agencies such as **Empire State Development (ESD)** and the **New York State Energy Research Development Agency (NYSERDA)**, among others.

Incentive Zoning – Incentive zoning is a system by which specific incentives or bonuses are granted, such as adjustments to the permissible building density, area, height, open space, use, or other provision of a zoning ordinance or local law, on a condition that specific physical, social, or cultural benefits or amenities are provided to the community. The Town Zoning Ordinance

already has a bonus zoning (a.k.a. incentive zoning) section for housing; this section could be expanded to serve other objectives.

Generic Environmental Impact Statement (GEIS) – A GEIS could be developed for the Town Center Master Plan in order to expedite the development process. No further compliance with the State Environmental Quality Review Act (SEQRA) is required for subsequent site-specific actions that are in conformance with the conditions and thresholds established for such actions in the GEIS and its findings.

Community Design

Goal	Task	Responsibility	Mechanism	Funding Source	Time Frame
Create a more attractive and functional streetscape	Saratoga Road Streetscape	Town, State	TIP, TEP	TIP ¹ , Main Street, Spot Improvement	Within 1 year, then continual
	Glenridge Road Streetscape	Town, State	TIP, TEP	TIP ² , Main Street, Spot Improvement	1 to 2 years, then continual
Insure quality and consistency in building and site design	Revise Town Center Overlay District	Town	Zoning Amendment	N/A	Within 1 year

¹ TIP Project #S97. Project development of corridor improvements for NY Route 50, from Freemans Bridge Road to Glenridge Road, is programmed for the five-year period 2001-2006. Construction is slated for post 2006. The Town of Glenville should negotiate with DOT to shorten the time frame and expand the project scope to include the entire Town Center up to, and including TIP Project S126.*

² TIP Project #S120. Reconstruction of Glenridge Road from Maple Avenue to NY 146. Engineering costs include the portion from Maple Avenue to NY 50. Construction is slated for post 2005-2006. The Town of Glenville should negotiate with DOT to expand the project scope to include recommended improvements to Glenridge Road within the Town Center.

*TIP Project #S126. NY 50 Bridge over the Indian Kill Bridge Replacement. Construction is slated for 2003-2004.

Transportation Improvement Program (TIP) - One of the responsibilities of the Capital District Transportation Committee (CDTC) is to program for the implementation of projects through development of a staged multi-year program of transportation improvements (the Transportation Improvement Program or TIP). Federal regulations require that transit, highway, and other transportation improvement projects within the Capital District metropolitan area be included in the TIP if these projects are to be eligible for federal capital or operating funding.

Transportation Equity Act for the 21st Century (TEA-21) – The Federal Highway Administration funds TEA-21 through the NYS Department of Transportation. TEA-21 funds transportation projects that do not fall under "traditional" transportation highway and bridge categories. Among 12 eligible categories are provisions of facilities for bicycles and pedestrians (including safety and education activities) and preservation of abandoned railway corridors (including conversion and use for bicycle and walking trails). This program is open to state and local governments and requires a 20% match.

Main Street New York – Downtown Development Initiative - Main Street grants are provided through the Governor's Office for Small Cities (GOSC) in conjunction with Empire State Development. The goal of this program is to assist communities to improve and upgrade the appearance and viability of commercial downtown areas. Projects funded by the Main Street Program include: renovation and rehabilitation of commercial or mixed use buildings; demolition of abandoned or substandard structures; main street restoration including sidewalks; tourist development projects; preservation of historic structures; parking enhancements; street lighting; municipal park improvements including the construction of public restrooms and beautification projects including the planting of trees and shrubs.

CDTC Spot Improvement Program – Spot Improvement grants are funded through the Capital District Transportation Committee. Spot Improvement funds are available for small-scale projects that will improve the region's bicycle and pedestrian travel environments. Actions funded through

this program should address problems at specific locations, such as intersections, short lengths of roadway, or single destinations.

Revise Town Center Overlay District – The existing Town Center Overlay District was adopted before the development of the Town Center Master Plan; therefore, the Town Center Overlay District should be revised to reflect the recommendations, goals, and objectives of the Town Center Master Plan.

Transportation

Goal	Task	Responsibility	Mechanism	Funding Source	Time Frame
Create a modified grid system	New Road Rt. 50 – Glenridge (north)	Developer	Regulatory	Developer	5+ years
	New Road Rt. 50 – Glenridge (south)	Town, Developer	Regulatory	Developer	5+ years
	New Road Glenridge – Airport Rd.	Town, County, Developer		Town, County, Developer, TIP, Metroplex, Small Cities	5+ years
Regulate Access Management	Site Plan Review	Town, County, State	Regulatory	N/A	Immediate and continual
Create Alternative Access system	Sidewalk Construction	Developer	Regulatory	N/A	Within 1 year, then continual
	Multi-Use Path	Town, County	Regulatory	Town, County, TEP, Developer, Metroplex, Clean Water/Air, EPF, TEA-21	5+ years

Clean Water/Clean Air Bond Act – This legislation provides funding for projects to restore New York’s environment including the creation of new park facilities, the improvement of waterfront access, or the restoration of historic landmarks.

Environmental Protection Fund – EPF grants are funded through the NYS Office of Parks, Recreation, and Historic Preservation. Reimbursement grants are made to municipalities and non-profit organizations. Eligible projects include acquisition and development of parkland, preservation and restoration of historic properties, and continuing development of the NYS Heritage Area System.

Small Cities Community Development Block Grant/Governor’s Office for Small Cities - Provides grants for community and economic development activities, wastewater and drinking water facilities, housing and public infrastructure projects via an annual competitive process. Grants up to \$400,000 are available for cities, towns and villages; \$600,000 for counties and joint applications. Eligible public facilities projects will solve serious problems affecting community health, welfare, and safety.

Transportation Infrastructure Finance and Innovation Act (TIFIA) – The U.S. Department of Transportation’s Transportation Infrastructure Finance and Innovation Act (TIFIA) Joint Program

Office (JPO) offers the availability of funds to provide credit assistance in the form of secured loans, lines of credit, and loan guarantees to public and private sponsors of eligible surface transportation projects. Funding for this program is limited, and the TIFIA JPO will lead U.S. DOT multi-modal teams in evaluating applications for credit assistance based on project merits and satisfaction of the TIFIA statutory criteria.

Potential Private Foundation Funding Sources

In addition to government funding sources, thousands of private and corporate foundations exist with the sole purpose of providing grant funding to deserving projects. Typically, private foundations are set up to allow an individual, a family, or an organization to take a large amount of money, grow it through investments or ongoing contributions, and then give a portion of that money to non-profit organizations or municipalities for community improvements.

Most foundations have "funding priorities", or fields of interest (for example, the arts or the environment), which they are most likely to fund. The trustee(s) generally determine these funding priorities, and decisions about what organizations and projects will be funded are made based on a set of "giving policies" specific to each foundation. Funding for an organization or community can be acquired if the proposed project fits within the foundation's field of interest and presents a clear and compelling case. Although municipalities are sometimes ineligible for direct funding through a foundation, funding sources can often be accessed by means of the municipality collaborating with a non-profit organization (i.e., historical society) who is willing to sponsor the application on behalf of the proposed project or community need.

The following is a listing of potential private and corporate foundations that could be solicited for funding to implement elements of the Glenville Town Center Master Plan.

General Community Development Funding – Examples of private and corporate foundations

- | | |
|-----------------------------------|---|
| Alcoa Foundation | Robert & Teresa Lindsay Family Foundation |
| American Express Foundation | Marble Foundation |
| Avon Foundation | Richard King Mellon Foundation |
| Bank of America Foundation | Niagara Mohawk Foundation |
| George F. Baker Trust | Nicholas B. Ottoway Foundation, Inc. |
| Carnegie Corporation of NY | Charles H. Revson Foundation, Inc. |
| J.P. Morgan Chase Foundation | Rockefeller Foundation |
| Kresge Foundation | Starr Foundation |
| Ford Foundation | State Farm Foundation |
| General Motors | Surdna Foundation |
| Howard & Bush Foundation | Task Foundation |
| Kodak | Vidda Foundation |
| Elizabeth Christy Kopf Foundation | Wright Family Foundation |
| Kurz Family Foundation | |

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

Town of Glenville Comprehensive Plan

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

New Visions

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

New York State Bicycle and Pedestrian Plan

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

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

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

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

APPENDIX II – Visioning Session Summary

Participants

Anne Benware, CDTC
Dick Bauman, Glenville Planning and Zoning Commission
Greg Blick, Town of Glenville Planning Department
Kevin Corcoran, Town of Glenville Planning Department
Jim Denney, Town of Glenville Resident, former Mayor of Scotia
Sue Lombardi, Town of Glenville Economic Development Commission
Kate Maynard, Town of Glenville Planning Department
Clarence W. Mosher, Town of Glenville Supervisor
Peter V. Russo, Glenville Town Councilman
Mark Storti, Schenectady County Planning Department
Representatives from the Consulting Firm of Peter J. Smith & Co.

What role does Glenville play within the Capital Region? What are some of the retail, office, and/or residential potentials the Town Center can achieve?

Role within the Region/Assets of Community

- “Bedroom Community” to Capital Region
- Good Schools
- Real estate values are higher than Schenectady County as a whole
- People like “small town” feel
- No large shopping malls
- Airport is asset, though it has noise problems
- Thruway interchange has created changes which have not been fully realized
- Has varied identity by districts
- Glenville has rural residential areas with shopping nearby
- Lack of sewer has been a problem
- Glenville is an “escape” community
- People move to Glenville to avoid crime, poor infrastructure, interstate traffic
- Compare Glenville to southern Saratoga/Clifton Park area
- Taxes are lower in adjacent towns and counties – people willing to pay for service
- Good park system
- Airport is an asset, has potential to accept large aircraft and volume
- Smaller, community schools are an asset
- Road access is good
- Transportation changes will impact Town
- Rural character

Potentials

- Would like specialty shops tailored to local need
- Want a quality restaurant as an anchor
- A medical center would be helpful
- Airport could function as future military center
- Senior population is growing – must address senior housing needs
- Don’t need large malls; already two large malls around Glenville
- Prefer traditional downtown retail, not suburban
- Not enough places to work in Glenville

TOWN CENTER MASTER PLAN

- Opportunity for mid-rise, clustered office development
- Multi-unit residential in town center
- Pursue County/State housing agencies
- Need office parks, technology parks, and mid rise office units
- Medical building providing services for Seniors
- Attract more businesses like Mayfair Jewelers
- Do not want large scale development

If you could draw a mental picture of the Town Center of the future, what would it look like? What are some of the most important elements it would contain?

- Give people a reason to spend time here
- Bike paths
- Make it less car-focused
- Make trees/canopy, make it pedestrian friendly
- Get landowners and developers on board to make physical improvements
- Town Master Plan needs to be very specific to get people to buy in
- Need visual continuity
- Mixed-use development needed between bank and Mobil
- Infill opportunities exist between Fleet Bank and Diner
- Traditional downtown streetscape
- Boulevard treatment
- Pedestrian crossings
- Add professional offices
- Traffic calming
- Freemans Bridge Road to Glenridge Road – reconstruct to Route 50
- Access management – islands, medians, etc.
- No more auto related uses
- No self-storage units
- Potential to link residential to downtown
- Trails, walkways, green spaces
- Viewing area for airport
- Need a place to have major community events (for a “Glenville Day”)
- Avoid creeping commercialism
- Create public space (centerpieces)
- Want upscale rather than larger “big box” development
- Development has been sometimes “schlocky” – need to have stricter standards
- Regulate the look of buildings
- Develop high density housing in Town Center
- Cut number of curb cuts
- Provide service road off of the main street
- Speed limit does not slow cars down by itself
- Mohawk Hudson Bikeway is in Glenville along river
- Route 50 is designated bike route though not used
- No connection from CBD
- Connect to other recreation areas (Indian Kill Nature Preserve and Indian Meadows Park connection)

What are the specific issues or potential limitations that must be addressed to enable the Glenville Town Center to achieve its potential?

- Residents reluctant to grow
- Community awareness
- Will business community buy-in?
- Environmental issues/constraints
- How to attract night business?
- Willingness to contribute – landowners/developers
- Public support should be positive
- Do not compromise quality
- Big box uses okay if they are designed properly
- More Marshall Sterling type of buildings
- Too much retail now
- Keep time frame reasonable
- Will residents and property owners “get it”?
- Environmentally unfriendly sites (abandoned gas stations)
- Too many parking spaces that must be reclaimed
- Will Wal-Mart reduce interest in the Town Center?
- Good business practices will snowball
- Retail will follow good development
- Smaller retail can be very desirable and attractive
- Office and residential may lead to retail

Business Owner Survey Results

The Glenville Town Center has a number of businesses that form an employment base for the local economy and provide Town residents with goods and services. Personal interviews were conducted with these business owners and managers to obtain up-to-date information on the business climate in the Town Center. The table below provides a brief overview of these major employers, the type of work they perform, and a current total of employees. Brief summaries are also included to provide further insight into the businesses that operate within the Town Center and the issues that they face. All of the interviews were conducted during February and March, 2001.

Table-1 Existing Businesses

Glenville Town Center

Business	Location	Type	Employees
Buhrmaster Farms	180 Saratoga Road	Produce Market	25
Dunkin’ Donuts	266 Saratoga Road	Donut Shop	18
First National Bank	242 Saratoga Road	Bank	13-15
Friendly’s Restaurant	247 Saratoga Road	Restaurant	30
Glenville Funeral Home	9 Glenridge Road	Funeral Home	5
Glenville Queen Restaurant	210 Saratoga Road	Restaurant	30
Glenville Tile	287 Saratoga Road	Retail Floor Covering	1
Hannaford Plaza	262 Saratoga Road	Retail Plaza and Grocery Store	U/A
Hess	246 Saratoga Road	Gas Station/Convenience Store	9
Homestyle Pizza	268 Saratoga Road	Pizza Restaurant	14

TOWN CENTER MASTER PLAN

Business	Location	Type	Employees
K-Mart	210 Saratoga Road	Department Store	120
Mayfair Jewelers	7 Glenridge Road	Jewelry Store	25
McDonald's	241 Saratoga Road	Fast Food Restaurant	48
Mobil	245 Saratoga Road	Gas Station/Convenience Store	7
Pay Prep Accounting	235 Saratoga Road	Accounting Services	5
Price Chopper Supermarket	300 Saratoga Road	Grocery Store	329
Socha Plaza	123 Saratoga Road	Retail Plaza	U/A
Sunmark Credit Union	251 Saratoga Road	Credit Union	15
Towne Center Plaza	19 Glenridge Road	Retail Plaza	U/A
Trust Co Bank	286 Saratoga Road	Bank	10-14

Buhrmaster Farms

Buhrmaster Farms is a fruit and vegetable market that has been in business for approximately 100 years. Their Glenville location, at 180 Saratoga Road, is one of two owned and operated by the Buhrmaster family. Employment at Buhrmaster Farms is seasonal with up to 25 employees during the growing season. The owner of Buhrmaster Farms has found that entry-level labor positions, as well as positions running the market stores, have been difficult to fill.

Buhrmaster Farms has seen an increase in their business over the last five years and would like to expand in the future. However, they believe that their location negatively affects the business. Due to the high level of traffic on Route 50, they find that it is difficult for customers to access the store. The increased number of traffic lights has also caused traffic to back up on Route 50, creating additional congestion that may be responsible for steering customers away from their produce stand. Despite the obstacles that they currently face, Buhrmaster Farms intends to stay in Glenville for the near future.

Friendly's Restaurant

Friendly's Restaurant is a national chain that has been in business in Glenville for over 15 years. Located at 247 Saratoga Road, they have experienced a growth in their business over the last five years and expect business to continue improving in the future.

Friendly's has experienced little difficulty in filling job vacancies and currently employs 30 part-time and full-time staff. In the past, they have advertised existing job openings through the newspaper and by word-of-mouth. They do not believe competition is a serious problem because only a small number of other restaurants operate in the Town Center.

Glenville Funeral Home

Family-owned and operated since 1986, Glenville Funeral Home is located at 9 Glenridge Road. They presently employ five people: two directors, two secretaries, and one part-time sub-contractor to assist with funerals. Business at the Glenville Funeral Home has been steadily growing but there are currently no plans for any expansion projects. Due to the complexity of the industry, they cannot predict future business growth. At this time, Glenville Funeral Home has no plans to relocate.

Glenville Queen Restaurant

The Glenville Queen Restaurant has been in business for approximately 20 years under local ownership. Located at 210 Saratoga Road, the restaurant currently employs approximately 30 people. The owners of the restaurant have found that filling available employment positions has become increasingly more difficult. They have typically advertised vacancies through both the local newspaper and by word-of-mouth.

Although business has grown in the past five years, and is expected to continue to grow, there are no plans for the physical expansion of the restaurant. The Glenville Queen Restaurant will remain in Glenville for the near future.

Glenville Tile

Glenville Tile is an independently owned and operated retail ceramic floor-covering store. The company has been open since 1986 and is located at 287 Saratoga Road. Business at Glenville Tile has remained consistent over the past five years and is expected to grow in the next five, provided no major shifts occur in the national or local economy. Glenville Tile intends to remain at its current location for the near future.

Hannaford Plaza

Hannaford Plaza has been under its current ownership since the mid-1980s. The plaza contains a wide variety of different retail outlets ranging from locally owned, independent stores to corporate chains. Businesses currently located in Hannaford Plaza include Hallmark Card Store, Hannaford Grocery Store, Aubuchon Hardware store, Hudson River Bank, Peter Harris Clothes, Pizza Time, Radio Shack, Subway, and Valvoline. Although the tenants in the plaza have changed many times in the last decade, the owners have had no difficulty in filling vacant retail spaces.

Hess

Hess is a convenience store and gas station located at 246 Saratoga Road, which has been in business for over 30 years. The convenience store, as part of a corporate chain, is not locally owned. Hess currently has nine employees and has found it difficult to keep its cashier positions adequately staffed. New employees are generally found through word-of-mouth. Hess intends to stay in Glenville for the near future and does not believe that their current location negatively or positively impacts the business.

Homestyle Pizza

Located at 286 Saratoga Road, Homestyle Pizza is the newest addition to the Glenville Town Center, having opened in August 2000. Homestyle Pizza is locally owned and currently has 14 employees. This business did not have any problem in filling positions for the restaurant and has a waiting list of potential employees. Homestyle Pizza believes that locating in Glenville has had positive benefits on their business and they intend to stay in Glenville for a long time.

K-Mart

At present, K-Mart is the only large national department store in the Town Center. Owned as part of a corporate chain, K-Mart has been open in Glenville since 1971. K-Mart employs 120 people in the Town and has experienced business growth over the last five years.

K-Mart typically hires new employees through the local newspaper or through an application table at the store. They often find it difficult to hire an adequate number of qualified workers for seasonal employment, including Christmas and the gardening season. They anticipate remaining in Glenville for the near future, as they see their location as providing positive benefits.

K-Mart believes that further growth could be possible if vacant buildings on adjacent properties were developed. The future of the store is uncertain due to K-Mart's recent financial hardships on a national level and competition from a new Wal-Mart store recently opened in Glenville.

Mayfair Jewelers

Mayfair Jewelers has been in business in Glenville for 49 years and has a second location in Latham. The jewelry store is located at 7 Glenridge Road and is locally owned. Mayfair Jewelers currently has 25 employees at their Glenville store and they have not had trouble filling any job vacancies.

Mayfair Jewelers has experienced a growth in their business over the past five years and currently have no plans for any physical expansions. The only negative aspect they see related to the location of their Glenville store is that many people consider it “off the beaten path” and are not familiar with retail in the Glenville area. Mayfair Jewelers does not intend to leave the Glenville Town Center area in the near future.

Mobil

Mobil gas station and convenience store has been in business in Glenville for 30 years and has operated under its current ownership for the last 12 years. Located at 245 Saratoga Road, Mobil employs seven people. Business has remained constant at Mobil over the last five years and is affected by external conditions, such as weather.

Advertising employment positions is done through the newspaper, but it has remained difficult to fill and maintain employees in the cashier position. A number of other gas stations exist in the area, producing a small amount of competition within the gasoline market. Mobil considers its location to be a positive asset because many of its sales are from commuter traffic.

Pay Prep Accounting

Pay Prep Accounting is a small accounting and tax preparation office located at 235 Saratoga Road. The company has been in business since 1969 and is locally owned. Business at Pay Prep Accounting has remained the same over the past five years and no substantial decreases or increases in business are expected.

Pay Prep currently has five employees and has found it difficult to find new employees with accounting skills. They generally try to recruit new employees through newspaper advertisements and word-of-mouth. Other existing businesses within the Town perform similar services but Pay Prep Accounting has no plans to relocate to another area.

Price Chopper Supermarket

The Price Chopper supermarket chain has been in business since 1932 and is locally owned. The Glenville store is one of 100 owned by the chain, which operates stores in six northeastern states. The supermarket employs 329 people in Glenville and is located in the Price Chopper Plaza at 300 Saratoga Road. Price Chopper hires a wide range of employees and provides on-the-job training for those who need to acquire additional skills. Bakery positions have been the most difficult for them to adequately fill. They typically hire new employees through job fairs, newspaper advertisements, on-going recruitment efforts, and in-store signs.

Price Chopper has experienced growth in the last five years and expects to see sales increases to continue into the future. The supermarket was expanded in 1993 and no further physical expansions are planned at the present. Price Chopper has no intention to leave the Glenville area, as they feel they are fully supported by area residents.

TrustCo Bank

TrustCo Bank has been servicing members of the Glenville community since the late 1950s. The Glenville location at 286 Saratoga Road is one of 52 TrustCo Banks in the Capital Region. The bank is locally owned and currently employs ten people at the Glenville branch. Vacancies are typically filled through newspaper advertisements and through employment agencies.

TrustCo has seen a growth in their business over the last five years and expects to see business continue to grow in the future. To accommodate their local success, a second branch housing corporate offices was recently opened in Glenville on Freemans Bridge Road.

APPENDIX III – Topography and Infrastructure

Regional Topography

The Mohawk Valley is a lowland province. The western portion of Glenville is dominated by Glenville Hill to the south of West Glenville Road and by a rolling farm landscape to the north. Glenville Hill towers above the landscape with an elevation of approximately 1100 feet. The Mohawk River flows at elevations between 210-240 feet above sea level and runs parallel to the ridgeline of Glenville Hill. This ridgeline forms a major watershed boundary related to both the river and the Schenectady Aquifer. Creeks flow in the ravines and hollows of the south side of the hills and accent the area's natural beauty and serenity. One of the better-known ravines, Wolf Hollow, was created by a fault in the earth's crust and is marked by 200-foot high faces of rock.

The slopes of Glenville Hill are most pronounced along the River, dropping quickly to elevations as low as 300 feet. The drop is steepest near the Verf Kill, and in Chaughtanoonda Creek in Wolf Hollow. The majority of slopes greater than 15% are located south of West Glenville Road and west of Sacandaga Road.

Traveling east of Sacandaga Road, the terrain is less extreme, with elevations ranging from 250-550 feet above sea level. However, the elevations are relatively constant around 350-400 feet. Saratoga Road (Route 50) is the primary north-south route through eastern Glenville and has a high elevation of 360 feet near Lake Hill Road.

Study Area Topography

The Town Center study area has a rolling topography with elevation levels ranging from a low of just below 300 feet to a high of 410 feet. Elevation changes occur at different intervals throughout the Town Center Study Area.

Within the Town Center are three sections of land that rise to elevations equal to or higher than 400 feet, producing significant views of the surrounding landscape. All of the high elevations are located east of Route 50. West of St. Anthony's Cemetery is an elevated parcel of land that crosses slightly north and south of Glenridge Road. This elevated parcel produces significant views to the west and along Route 50.

The highpoint in the Town Center is at an elevation of 410 feet and located at 24 Glenridge Road, the Town-owned 4-acre property just east of the Schenectady County Library/Municipal Center Campus, formerly known as the Sutherland Home. The third area with an elevation of 400 feet is located in the southeast corner of the study area.

Town-Wide Sanitary Sewer

Until very recently, sanitary sewer service within the Town of Glenville was primarily limited to four small geographic areas including a portion of the hamlet of Alplaus, a portion of the Woodhaven Subdivision, the Industrial Parks and the Navy Depot, and pockets of residential areas immediately north, south, and west of the Village of Scotia.

In February 2002, a portion of a new \$7+ million sewer system came on-line along Freemans Bridge Road. The system services numerous commercial properties and roughly 200 acres of vacant land located approximately 2 miles south of the Town Center study area. Known as Sewer District #9, this project will also serve Maple Avenue and significant segments of Route 50 and Glenridge Road including portions located within the Town Center.

Study Area Sanitary Sewer

Sewer District #9 is now operational on both Route 50 and Glenridge Road within the Town Center. All properties within the Town Center now have access to the new sewer system. It may take up to a year before all the existing structures are hooked into the system.

Sewer District #9 generates approximately 157,000 gallons of effluent per day, with the capacity to process 2.6 million gallons per day. This sewer district's wastewater is treated at the City of Schenectady Treatment Plant on Anthony Street. The Town's system ties into Schenectady's system via a new sewer main that is attached to and below Freemans Bridge.

Town Water System

The Town's Municipal Water system serves approximately 6,000 parcels within Glenville. All water is pumped from two existing well fields located within the Town of Glenville on the Schenectady Aquifer. The first well field, which services parts of the Towns of Clifton Park, Ballston, and Charlton, is located off Van Buren Road, just north of the Exit 26 Bridge. The second well field, located off Vley Road, serves the Village of Scotia and a few adjacent neighborhoods in the Town of Glenville, which has a separate water system. In Glenville, the service area remains primarily east of Sacandaga Road, where the majority of development within the Town has occurred. Residents of western Glenville are primarily served through private wells that generally yield less than five gallons per minute. Yields of 5 to 20 gallons per minute can be found in some areas.

Water District 11 was established in 1963 and includes Glenville Water Districts No. 4, 5, 7, 9 and 10 that were annexed prior to 1990, as well as numerous extensions that have external water service west and north of the "mother" district. Water District 11 receives its water from the Glenville well field. Three wells located here supply an average of 2 million gallons per day of water to approximately 12,000 Glenville residents and 4,000 residents of southern Saratoga County.

The well field designated to the Village of Scotia serves Glenville Water Districts No. 2, 3, 8 and 12. This well field sits on a 12-acre parcel of land. Water from this well field is pumped to an underground storage tank located near Spring Road and gravity-fed to users.

Both well sites in the Town of Glenville have been identified as critical wellhead protection areas within the aquifer protection zone. There is potential at both sites for possible groundwater contamination from nearby industrial, rail and mining operations. Due to potential problems, two other groundwater preservation areas have been identified as alternate well sites for public water supply. The first is an 80-acre site on the Mohawk River, near Barge Canal Lock 8. The second site is located downstream from the Boston and Maine Railroad Bridge, west of Lock 9 on the Mohawk River.

Study Area Water System

The water lines in the Town Center study area are located along Route 50, Glenridge Road, and Van Buren Road. The Town can pump and distribute roughly 4 million gallons per day, which is double the year-round daily average. During the summer, the Town occasionally runs to capacity. There is room for commercial expansion within the Town Center, but the Town will have to upgrade its transmission and storage facilities if it wishes to attract significant new development. An expansion project is set to commence in 2003.

Storm Sewer

A storm sewer system currently exists in the Town and no plans for an expansion of the system is currently in place.

APPENDIX IV – Additional Demographic Data

Table 1 Population Statistics, 1990 – 2000

Town of Glenville, Schenectady County, New York State and Albany MSA

Year	Glenville	Schenectady County	New York State	Albany MSA
1990	28,771	149,285	17,990,455	861,424
2000	28,183	146,555	18,976,457	875,582
10-Year Change	-588	-2,730	986,002	14,159
% Change	-2.04%	-1.83%	5.48%	1.64%

Source: United States Census Bureau

Table 2 General Income Data, 1990

Town of Glenville, Schenectady, New York State, and Albany MSA

Town of Glenville

	Median HH Income	Adjusted		Per Capita Income	Adjusted
1989	\$38,164.00	\$51,275.18	1989	\$17,012.00	\$22,856.45
1999	\$52,373.00	\$52,373.00	1999	\$24,795.00	\$24,795.00
% Change		2.14%	% Change		8.48%

Schenectady County

	Median HH Income	Adjusted		Per Capita Income	Adjusted
1989	\$31,569.00	\$42,414.48	1989	\$15,343.00	\$20,614.06
1999	\$41,739.00	\$41,739.00	1990	\$21,992.00	\$21,992.00
% Change		-1.59%	% Change		6.68%

New York State

	Median HH Income	Adjusted		Per Capita Income	Adjusted
1989	\$30,056.00	\$40,381.69	1989	\$16,471.00	\$22,129.59
1999	\$43,393.00	\$43,393.00	1990	\$23,389.00	\$23,389.00
% Change		7.46%	% Change		5.69%

Albany MSA

	Median HH Income	Adjusted		Per Capita Income	Adjusted
1989	\$32,446.00	\$43,592.77	1989	\$15,114.00	\$20,306.39
1999	\$43,250.00	\$43,250.00	1990	\$22,303.00	\$22,303.00
% Change		-0.79%	% Change		9.83%

TOWN CENTER MASTER PLAN

Source: United States

Census Bureau

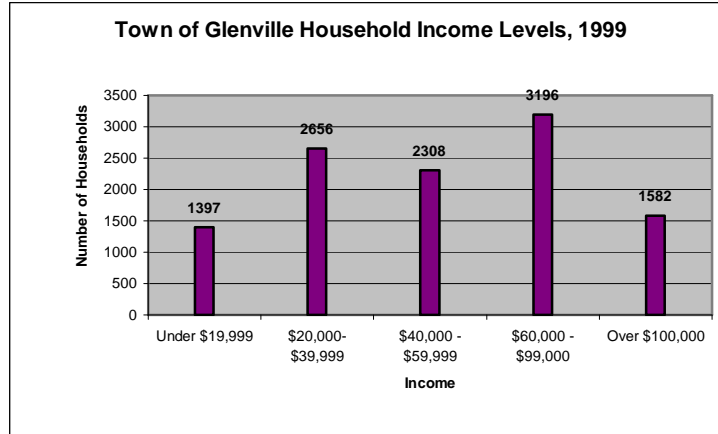


Table 3 General Housing Characteristics, 2000

Town of Glenville, Schenectady County, New York State, and Albany MSA

	Glenville	Schenectady County	New York State	Albany MSA
Total Units-Housing	11,547	65,032	7,679,307	386,262
Total Units-Occupied	11,121	59,684	7,056,860	350,284
Total Units-Vacant	426	5,384	622,447	35,978
Median Value	\$99,900	\$92,300	\$147,600	\$102,200

Source: United States Census Bureau

Table 4 Average Household Size, 1990 – 2000

Town of Glenville, Schenectady County, New York State, and Albany MSA

	Town of Glenville	Schenectady County	Albany MSA	New York State
1990	2.59	2.45		2.63
2000	2.44	2.38	2.41	2.61
Change	-0.15	-0.07	N/A	-0.02

Source: United States Census Bureau

Table 5 Number of Households, 1990 – 2000

Town of Glenville, Schenectady County, New York State, and Albany MSA

	Town of Glenville	Schenectady County	Albany MSA	New York State
1990	10,470	59,165	330,573	6,634,434
2000	11,150	59,684	350,284	7,056,860
Change	680	519	19,711	422,426

Source: United States Census Bureau

Table 6 Household Size, 2000

Town of Glenville, Schenectady County, New York State, and Albany MSA

	Town of Glenville	Schenectady County	Albany MSA	New York State
Total	11,121	59,684	350,284	7,056,860
1 person	2,877	18,261	102,859	1,982,537

TOWN OF GLENVILLE

TOWN CENTER MASTER PLAN

	Town of Glenville	Schenectady County	Albany MSA	New York State
2 person	4,068	19,819	116,579	2,091,285
3 person	1,749	9,351	56,254	1,157,624
4 person	1,605	7,618	47,407	1,000,251
5 person	592	3,182	19,498	497,166
6 person	160	894	5,543	195,152
7 person	70	559	2,144	132,845

Source: United States Census Bureau

Table 7 Household Size by Percentage, 2000

Town of Glenville, Schenectady County, New York State, and Albany MSA

	Town of Glenville	Schenectady County	Albany MSA	New York State
Total	11,121	59,684	350,284	7,056,860
1 person	25.87%	30.60%	29.36%	28.09%
2 person	36.58%	33.21%	33.28%	29.63%
3 person	15.73%	15.67%	16.06%	16.40%
4 person	14.43%	12.76%	13.53%	14.17%
5 person	5.32%	5.33%	5.57%	7.05%
6 person	1.44%	1.50%	1.58%	2.77%
7 person	0.63%	0.94%	0.61%	1.88%

Source: United States Census Bureau

Table 8 Educational Attainment, 2000

Town of Glenville, Schenectady County, Albany MSA, and New York State

	Glenville	County	MSA	State
Less Than 9th Grade	2.61%	4.17%	4.19%	8.02%
9th to 12th Grade, No Diploma	7.29%	11.03%	10.20%	12.92%
High School Graduate (includes equivalency)	28.45%	30.95%	30.17%	27.75%
Some College, No Degree	18.73%	17.68%	17.27%	16.77%
Associate Degree	11.33%	9.84%	9.96%	7.17%
Bachelor Degree	17.62%	14.57%	15.66%	15.58%
Graduate or Professional Degree	13.97%	11.76%	12.55%	11.79%
Total, Age 25+	20,120	99,568	584,792	12,542,536

Source: US Bureau of the Census

Table 9 Occupation % of Persons Employed/Sector

Glenville, NY 1990

Occupation	Glenville	
	Employed	%
Total Employed	12,295	100
Executives & Professionals	4,914	40.0
Administration & Support	4,846	39.4
Service Personnel	1,459	11.9
Trade & Labor	1,076	8.7

Source: Claritas, Inc.

Table 10 Occupation Comparison % of Persons Employed by Sector
Schenectady County and Saratoga County

Occupation	Schenectady County		Saratoga County	
	Employed	%	Employed	%
Total Persons Employed	73,453	100	80,271	100
Executives & Professionals	25,058	34.1	28,139	35.1
Administration & Support	19,510	26.5	31,075	38.7
Service Personnel	11,144	15.2	10,686	13.3
Trade & Labor	17,739	24.2	10,371	12.9

Source: Claritas, Inc.

Table 11 Daytime Business Employment by Type
Glenville, NY - 2000

Industry	Number of Businesses	Number of Employees
Total	339	6,166
Agriculture	5	27
Construction	25	326
Finance/Insurance	19	129
Government	27	2,009
Manufacturing	19	174
Mining	0	0
Retail Trade	84	1,196
Services	126	1,774
Transportation/Utilities	19	425
Wholesale Trade	15	106

Source: Claritas, Inc.

Public Input Worksheet Tabulation

Attendees at the Glenville Town Center Public Information Session were asked to complete a short worksheet to help gauge public opinion regarding the future development of the Town Center. Respondents were asked to provide input regarding economic issues, circulation, streetscapes and physical improvements to the Town. The following text provides a brief summary and analysis of the survey results.

Economic Improvements

Of the 36 respondents, 77% believe that there should be more high quality retail in the Town Center, as well as a more formal restaurant for residents and visitors to enjoy. Fifty-eight percent of the respondents saw a need for more high-density residential opportunities and 65% believe the Town of Glenville has the potential to develop more office space.

Circulation/Parking/Traffic

Traffic remains a concern in the Town, as 81% of respondents believe that automobiles travel too quickly through the Town Center. Eighty-nine percent of respondents would like to see designated pedestrian trails created within the Town Center and 75% look for designated bicycle paths. Eighteen respondents believe there is currently too much parking in the Town Center and nine held no opinion on the matter. Fifty-nine of respondents felt that the present parking lot configuration in the Town Center was confusing.

Streetscape Improvements

The majority of respondents believe that improvements need to be made to the existing Town Center streetscape. Eighty-nine percent believe that Glenville should look more pedestrian-friendly and that decorative paving, benches, planters, and lighting should be developed. Eighty-six percent would like the Town Center to look more natural. Only 11 respondents felt strongly that entry gateways should mark arrival into the Town Center.

Physical Improvements

A large number of respondents, approximately 80%, felt that the physical appearance of the Town Center should be improved and should become a “public gathering area” to stage Town-wide events. Just over half of the respondents, 56%, believe that the Town Center should offer more recreational opportunities. Twelve people, or 33%, had no opinion regarding recreational activity in the Town Center.