

# APPENDICES

*Appendix A - Public Meeting Summaries*

*Appendix B - Community Outreach Results*

*Appendix C - Mapping*

*Appendix D - Inventory Data*

*Appendix E - Relevant Studies*

# APPENDIX A

*Public Meeting Summaries*

DRAFT

# Queensbury (T) Comprehensive Plan & Zoning Code Project Advisory Committee Kickoff Meeting

August 29, 2022 @ 7:00 pm

Queensbury Activity Center, 724 Bay Road, Queensbury, NY



## PAC Meeting #1 - DRAFT SUMMARY NOTES

### Attendees:

#### Committee Members

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

#### Consultant Team

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

### 1. Introductions

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

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

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

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

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



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

The purpose of this meeting was as follows:

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

## **2. Scope & Schedule**

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

## **3. Comp Plan 101**

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

## **4. Community Outreach Plan**

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

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

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

## **5. Next Steps**

Committee

- Share Existing Plans & Studies



## Queensbury (T) Comprehensive Plan & Zoning Code Update Queensbury Comprehensive Plan & Zoning Committee Meeting #1 Draft Summary

- Review B&L Deliverables

### B&L Team

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

### Next Meeting

- Mid October, TBD

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

# Queensbury (T) Comprehensive Plan & Zoning Code Comprehensive Plan and Codes Steering Committee Meeting #2

October 20, 2022 @ 7:00 pm

Queensbury Activity Center, 724 Bay Road, Queensbury, NY



## PAC Meeting #2 - SUMMARY NOTES

### Attendees:

#### Committee Members

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

#### Consultant Team

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

### 1. Introductions

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

The purpose of this meeting was as follows:

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

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

### 1. Project Scope & Schedule

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

### 2. Social Pinpoint



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

Comments during the Committee Meeting included:

#### Parks

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

#### Economic Development

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

#### Housing

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

#### Environmentally Sensitive Areas

- Add definition of environmentally sensitive areas to Social Pinpoint layer

#### Historic Sites

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

### 3. Community Profile

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

Comments included:

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

### 4. Community Survey & Public Engagement Plan

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



Additional comments included:

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

## 5. Virtual PIM #1

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

Comments included:

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

## 6. Next Steps

Committee

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

B&L Team

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

Next Meeting

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

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





1

Western County  
Town of  
Queensbury  
3023  
New York

# Comprehensive Plan & Zoning Code Update

Committee Meeting #2 | October 20, 2022



## Q | Tonight's Agenda



- INTRODUCTIONS
- PROJECT SCOPE & SCHEDULE
- SOCIAL PINPOINT
- COMMUNITY PROFILE
- COMMUNITY SURVEY & PUBLIC ENGAGEMENT PLAN
- VIRTUAL PIM #1
- NEXT STEPS

Committee Meeting #2 | 10/20/2022

2

Town of Queensbury | Comprehensive Plan & Zoning Code Update

Q
Committee Meeting #1 Summary
B  
&L

Committee Meeting #2 | 10/20/2022
3
Town of Queensbury | Comprehensive Plan & Zoning Code Update

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Project Team
B  
&L

**TOWN OF QUEENSBURY**

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

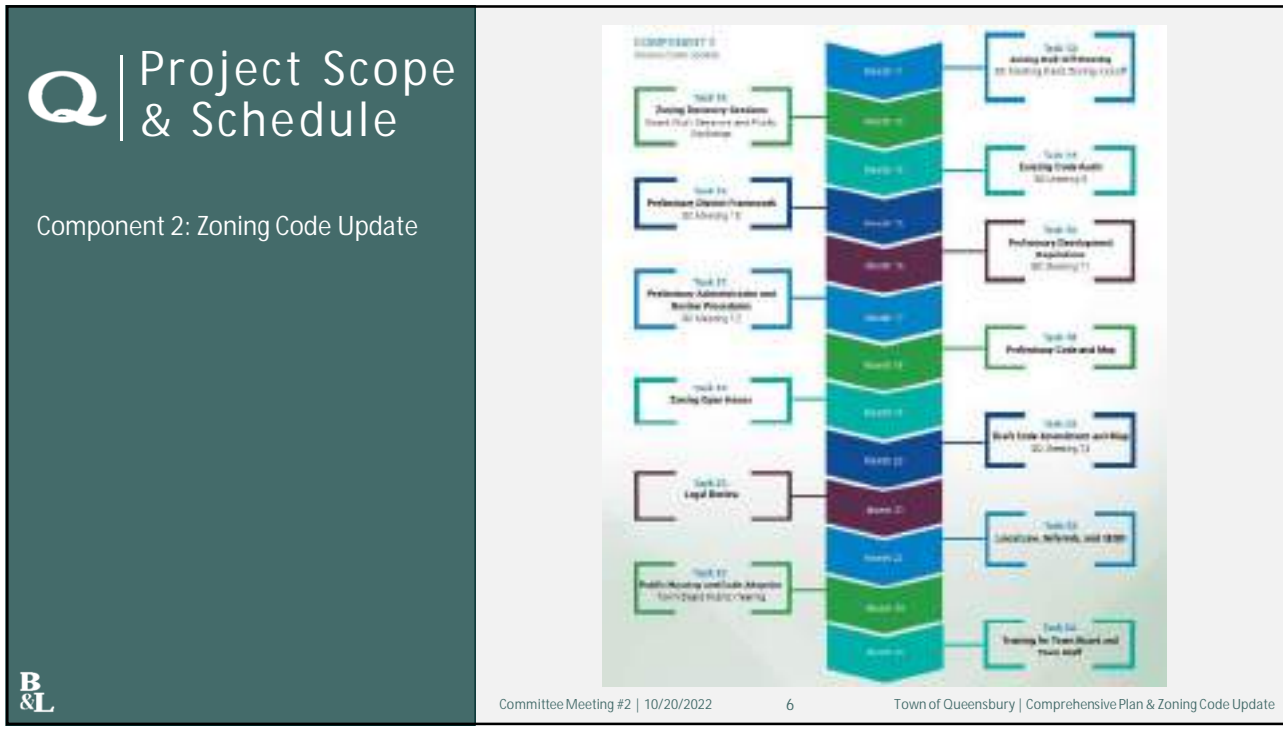
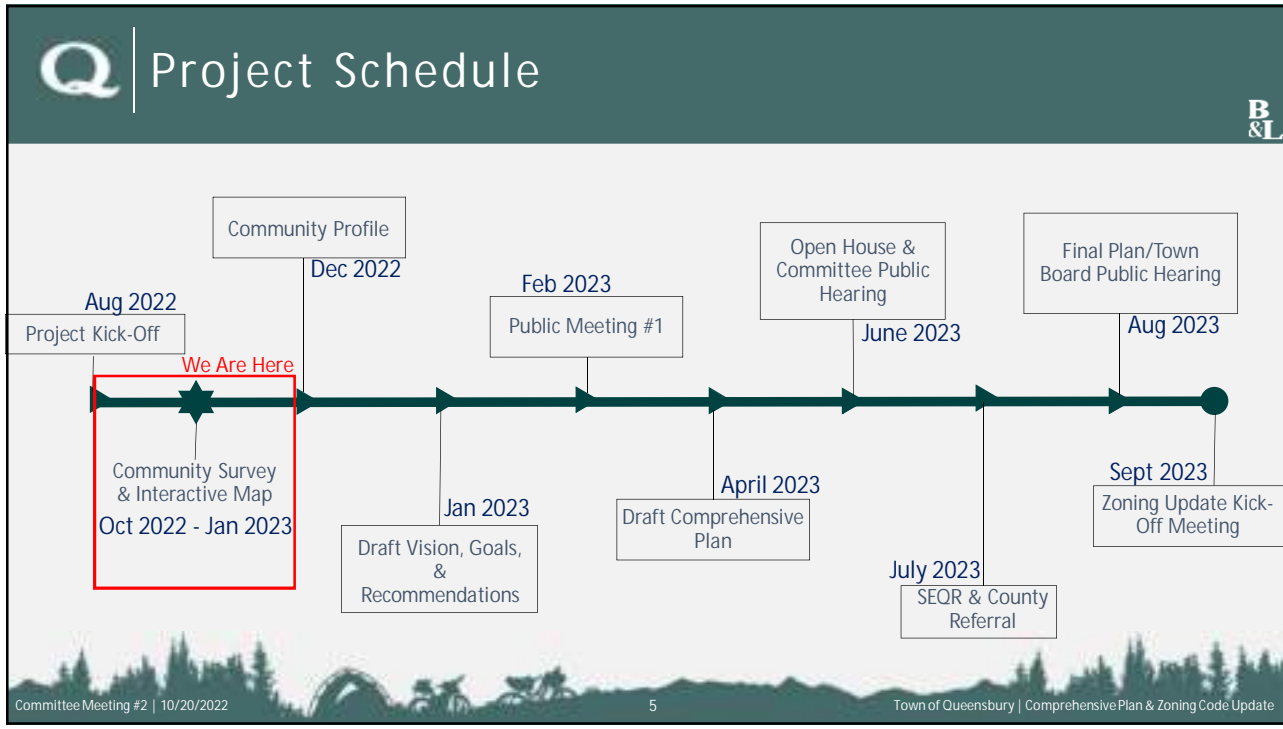
**UPDATE COMMITTEE**

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

**B&L**

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

Committee Meeting #2 | 10/20/2022
4
Town of Queensbury | Comprehensive Plan & Zoning Code Update





# Social Pinpoint & Interactive Map




## Q | Social Pinpoint




- Social PinPoint Homepage:  
<https://bartonloguidice.mysocialpinpoint.com/town-of-queensbury-comprehensive-plan-and-zoning-code-update>
- Interactive Map Homepage:  
<https://bartonloguidice.mysocialpinpoint.com/town-of-queensbury-comprehensive-plan-and-zoning-code-update/map#/sidebar/tab/home>



# Q | Social Pinpoint



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



Kick-off Meeting | 8/29/2022 9 Town of Queensbury | Comprehensive Plan & Zoning Code Update

# Q | Community Profile

- Setup Structure & Findings



# Q | Document Layout

Committee Meeting #2 | 10/20/2022

11

Town of Queensbury | Comprehensive Plan & Zoning Code Update

# Q | Community Profile

- Topics to be covered:

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

Committee Meeting #2 | 10/20/2022

12

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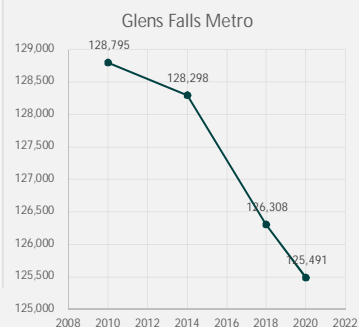
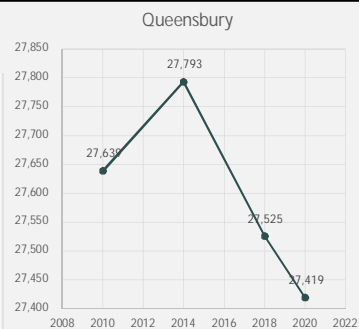
# Q | Community Profile

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



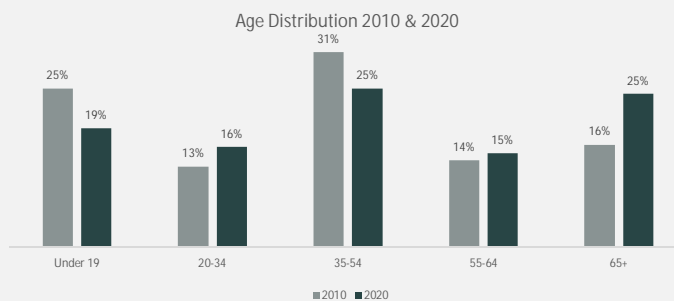
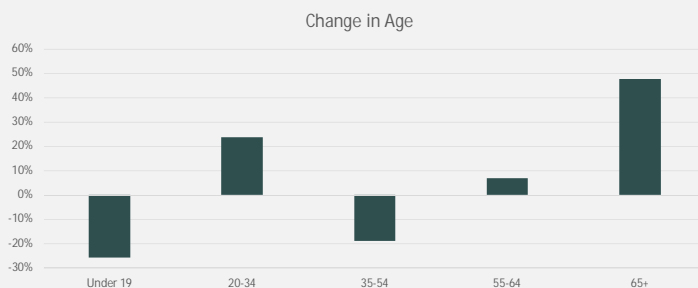
# Q | Population

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



## Q | Age

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



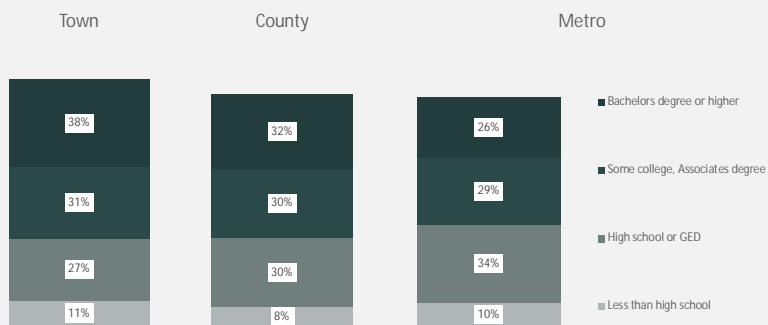
Committee Meeting #2 | 10/20/2022

15

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## Q | Education

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



Committee Meeting #2 | 10/20/2022

16

Town of Queensbury | Comprehensive Plan & Zoning Code Update



# Q | Employment

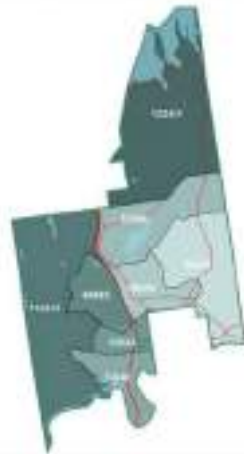
- 32% of employment is within the Educational services, and health care and social assistance industry

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



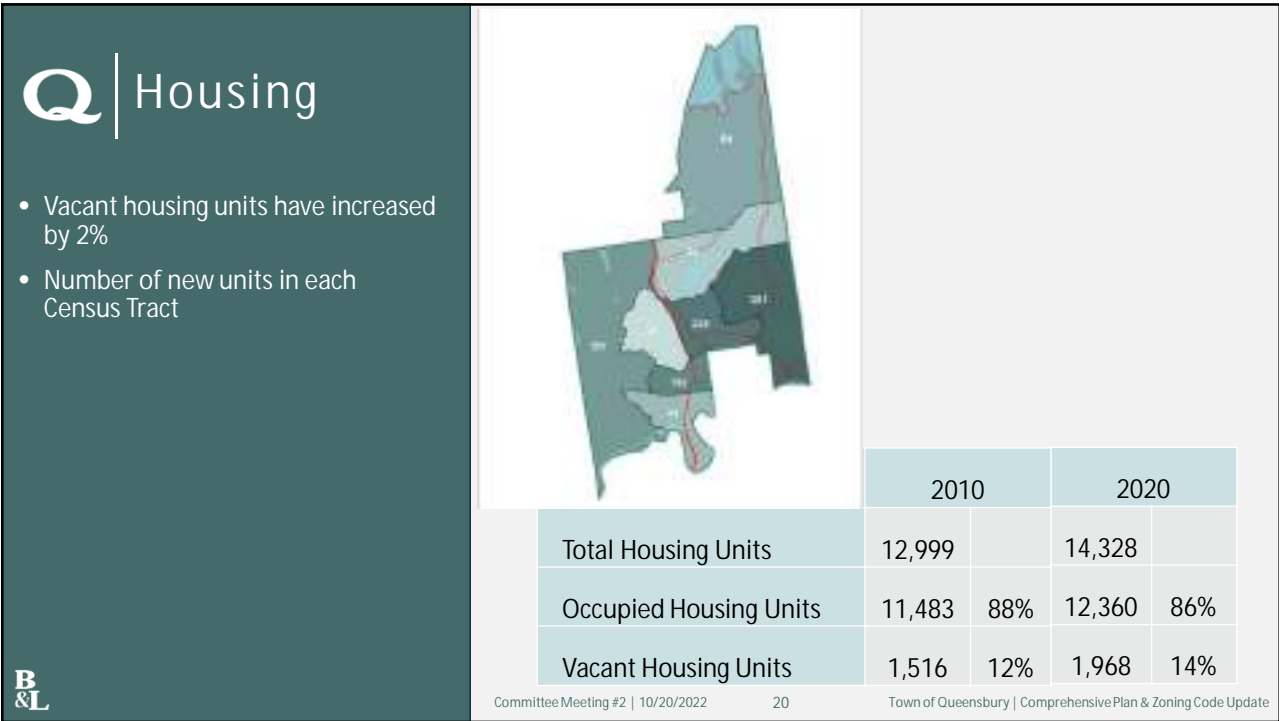
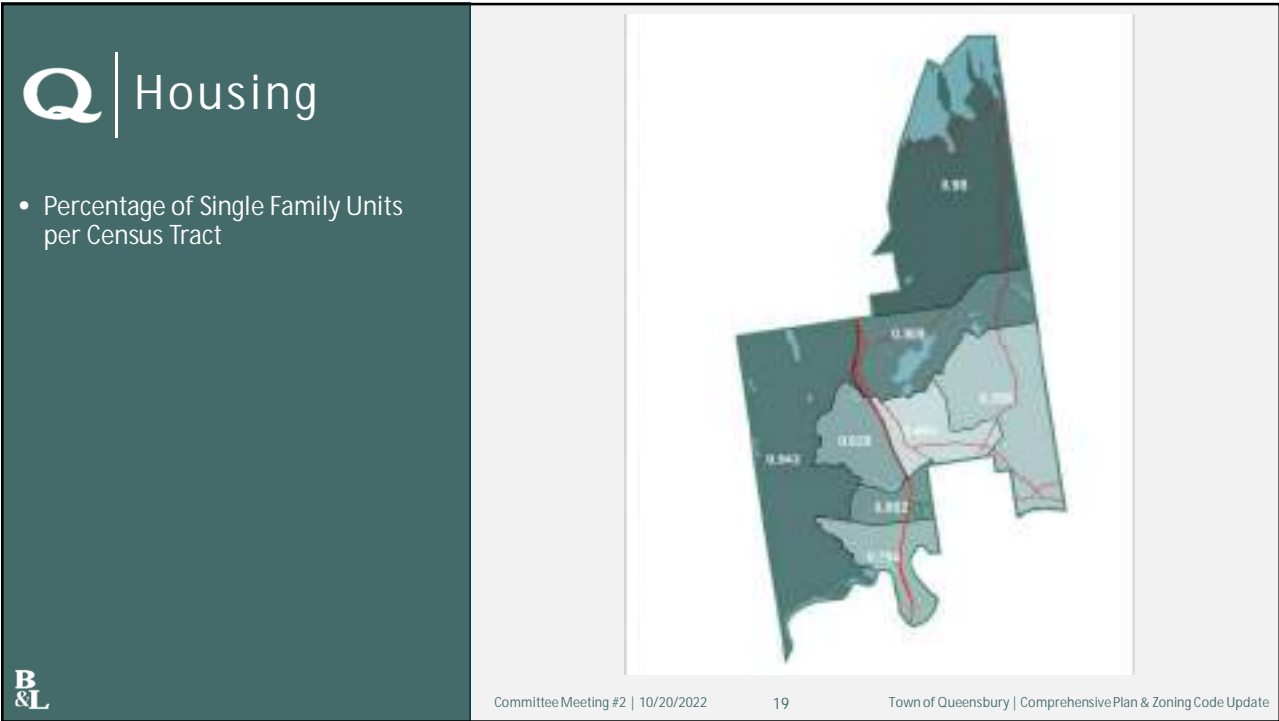
# Q | Income

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




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






## Q | Economic Indicators

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




2020	
Town	6.1%
County	8.5%
Metro	9.7%

 Committee Meeting #2 | 10/20/2022
21
Town of Queensbury | Comprehensive Plan & Zoning Code Update


Q

# Community Survey & Public Engagement Plan



## Q | In-Person Methods


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






## Q | Public Engagement Plan

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





Survey Examples:  
[Town of Manlius](#)  
[Town of Greenville](#)

# Q | Virtual PIM #1

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



# Q | Public Engagement Objectives



- Who should we engage with?
  - Interest groups
  - Stakeholders
- Locations
- Days/Times for Engagement
- How should this be promoted?
  - Online or mailed surveys
  - Websites / social media
  - Live and pre-recorded webinars
  - Crowdsourcing

# Public Engagement Plan Timeline

<ul style="list-style-type: none"> <li>A. 12 Steering Committee Meetings           <ul style="list-style-type: none"> <li>• Month 0-20</li> </ul> </li> <li>B. One (1) Virtual Kickoff Meeting PIM           <ul style="list-style-type: none"> <li>• Month 3</li> </ul> </li> <li>C. One (1) Online Community Survey           <ul style="list-style-type: none"> <li>• Month 4</li> </ul> </li> <li>D. Key Person Interviews           <ul style="list-style-type: none"> <li>• Months 4-5</li> </ul> </li> <li>E. Comp Plan Open House           <ul style="list-style-type: none"> <li>• Month 10</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>F. Comp Plan Steering Committee Public Hearing           <ul style="list-style-type: none"> <li>• Month 10</li> </ul> </li> <li>G. Comp Plan Town Board Public Hearing           <ul style="list-style-type: none"> <li>• Month 12</li> </ul> </li> <li>H. One (1) Zoning Public Workshop           <ul style="list-style-type: none"> <li>• Month 13</li> </ul> </li> <li>I. Zoning Steering Committee Open House           <ul style="list-style-type: none"> <li>• Month 19</li> </ul> </li> <li>J. Zoning Town Board Public Hearing           <ul style="list-style-type: none"> <li>• Month 24</li> </ul> </li> </ul>
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Committee Meeting #2 | 10/20/2022 27 Town of Queensbury | Comprehensive Plan & Zoning Code Update

# Next Steps

- Our Homework & Yours




# Q | Next Steps



## B&L Team

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

## CPCSC

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

## Next Meeting:

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

# Thank You!

Stay safe and well 😊

# Queensbury (T) Comprehensive Plan & Zoning Code

## Comprehensive Plan and Codes Steering Committee Meeting #3

August 9, 2023 @ 7:00 pm

Queensbury Activity Center, 724 Bay Road, Queensbury, NY



### PAC Meeting #3 - SUMMARY NOTES

#### Attendees:

##### Committee Members

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

##### Consultant Team

- Bob Murphy, Barton & Loguidice

##### Absent

- Tim McNulty, Town Board
- Brent McDevitt, Resident

#### 1. Committee Business & Project Schedule

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

The purpose of this meeting was as follows:

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

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

#### 2. Community Profile & PIM #1 Review

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

Comments on the Community Profile included the following:

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





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

### 3. Draft Community Survey

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

### 4. Vision & Goals Discussion

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

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

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

### 5. PIM #2

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

### 6. Next Steps

Committee

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

B&L Team

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



## Queensbury (T) Comprehensive Plan & Zoning Code Update Queensbury Comprehensive Plan & Zoning Committee Meeting #3 Draft Summary

- Prepare for PIM #2
- Report on survey results

### Next Meeting

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

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

# Queensbury (T) Comprehensive Plan & Zoning Code Comprehensive Plan and Codes Steering Committee Meeting #4

September 27, 2023 @ 7:00 pm

Queensbury Activity Center, 724 Bay Road, Queensbury, NY



## PAC Meeting #4 - SUMMARY NOTES

### Attendees:

#### Committee Members

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

#### Consultant Team

- Bob Murphy, Barton & Loguidice

#### Absent

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

### 1. Committee Business & Project Schedule

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

The purpose of this meeting was as follows:

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

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

### 2. Community Survey Results

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

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



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

### 3. Community Profile Review

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

### 4. Vision & Goals Discussion

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

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

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

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

### 5. PIM #2

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

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

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



## 6. Next Steps

### Committee

- Community Profile update review
- Help promote PIM #2

### B&L Team

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

### Next Meeting

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

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



Queensbury (T) Comprehensive Plan & Zoning Code  
Comprehensive Plan and Codes Steering Committee Meeting #5  
November 29, 2023 @ 7:00 pm  
Queensbury Activity Center, 724 Bay Road, Queensbury, NY



## PAC Meeting #5 - SUMMARY NOTES

### Attendees:

#### Committee Members

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

#### Guests

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

#### Consultant Team

- Bob Murphy, Barton & Loguidice

### Absent:

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

### 1. Committee Business & Project Schedule

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

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

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

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



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

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

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

## 3. Community Survey Results

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

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

## 4. Social Pinpoint Results

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

## 5. Strategy / Objectives Discussion

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

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



## 6. Next Steps

### Committee

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

### B&L Team

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

### Next Meeting

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

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





## Queensbury (T) Comprehensive Plan & Zoning Code Comprehensive Plan and Codes Steering Committee Meeting #6

December 20, 2023 @ 7:00 pm

Zoom Conference Call



### PAC Meeting #5 - SUMMARY NOTES

#### Attendees:

##### Committee Members

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

##### Guests

- Stuart Alan (resident)

#### Consultant Team

- Bob Murphy, Barton & Loguidice

#### 1. Committee Business

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

Additional Town updates:

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

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

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



## 2. Project Schedule Update

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

## 3. Strategies & Objectives

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

Discussion included:

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

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

## 4. Next Steps

### Committee

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

### B&L Team

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

### Next Meeting

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

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



Queensbury (T) Comprehensive Plan & Zoning Code  
Comprehensive Plan and Codes Steering Committee Meeting #7  
January 25, 2024 @ 7:00 pm



PAC Meeting #7 - SUMMARY NOTES

Attendees:

Committee Members

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

Guests

- Stuart Alan (resident)

Consultant Team

- Bob Murphy, Barton & Loguidice

1. Committee Business

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

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

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



## 2. Project Schedule Update

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

## 3. Stakeholders Meeting Review

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

Additional comments included the following:

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

## 4. Strategies, Objectives, and Actions

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

## 5. Open House Prep

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

Discussion included:

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

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

## 6. Next Steps

Committee

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

B&L Team

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

Next Meeting

- CPCSC Meeting #8 – TBD




Queensbury (T) Comprehensive Plan & Zoning Code Update  
Queensbury Comprehensive Plan & Zoning Committee Meeting #7 Draft Summary

Open House – February 29, 7pm



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

1



# Comprehensive Plan & Zoning Code Update

Committee Meeting #8 | April 22, 2024

1



## Tonight's Agenda




- COMMITTEE BUSINESS
- PROJECT SCHEDULE
- ENGAGEMENT TO DATE
- PUBLIC FEEDBACK REVIEW
- OUR APPROACH
- NEXT STEPS

Committee Meeting #8 | 4/22/2024

2

Town of Queensbury | Comprehensive Plan & Zoning Code Update

2

Q

# COMMITTEE BUSINESS

Committee Meeting #8 | 4/22/2024


3

Town of Queensbury | Comprehensive Plan & Zoning Code Update

3

Q | Committee Meeting #7 Summary

B  
NL

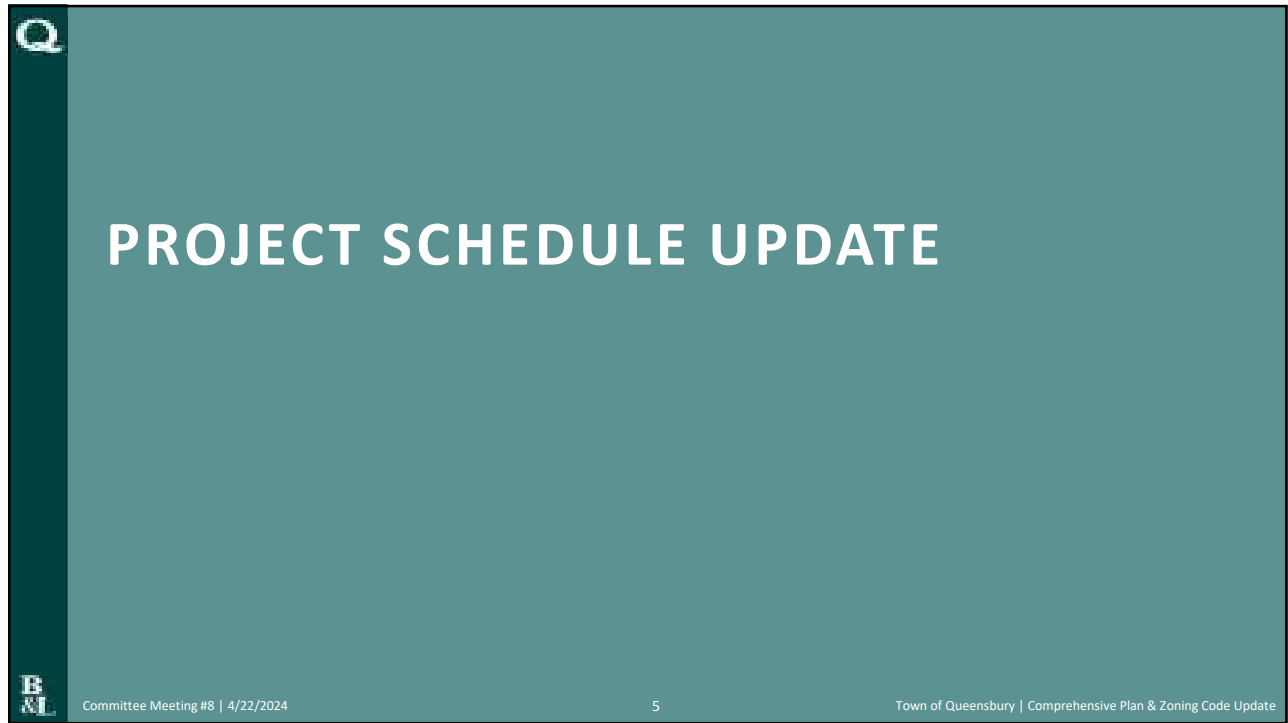


Committee Meeting #8 | 4/22/2024

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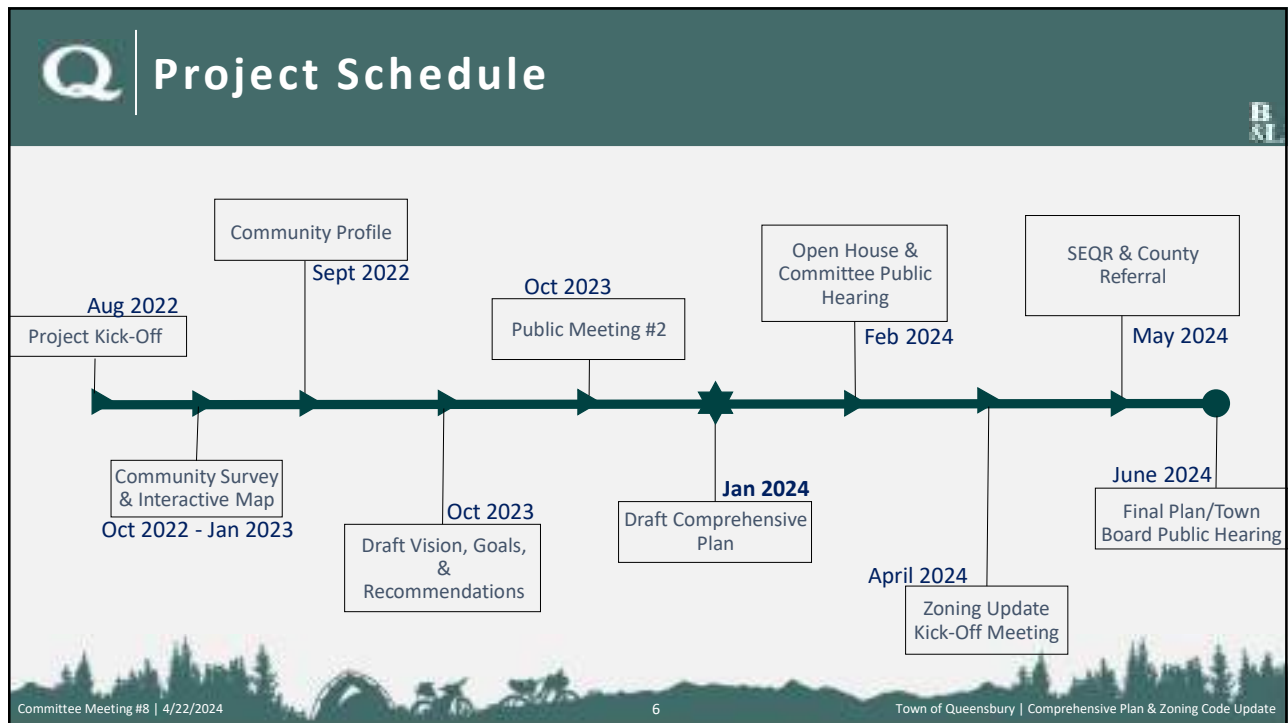
Town of Queensbury | Comprehensive Plan & Zoning Code Update

4



A title slide for a presentation. The background is a solid teal color. In the top left corner, there is a white letter 'Q' inside a dark teal square. The text 'PROJECT SCHEDULE UPDATE' is centered in large, white, bold, sans-serif font. In the bottom left corner, there is a small logo with the letters 'B' and 'M' stacked vertically. To the right of the logo, the text 'Committee Meeting #8 | 4/22/2024' is written in a small white font. In the bottom center, the number '5' is displayed. In the bottom right corner, the text 'Town of Queensbury | Comprehensive Plan & Zoning Code Update' is written in a small white font.

5



6



# Q | What's Left?



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

Committee Meeting #8 | 4/22/2024 7 Town of Queensbury | Comprehensive Plan & Zoning Code Update

7

# Q | Third Round of Engagement



Committee Meeting #8 | 4/22/2024 8 Town of Queensbury | Comprehensive Plan & Zoning Code Update

8

**Q** | **PIM #3 / Open House** **BL**

**PIM #3**

- February 29, 2024
- 7pm in Activities Center


**Open House**

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

**Online Feedback**

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

Total participants: 43



The flyer for the Open House on March 28 features a scenic background of a lake and trees. It includes the heading 'HAVE YOUR SAY!' and a form with fields for Name, Address, and Location. A map of the town is shown on the right side of the flyer. At the bottom, there is a QR code and a small text block.

Committee Meeting #8 | 4/22/2024 9 Town of Queensbury | Comprehensive Plan & Zoning Code Update

9

**Q**

# PUBLIC FEEDBACK REVIEW

**BL**

Committee Meeting #8 | 4/22/2024 10 Town of Queensbury | Comprehensive Plan & Zoning Code Update

10

**Q | Economic Development**

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

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

Committee Meeting #8 | 4/22/2024 11 Town of Queensbury | Comprehensive Plan & Zoning Code Update

11

**Q | Economic Development**

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

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

Committee Meeting #8 | 4/22/2024 12 Town of Queensbury | Comprehensive Plan & Zoning Code Update

12

**Q | Economic Development**

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

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

Committee Meeting #8 | 4/22/2024 13 Town of Queensbury | Comprehensive Plan & Zoning Code Update

13

**Q | Economic Development**

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

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

Committee Meeting #8 | 4/22/2024 14 Town of Queensbury | Comprehensive Plan & Zoning Code Update

14



**3.1. Action:** Support the evolving infrastructure needs of employers throughout the Town’s business districts to promote “smart growth” development practices.

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



Committee Meeting #8 | 4/22/2024 15 Town of Queensbury | Comprehensive Plan & Zoning Code Update

15



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

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



Committee Meeting #8 | 4/22/2024 16 Town of Queensbury | Comprehensive Plan & Zoning Code Update

16

**Q | Economic Development**

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

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

Committee Meeting #8 | 4/22/2024 17 Town of Queensbury | Comprehensive Plan & Zoning Code Update

17

**Q | Economic Development**

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

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

Committee Meeting #8 | 4/22/2024 18 Town of Queensbury | Comprehensive Plan & Zoning Code Update

18

**Q | Economic Development**

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

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

Committee Meeting #8 | 4/22/2024 19 Town of Queensbury | Comprehensive Plan & Zoning Code Update

19

**Q | Economic Development**

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

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

Committee Meeting #8 | 4/22/2024 20 Town of Queensbury | Comprehensive Plan & Zoning Code Update

20

**Q | Economic Development**

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

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

Committee Meeting #8 | 4/22/2024 21 Town of Queensbury | Comprehensive Plan & Zoning Code Update

21

**Q | Economic Development**


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

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

Committee Meeting #8 | 4/22/2024 22 Town of Queensbury | Comprehensive Plan & Zoning Code Update

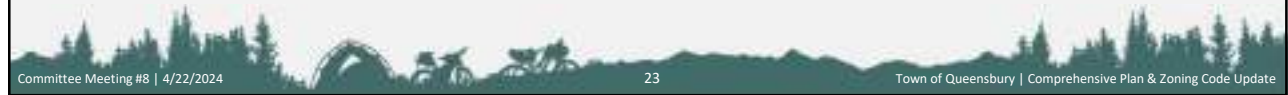
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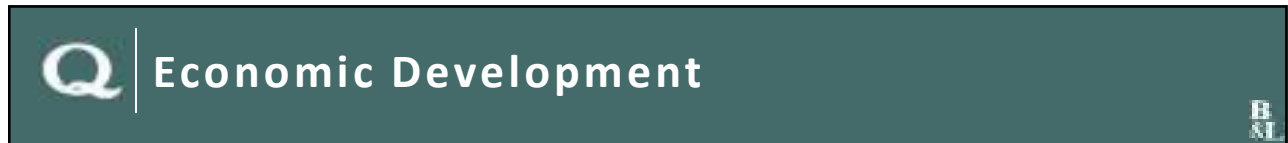
**5.4. Action:** Pursue continued updates to Floyd Bennett Memorial Airport and implement recommendations from the 2009 Master Plan. This will require approvals and funding from the Federal Aviation Administration, both of which should be advocated by the Town.

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



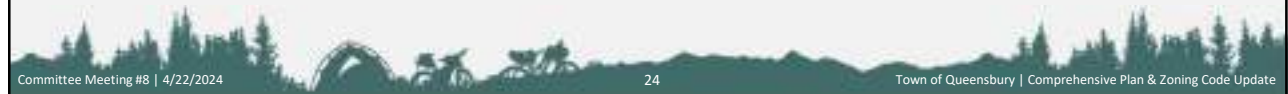
Committee Meeting #8 | 4/22/2024 23 Town of Queensbury | Comprehensive Plan & Zoning Code Update

23



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

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



Committee Meeting #8 | 4/22/2024 24 Town of Queensbury | Comprehensive Plan & Zoning Code Update

24

# Q | Economic Development

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

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

Committee Meeting #8 | 4/22/2024 25 Town of Queensbury | Comprehensive Plan & Zoning Code Update

25

# Q | Environmental Sustainability

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

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

Committee Meeting #8 | 4/22/2024 26 Town of Queensbury | Comprehensive Plan & Zoning Code Update

26

**Q Environmental Sustainability**

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

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

Committee Meeting #8 | 4/22/2024 27 Town of Queensbury | Comprehensive Plan & Zoning Code Update

27

**Q Environmental Sustainability**

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

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

Committee Meeting #8 | 4/22/2024 28 Town of Queensbury | Comprehensive Plan & Zoning Code Update

28



**Q | Environmental Sustainability**

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

- *I support*

Committee Meeting #8 | 4/22/2024 29 Town of Queensbury | Comprehensive Plan & Zoning Code Update

This slide features a dark teal header with a white 'Q' logo and the text 'Environmental Sustainability'. The main content area is light gray with a dark teal footer. The footer contains a silhouette of a forest and mountains. The slide number '29' is centered in the footer.

29



**Q | Environmental Sustainability**

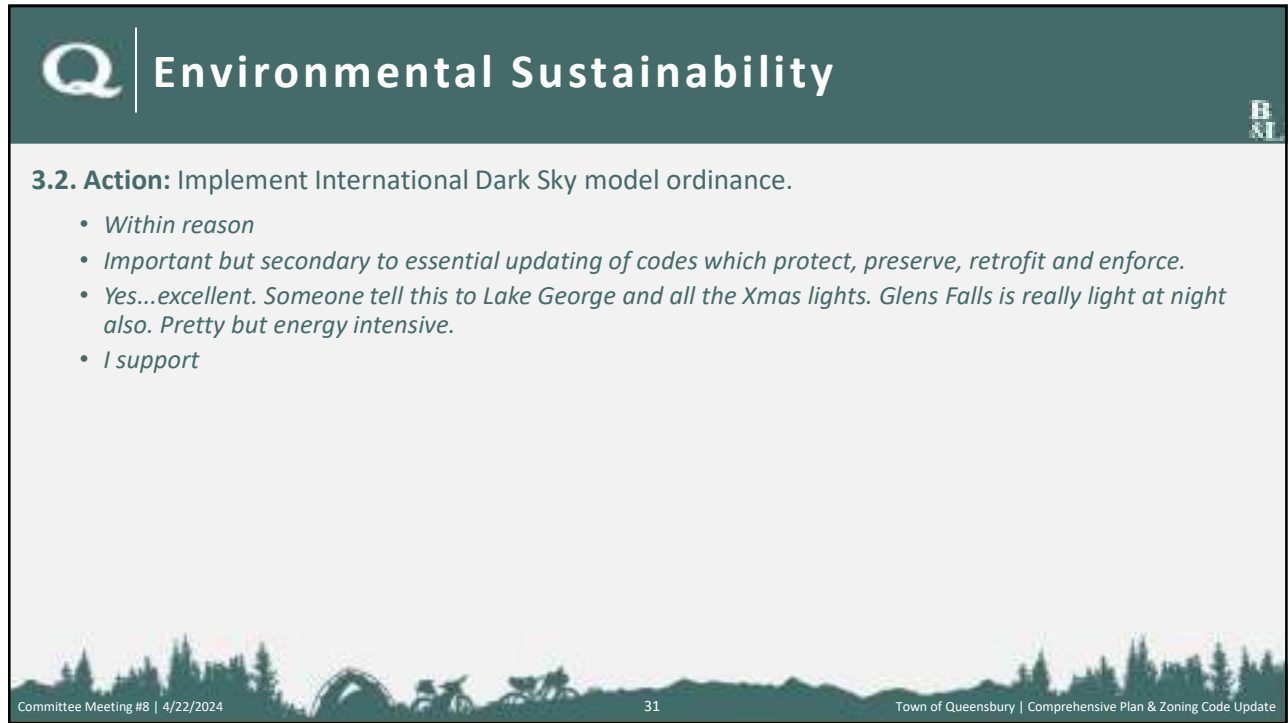
**3.1. Action:** Incorporate a Scenic Overlay District in the zoning code. This district will serve as a protective framework for maintaining and enhancing scenic viewsheds. As part of this initiative, any development within the Scenic Overlay District will be required to undergo a Visual Impact Assessment.

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

Committee Meeting #8 | 4/22/2024 30 Town of Queensbury | Comprehensive Plan & Zoning Code Update

This slide features a dark teal header with a white 'Q' logo and the text 'Environmental Sustainability'. The main content area is light gray with a dark teal footer. The footer contains a silhouette of a forest and mountains. The slide number '30' is centered in the footer.

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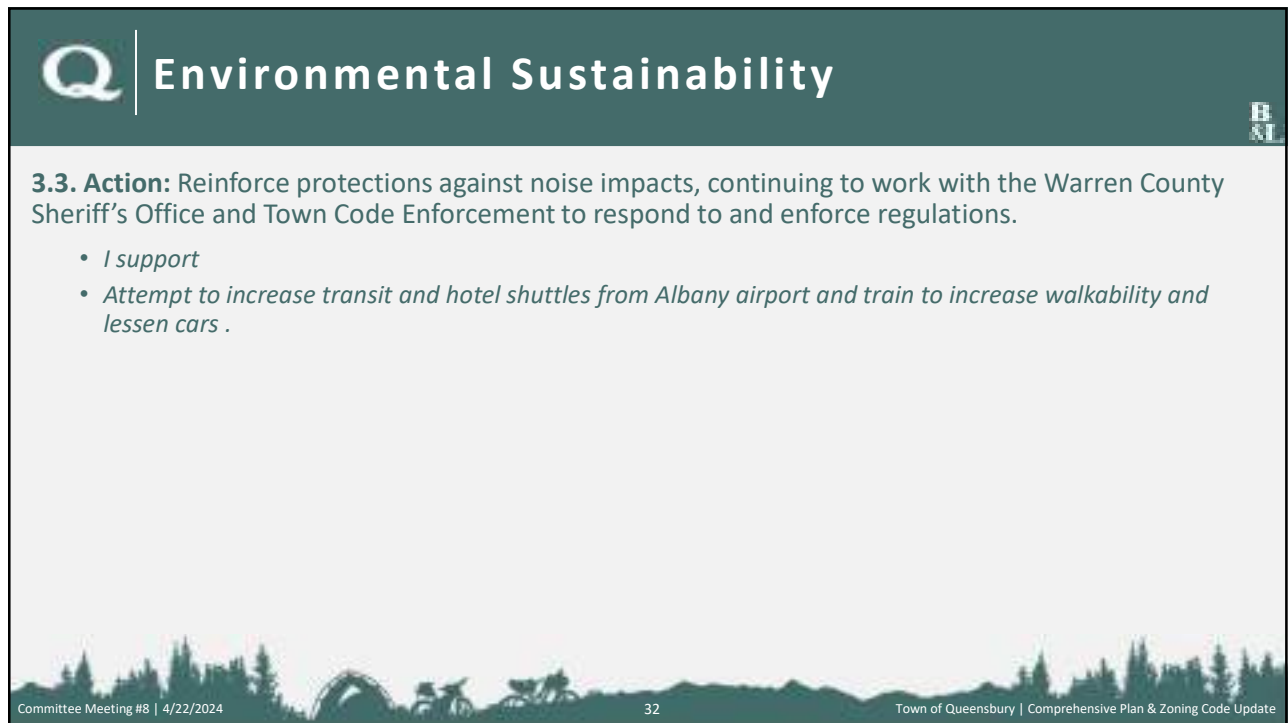
**Q | Environmental Sustainability**

**3.2. Action:** Implement International Dark Sky model ordinance.

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

Committee Meeting #8 | 4/22/2024 31 Town of Queensbury | Comprehensive Plan & Zoning Code Update

31



**Q | Environmental Sustainability**

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

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

Committee Meeting #8 | 4/22/2024 32 Town of Queensbury | Comprehensive Plan & Zoning Code Update

32

**Q Environmental Sustainability**

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

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

Committee Meeting #8 | 4/22/2024 33 Town of Queensbury | Comprehensive Plan & Zoning Code Update

33

**Q Environmental Sustainability**

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

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

Committee Meeting #8 | 4/22/2024 34 Town of Queensbury | Comprehensive Plan & Zoning Code Update

34

**Q | Environmental Sustainability**

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

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

Committee Meeting #8 | 4/22/2024 35 Town of Queensbury | Comprehensive Plan & Zoning Code Update

35

**Q | Environmental Sustainability**

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

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

Committee Meeting #8 | 4/22/2024 36 Town of Queensbury | Comprehensive Plan & Zoning Code Update

36

**Q Environmental Sustainability**

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

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

Committee Meeting #8 | 4/22/2024 37 Town of Queensbury | Comprehensive Plan & Zoning Code Update

37

**Q Actions to Consider Consolidating**

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

&

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

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

&

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

Committee Meeting #8 | 4/22/2024 38 Town of Queensbury | Comprehensive Plan & Zoning Code Update

38





## Town Services & Infrastructure



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

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



Committee Meeting #8 | 4/22/2024 39 Town of Queensbury | Comprehensive Plan & Zoning Code Update

39



## Town Services & Infrastructure



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

- *Yes*
- *I support*



Committee Meeting #8 | 4/22/2024 40 Town of Queensbury | Comprehensive Plan & Zoning Code Update

40

**Q | Town Services & Infrastructure**

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

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

Committee Meeting #8 | 4/22/2024 41 Town of Queensbury | Comprehensive Plan & Zoning Code Update

41


**Q | Town Services & Infrastructure**

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


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

Committee Meeting #8 | 4/22/2024 42 Town of Queensbury | Comprehensive Plan & Zoning Code Update

42




## Town Services & Infrastructure



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

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



Committee Meeting #8 | 4/22/2024 43 Town of Queensbury | Comprehensive Plan & Zoning Code Update

43



## Town Services & Infrastructure



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

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



Committee Meeting #8 | 4/22/2024 44 Town of Queensbury | Comprehensive Plan & Zoning Code Update

44

**Q | Town Services & Infrastructure**

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

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

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

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

Committee Meeting #8 | 4/22/2024 45 Town of Queensbury | Comprehensive Plan & Zoning Code Update

45

**Q | Town Services & Infrastructure**

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

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

Committee Meeting #8 | 4/22/2024 46 Town of Queensbury | Comprehensive Plan & Zoning Code Update

46

**Q | Town Services & Infrastructure**

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

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

Committee Meeting #8 | 4/22/2024 47 Town of Queensbury | Comprehensive Plan & Zoning Code Update

47

**Q | Town Services & Infrastructure**

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

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

Committee Meeting #8 | 4/22/2024 48 Town of Queensbury | Comprehensive Plan & Zoning Code Update

48



## Town Services & Infrastructure



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

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




## Town Services & Infrastructure




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

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




## Town Services & Infrastructure



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

- *Mircogrids*



Committee Meeting #8 | 4/22/2024 51 Town of Queensbury | Comprehensive Plan & Zoning Code Update

51



## Town Services & Infrastructure




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

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




Committee Meeting #8 | 4/22/2024 52 Town of Queensbury | Comprehensive Plan & Zoning Code Update

52




## Town Services & Infrastructure



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

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



Committee Meeting #8 | 4/22/2024 53 Town of Queensbury | Comprehensive Plan & Zoning Code Update

53



## Town Services & Infrastructure



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

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



Committee Meeting #8 | 4/22/2024 54 Town of Queensbury | Comprehensive Plan & Zoning Code Update

54



**Q | Town Services & Infrastructure**

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

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

Committee Meeting #8 | 4/22/2024 55 Town of Queensbury | Comprehensive Plan & Zoning Code Update

55

**Q | Town Services & Infrastructure**

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

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

Committee Meeting #8 | 4/22/2024 56 Town of Queensbury | Comprehensive Plan & Zoning Code Update

56

**Q | Actions to Consider Consolidating**

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

&

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

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

&

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

Committee Meeting #8 | 4/22/2024 57 Town of Queensbury | Comprehensive Plan & Zoning Code Update

57

**Q | Recreation & Culture**

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

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

Committee Meeting #8 | 4/22/2024 58 Town of Queensbury | Comprehensive Plan & Zoning Code Update

58

**Q | Recreation & Culture**

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

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

Committee Meeting #8 | 4/22/2024 59 Town of Queensbury | Comprehensive Plan & Zoning Code Update

59

**Q | Recreation & Culture**

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

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

Committee Meeting #8 | 4/22/2024 60 Town of Queensbury | Comprehensive Plan & Zoning Code Update

60

**Q | Recreation & Culture**

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

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

Committee Meeting #8 | 4/22/2024 61 Town of Queensbury | Comprehensive Plan & Zoning Code Update

61

**Q | Recreation & Culture**

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

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

Committee Meeting #8 | 4/22/2024 62 Town of Queensbury | Comprehensive Plan & Zoning Code Update

62

**Q | Recreation & Culture**

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

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

Committee Meeting #8 | 4/22/2024 63 Town of Queensbury | Comprehensive Plan & Zoning Code Update

63

**Q | Recreation & Culture**

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

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

Committee Meeting #8 | 4/22/2024 64 Town of Queensbury | Comprehensive Plan & Zoning Code Update

64



## Q | Recreation & Culture

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

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



Committee Meeting #8 | 4/22/2024 65 Town of Queensbury | Comprehensive Plan & Zoning Code Update

65



## Q | Recreation & Culture

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

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



Committee Meeting #8 | 4/22/2024 66 Town of Queensbury | Comprehensive Plan & Zoning Code Update

66

**Q Recreation & Culture**

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

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

Committee Meeting #8 | 4/22/2024 67 Town of Queensbury | Comprehensive Plan & Zoning Code Update

67

**Q Recreation & Culture**

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

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

Committee Meeting #8 | 4/22/2024 68 Town of Queensbury | Comprehensive Plan & Zoning Code Update

68

**Q | Recreation & Culture**

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

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

Committee Meeting #8 | 4/22/2024 69 Town of Queensbury | Comprehensive Plan & Zoning Code Update

69

**Q | Recreation & Culture**

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

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

Committee Meeting #8 | 4/22/2024 70 Town of Queensbury | Comprehensive Plan & Zoning Code Update

70





## Q | Recreation & Culture


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

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



Committee Meeting #8 | 4/22/2024 71 Town of Queensbury | Comprehensive Plan & Zoning Code Update

71

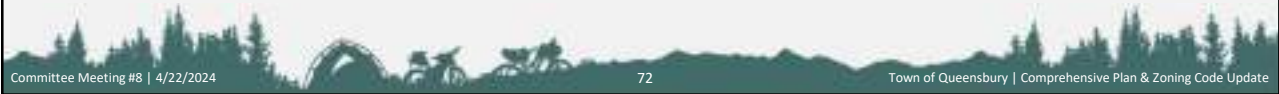


## Q | Actions to Consider Consolidating

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

&

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



Committee Meeting #8 | 4/22/2024 72 Town of Queensbury | Comprehensive Plan & Zoning Code Update

72

**Q | Housing**

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

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

Committee Meeting #8 | 4/22/2024 73 Town of Queensbury | Comprehensive Plan & Zoning Code Update

73

**Q | Housing**

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

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

Committee Meeting #8 | 4/22/2024 74 Town of Queensbury | Comprehensive Plan & Zoning Code Update

74

**Q Housing**

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

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

Committee Meeting #8 | 4/22/2024 75 Town of Queensbury | Comprehensive Plan & Zoning Code Update

75

**Q Housing**

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

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

Committee Meeting #8 | 4/22/2024 76 Town of Queensbury | Comprehensive Plan & Zoning Code Update

76

**Q Housing**

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

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

Committee Meeting #8 | 4/22/2024 77 Town of Queensbury | Comprehensive Plan & Zoning Code Update

77

**Q Housing**

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

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

Committee Meeting #8 | 4/22/2024 78 Town of Queensbury | Comprehensive Plan & Zoning Code Update

78

**Q | Housing**

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

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

Committee Meeting #8 | 4/22/2024 79 Town of Queensbury | Comprehensive Plan & Zoning Code Update

79

**Q | Housing**

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

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

Committee Meeting #8 | 4/22/2024 80 Town of Queensbury | Comprehensive Plan & Zoning Code Update

80

**Q Housing**

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

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

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81

**Q Housing**

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

- *More pedestrian friendly neighborhoods*
- *Oppose*

Committee Meeting #8 | 4/22/2024 82 Town of Queensbury | Comprehensive Plan & Zoning Code Update

82

**Q Housing**

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

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

Committee Meeting #8 | 4/22/2024 83 Town of Queensbury | Comprehensive Plan & Zoning Code Update

83

**Q Actions to Consider Consolidating**

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

&

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

Committee Meeting #8 | 4/22/2024 84 Town of Queensbury | Comprehensive Plan & Zoning Code Update

84

Q

# OUR APPROACH

Committee Meeting #8 | 4/22/2024

85


Town of Queensbury | Comprehensive Plan & Zoning Code Update

85

Q | City of Fulton Example

Community Development Strategy

- 5 Character Areas
- 4 City-Wide Opportunities
- 2 Types of Regulatory Recommendations:
  - General Land Use Regulation
  - Zoning District & Map Amendments
- Link to Fulton Plan: [https://fultonny.org/wp-content/uploads/2024/04/Fulton\\_Comp\\_Plan\\_FINAL-ID-2473647.pdf](https://fultonny.org/wp-content/uploads/2024/04/Fulton_Comp_Plan_FINAL-ID-2473647.pdf)



Committee Meeting #8 | 4/22/2024

86

Town of Queensbury | Comprehensive Plan & Zoning Code Update


86



**Q**

# NEXT STEPS

- Our Homework & Yours



**B & L**

Committee Meeting #8 | 4/22/2024

87

Town of Queensbury | Comprehensive Plan & Zoning Code Update

87

**Q** | **Next Steps**

**B & L**

### B&L Team & CPCSC

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

**B & L**

Committee Meeting #8 | 4/22/2024

88

Town of Queensbury | Comprehensive Plan & Zoning Code Update

88



Q

## Next Steps

**Plan Components:**

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

Committee Meeting #8 | 4/22/2024
90
Town of Queensbury | Comprehensive Plan & Zoning Code Update



## **Public Information Meeting #1 - Summary Notes**

Access the online recording here > [Town of Queensbury Comprehensive Plan and Land Use Codes Update - Zoom](#)

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

#### Barton & Loguidice Consultant Team:

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

#### Members of the Public:

- 12 members of the public

#### Town of Queensbury:

- Stu Baker, Senior Planner

### **Introductions**

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

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

### **1. Project Scope & Schedule**

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



## 2. Comprehensive Planning 101

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

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

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

## 3. Community Profile

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

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

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

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

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

### Strengths



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

### Weaknesses

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

### Opportunities

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

### Threats

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

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

## 5. Next Steps



Queensbury (T) Comprehensive Plan & Zoning Code Update  
Virtual Public Information Meeting #1 Summary

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

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

The meeting ended at 8:35pm.



## **Public Information Meeting #2 - DRAFT Summary Notes**

Access the online recording here > [Town of Queensbury Comprehensive Plan and Land Use Codes Update - Zoom](#)

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

#### Barton & Loguidice Consultant Team:

- Bob Murphy, Jr., AICP
- Morgan Washburn

#### Members of the Public:

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

#### Town of Queensbury:

- Stu Baker, Senior Planner

### **1. Introductions**

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

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

### **2. Project Website Review**

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



### 3. Community Profile Summary

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

Comments from attendees included the following:

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

### 4. Brainstorming Session - Vision

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

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





## 5. Topic Area Stations

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

### Economic Development:

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

### Economic Development Sample Strategy Statements:

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



### Environmental Sustainability:

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

### Environmental Sustainability Sample Strategy Statements:

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



### **Town Services and Infrastructure:**

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

### **Town Services and Infrastructure Sample Strategy Statements:**

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

### **Attractive Recreational Amenities:**

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



### Attractive Recreational Amenities Sample Strategy Statements:

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

### Housing:

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



### Housing Sample Strategy Statements:

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

### Zoning Map:

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

### Land Use Map:

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

### Critical Environmental Areas Map:

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

## 6. Online Feedback Tool

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

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

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

### Economic Development

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

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



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

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

### **Environmental Sustainability**

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

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

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

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

### **Town Services and Infrastructure**

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

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

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

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

### **Attractive Recreational Amenities**

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

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



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

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

## Housing

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

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

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

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

## 7. Next Steps

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

The meeting adjourned at 8:45pm.



## Queensbury (T) Comprehensive Plan & Zoning Code Meeting with Water Superintendent / Director of Wastewater

February 16, 2024 @10am

Zoom Conference Call



### SUMMARY NOTES

#### Attendees:

##### Town of Queensbury:

- Chris Harrington, Water Superintendent / Director of Wastewater

##### Consultant Team

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

#### 1. Overview

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

#### 2. Bob Murphy's Notes

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





### 3. Dan Theobald's Notes

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

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

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

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

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

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

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

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

# APPENDIX B

*Community Outreach Results*

DRAFT

## Barton & Loguidice

Memo To: Town of Queensbury

Date: December 6, 2023

From: Bob Murphy, Jr., AICP  
Barton & Loguidice, DPC

Project No.: 686.021.001

Re: Community Survey Results

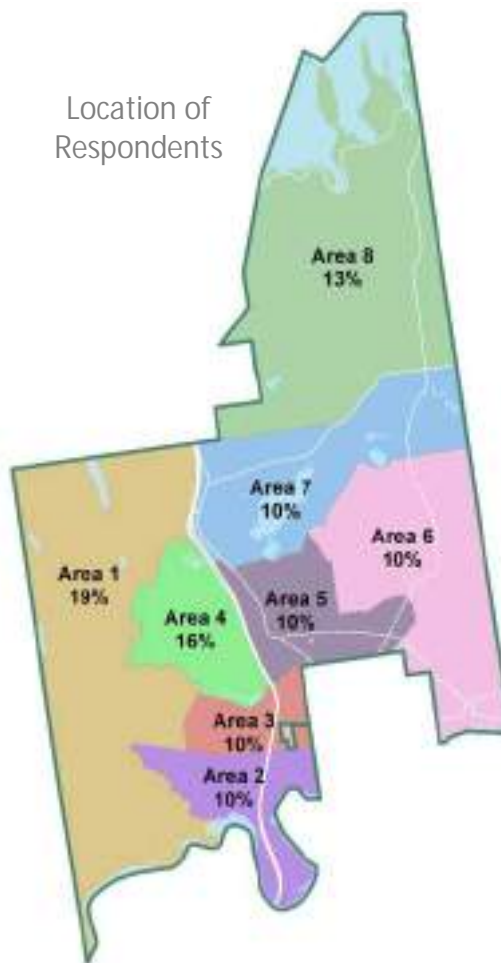
From August 14 to November 20, 2023 the Town of Queensbury solicited feedback via a community survey regarding its Comprehensive Plan Update. The following memo summarizes results from the community survey. The survey was available in both an online and hard copy format and consisted of 15 questions.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

### Who took the survey?

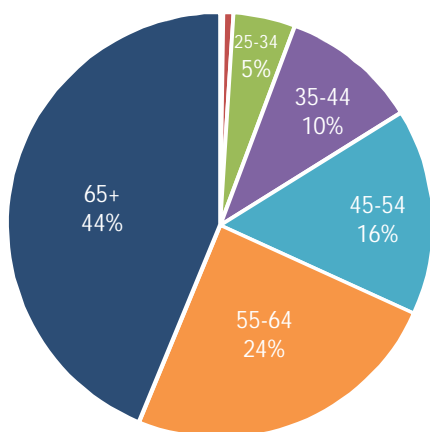
As of December 5, the survey had 795 respondents. 92% of respondents live in the Town of Queensbury. Those who selected "other" stated that they are property owners, seasonal residents, realtors, or have kids that play sports in the Town. 19% of respondents live in Area 1, representing the western portion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

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

Location of Respondents



Age of Respondents



## Why live in Queensbury?

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

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

## Looking Ahead

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

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

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

## Housing / Neighborhoods

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

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

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

### Partnerships / Shared Services

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

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

### Visioning

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

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

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

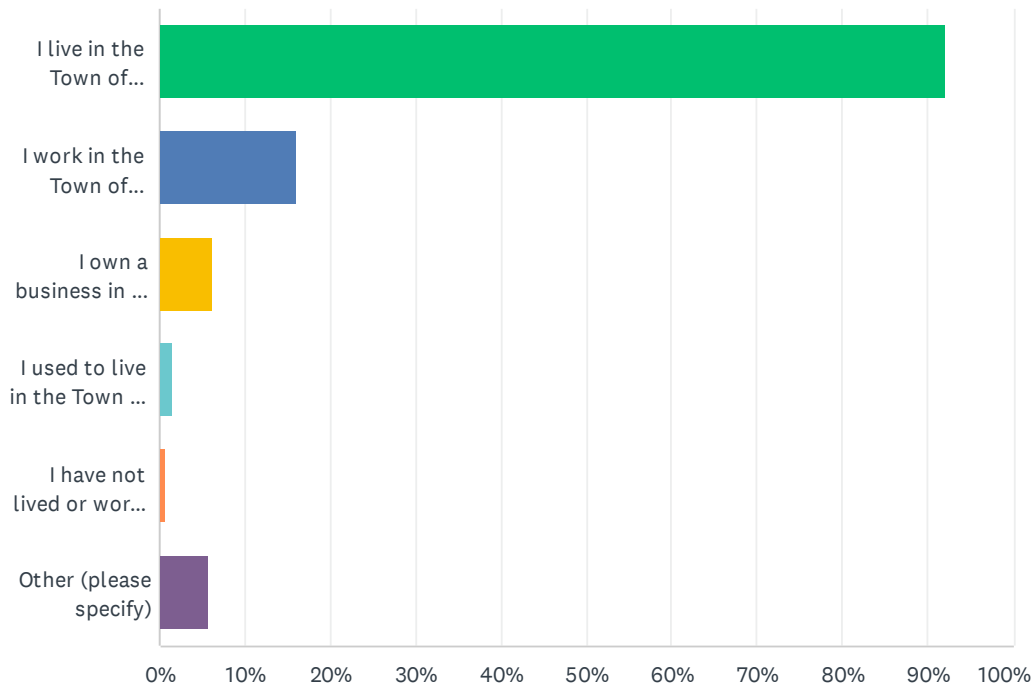
term rentals, tourism management, noise/light pollution, cleanliness and land maintenance, taxes, traffic, and more.

### Next Steps

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

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

Answered: 785 Skipped: 2



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

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

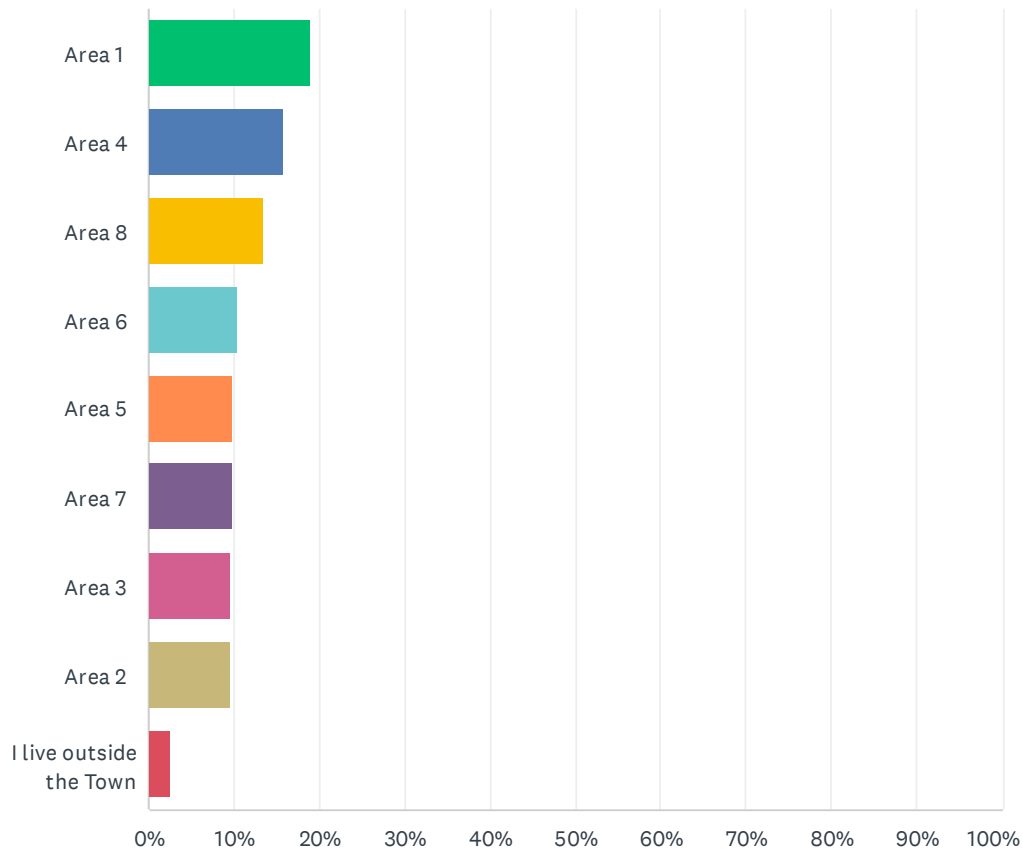
## Town of Queensbury Community Survey

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



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

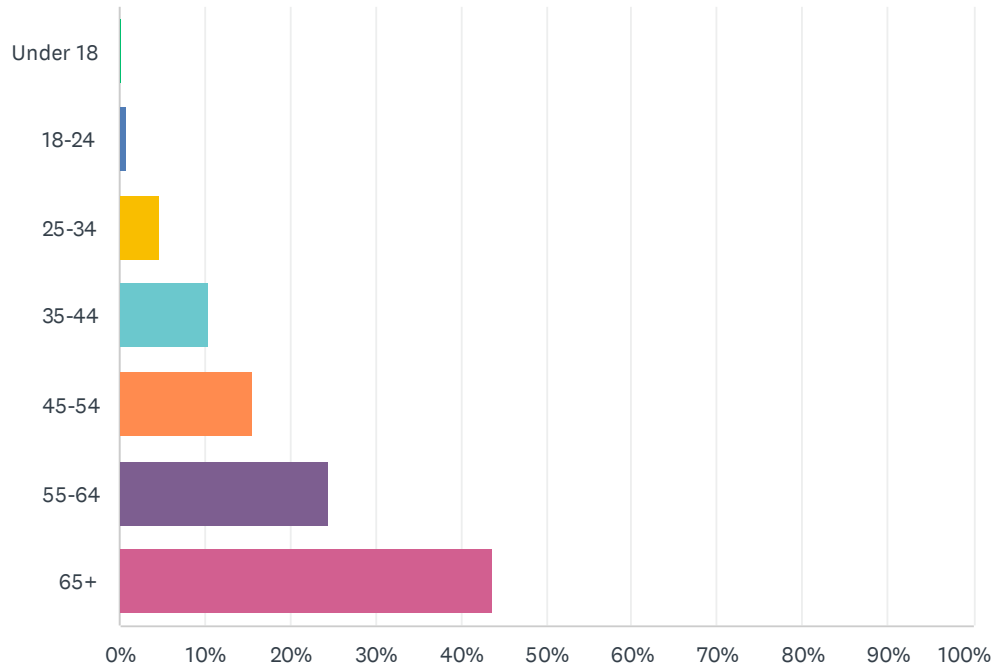
Answered: 785 Skipped: 2



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

### Q3 What age group do you fall in ?

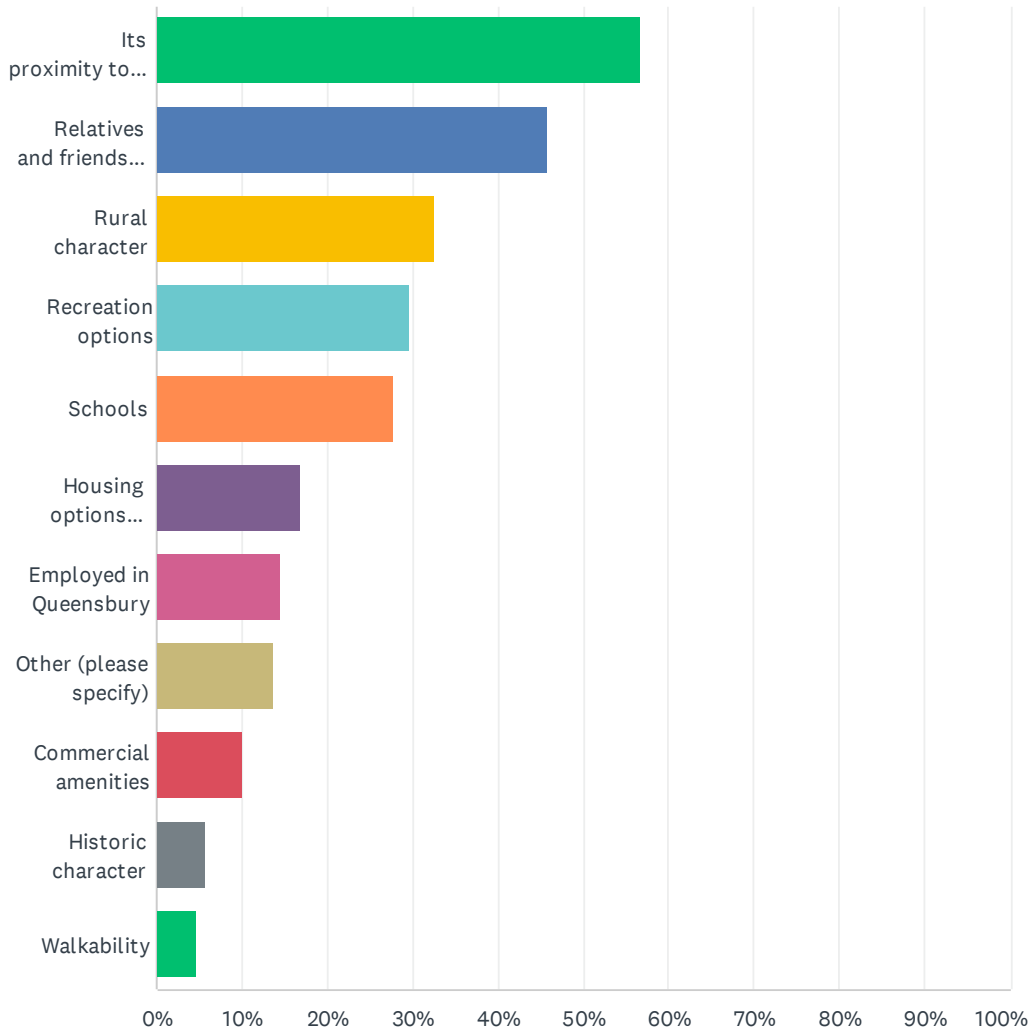
Answered: 786 Skipped: 1



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

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

Answered: 782 Skipped: 5



Town of Queensbury Community Survey

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

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

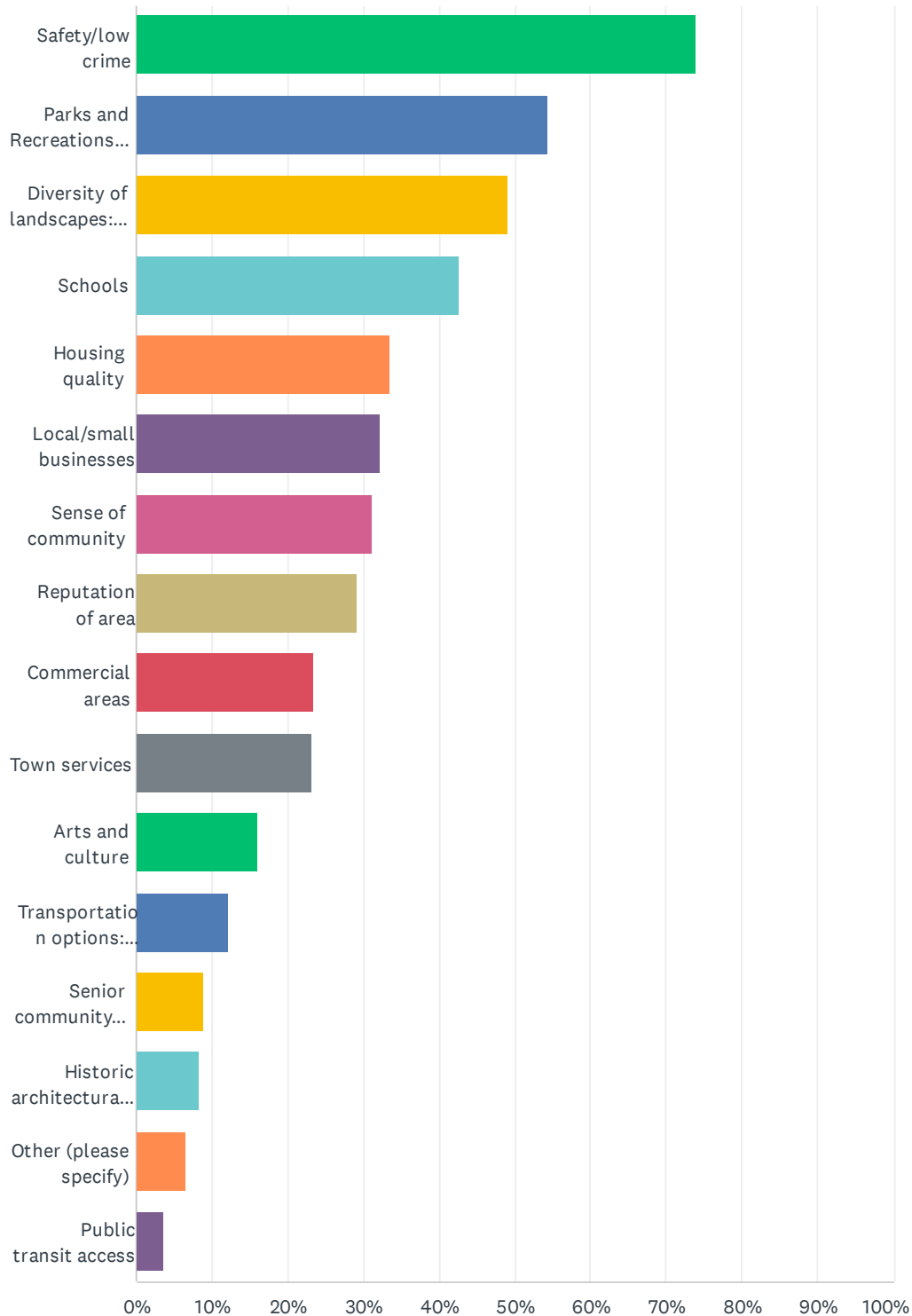
59	i am presently retired	11/14/2023 11:17 AM
60	convenient location	11/14/2023 10:28 AM
61	Nice place to live	11/14/2023 9:14 AM
62	family home	11/14/2023 9:06 AM
63	Born and raised in this area	11/14/2023 8:32 AM
64	Low taxes at the moment but democrats are screwing that up	11/14/2023 12:15 AM
65	Employed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

## Town of Queensbury Community Survey

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

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

Answered: 778 Skipped: 9





Town of Queensbury Community Survey

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

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

## Town of Queensbury Community Survey

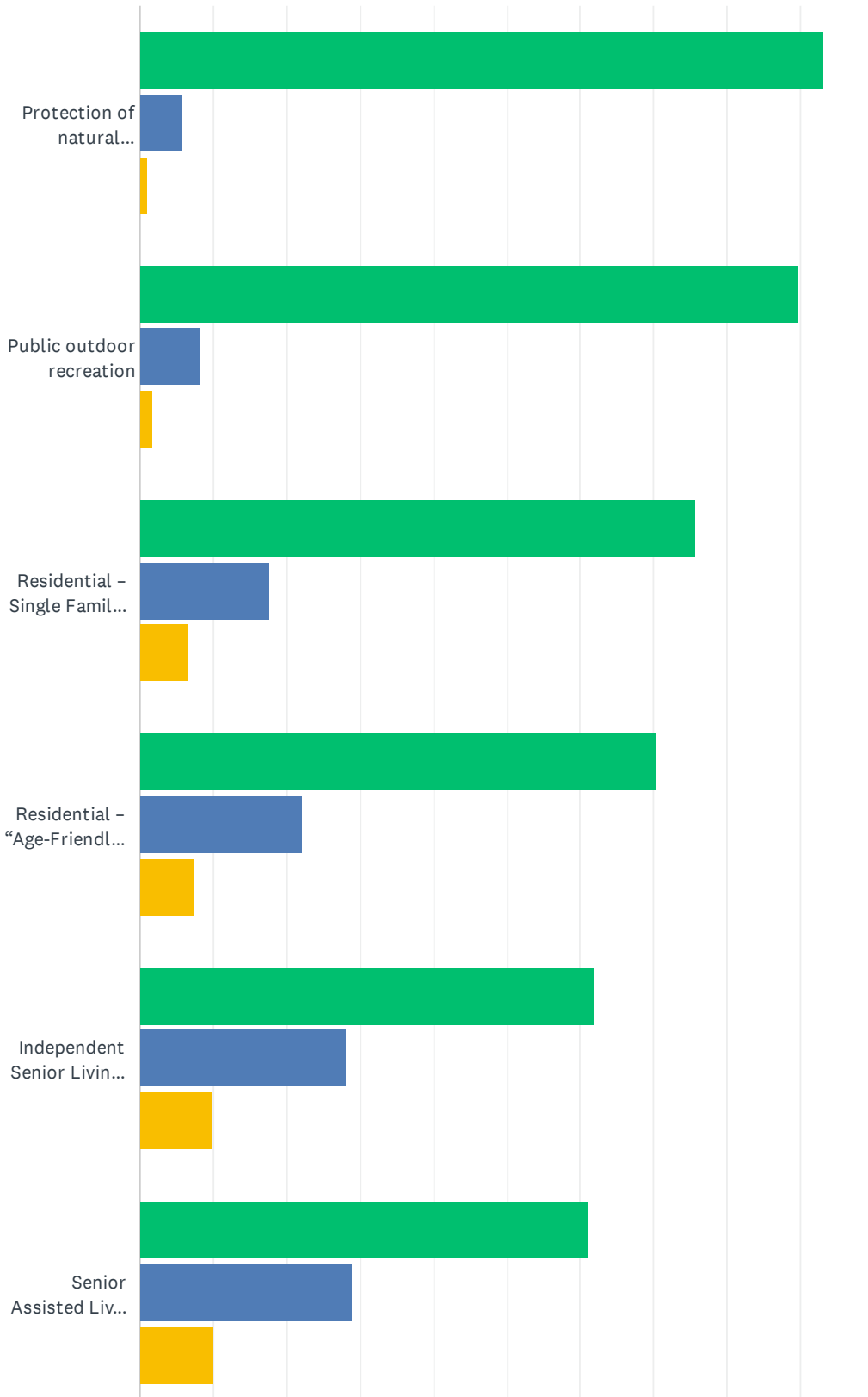
15	Walking/hiking trails	11/18/2023 8:32 AM
16	lake George	11/17/2023 9:59 AM
17	infrequent natural disasters	11/16/2023 7:40 PM
18	quality of life and space	11/16/2023 3:15 PM
19	Grew up here	11/16/2023 3:13 PM
20	Hunting.fishing,gardening access	11/14/2023 3:20 PM
21	FOR THE SERVICES I USE TAXES ARE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

Town of Queensbury Community Survey

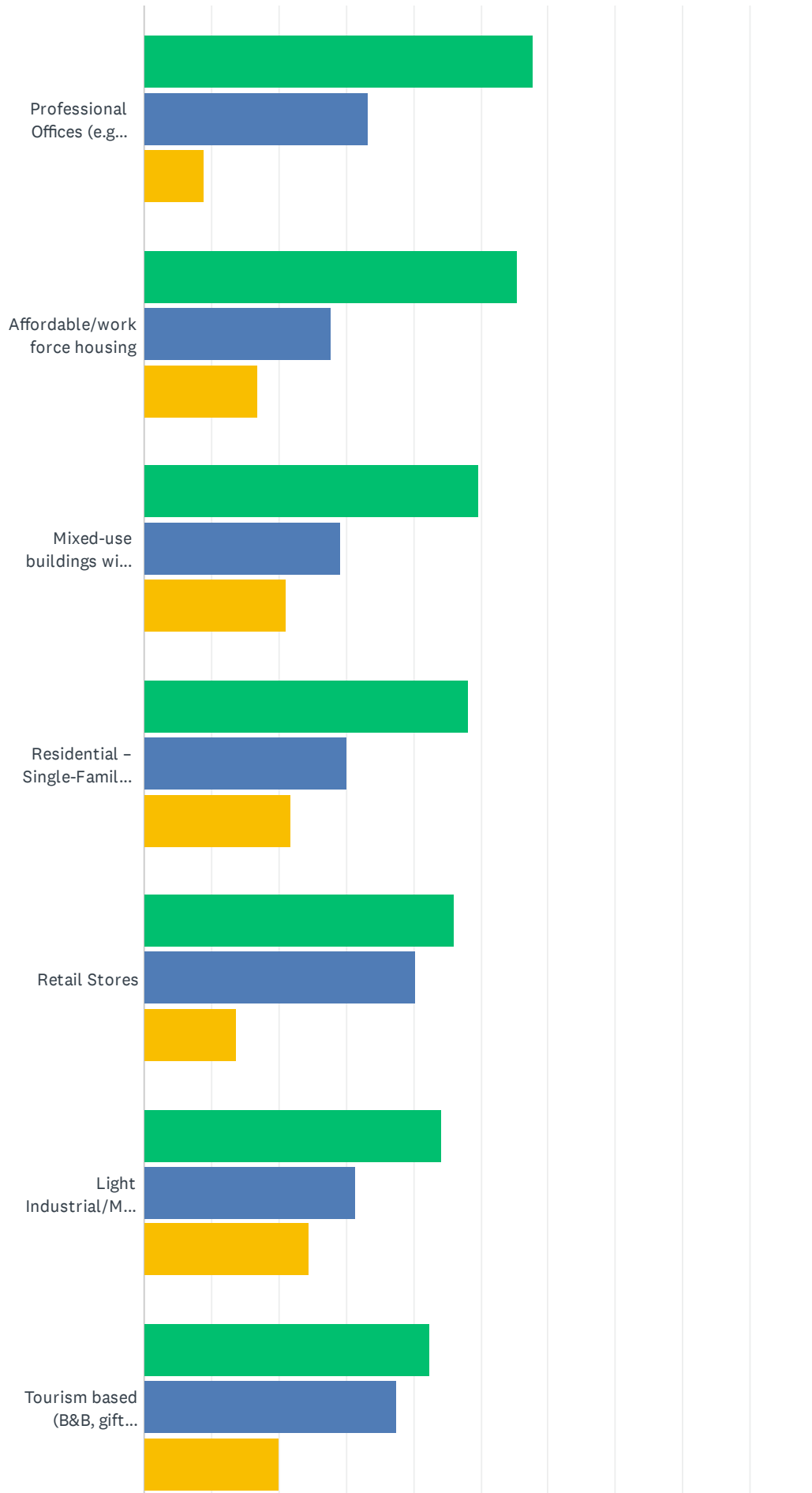
50	Near Glens Falls for library and restaurants	8/26/2023 9:38 AM
51	Lower cost of living	8/25/2023 12:25 PM

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

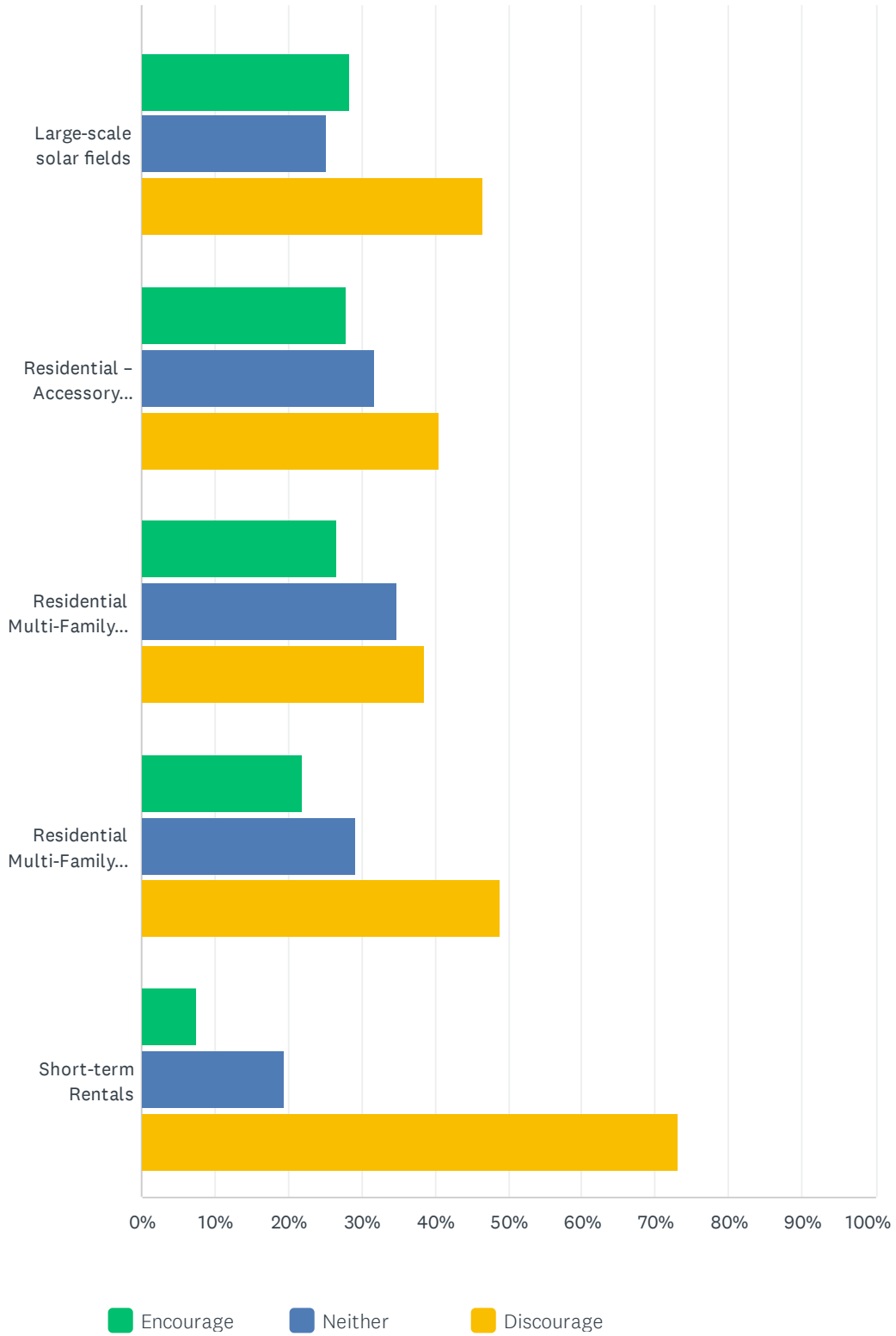
Answered: 778 Skipped: 9



# Town of Queensbury Community Survey



# Town of Queensbury Community Survey



Town of Queensbury Community Survey

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

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

Answered: 222 Skipped: 565

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



## Town of Queensbury Community Survey

developer's burden. Further, seniors require greater health care and emergency services (ambulance calls & fire calls), which we are not staffed for at this time, therefore we do not have the capacity in current systems to meet these needs. Our communities are dependent on volunteer fire and emergency services and are already having a hard time recruiting volunteers. Air BnB's are not helping either, as they consume services, but do not add value to the volunteer agencies. Lastly, we have insufficient public transportation to accommodate seniors who can no longer drive, and must rely on cabs, busses, Ubers (which are not readily available in some of our area) or volunteer transportation services.

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

this get rid of good awful zombie houses and ghetto homes and put up nicer homes but it's too late now

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

## Town of Queensbury Community Survey

space with a centralized park for when main st. Develops.

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

## Town of Queensbury Community Survey

businesses and single family homes but be wary of low income housing that will change the demographic which will effect safety/crime and strain our health care system. More light manufacturing could be good for the economic health of our area.

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



## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

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

Answered: 346 Skipped: 441

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

Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

Town of Queensbury Community Survey

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



## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

specialists instead of having to drive to Albany for them. More retail shops (not big corporations) would be nice.

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

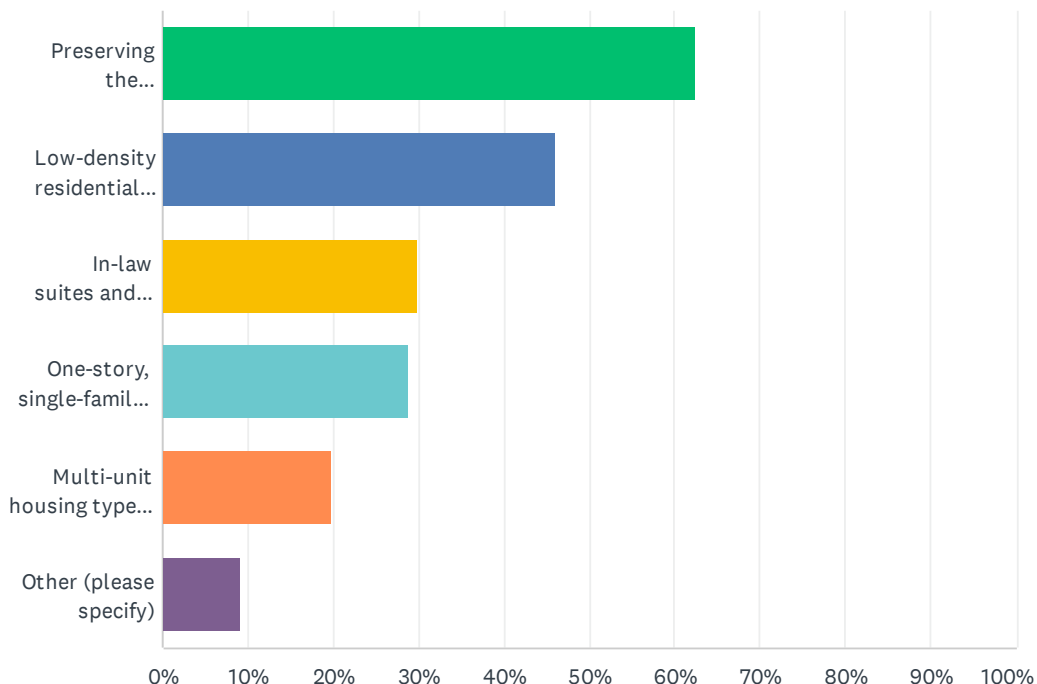
292	Bookstore	8/26/2023 9:38 AM
293	Bjs and Costco	8/25/2023 11:11 PM
294	Super Market	8/25/2023 10:49 PM
295	Various stores found in Saratoga. Examples: Book store (similar to Barnes and noble), beauty store (similar to Ulta)	8/25/2023 10:42 PM
296	Businesses are too spaced out requiring a lot of driving.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

## Town of Queensbury Community Survey

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

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

Answered: 759 Skipped: 28



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

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

## Town of Queensbury Community Survey

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



## Town of Queensbury Community Survey

systems. Why have regulations if you can waive them for no good reason.

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

## Town of Queensbury Community Survey

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

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

Answered: 284 Skipped: 503

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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



## Town of Queensbury Community Survey

197	Area 1, 6, and 8	9/26/2023 11:26 AM
198	high density near services	9/25/2023 9:47 PM
199	Area 6,7 or 2	9/25/2023 5:34 PM
200	In current PUDs and residentially zoned areas. Variances to zoning law for increased density should not be approved.	9/25/2023 3:42 PM
201	Where it already is and no more	9/25/2023 11:25 AM
202	Out of sight of major highways	9/16/2023 10:31 AM
203	Some of the acreage that we have zoned Ic25	9/14/2023 12:32 PM
204	Near school.	9/14/2023 10:15 AM
205	Close to transportation corridors and services. Old Aviation Mall site would be ideal.	9/14/2023 9:59 AM
206	where all the vacant land is that hasn't sold in years	9/14/2023 8:05 AM
207	Ridge rd, West mtn rd, Bay rd areas.	9/13/2023 4:38 PM
208	close to or within the commercial areas ,and close to I-87	9/13/2023 4:26 PM
209	Central to school and accessible to commercial businesses and public transportation	9/12/2023 3:19 PM
210	I look at the new development at the end of John Clendon Road and say to myself, that is what good looks like when it comes to responsible zoning/planning.	9/11/2023 1:43 PM
211	Exit 18 area is essentially the last area with substantial development opportunities. Density for single family housing needs to be relaxed by at least half to allow more affordable development opportunities.	9/11/2023 1:14 PM
212	In-law suites should be permitted in any home. As long as it is never used as a short term rental.	9/10/2023 10:56 PM
213	vacant lots on Route 9	9/8/2023 12:26 PM
214	Where each type of housing or businesses will not disrupt the quality and character of existing neighborhoods	9/5/2023 6:13 PM
215	Preserve agricultural lands. Utilize Transfer of development rights to preserve it and direct development where it already exists.	9/5/2023 1:51 PM
216	downstate	9/5/2023 11:20 AM
217	Main and Route 9 as those areas are already dense and have the water and sewer systems.	9/4/2023 6:58 PM
218	Bay rd and Ridge rd above Haviland	9/4/2023 1:54 PM
219	The best urban-rural planning works by concentrating multi-housing within a narrow area and then having lower-residential housing farther out from the main core. This helps with walkability and concentration of resources. At the same time, attention can be given to preserving and creating public areas within that more congested area. Queensbury has a strange mix (unplanned) of high-density and rural areas right now, and an effort should be made to preserve that mix while implementing cute planned areas of high density.	9/4/2023 12:13 PM
220	Less Rental properties. Homeownership strengthens finances. Builders need to encourage affordable homeownership instead of the glutting the market with rentals.	9/3/2023 6:01 PM
221	All properties located on main roads (w mountain, Peggy Ann, Sherman, Luzerne) should be allowed to have in law or similar apartments. Homes in realty subdivisions could be allowed based on available utilities and lot sizes. This should be done without going to the zoning board of appeals and begging for their permission to find end of life housing for elderly parents.	9/2/2023 2:49 PM
222	The character of each neighborhood should be maintained	9/1/2023 9:46 PM
223	It appears that the area near the college has a lot of space and infrastructure to support some more housing development.	9/1/2023 8:11 PM
224	Along Bay, Quaker, Glen	8/31/2023 9:30 AM

## Town of Queensbury Community Survey

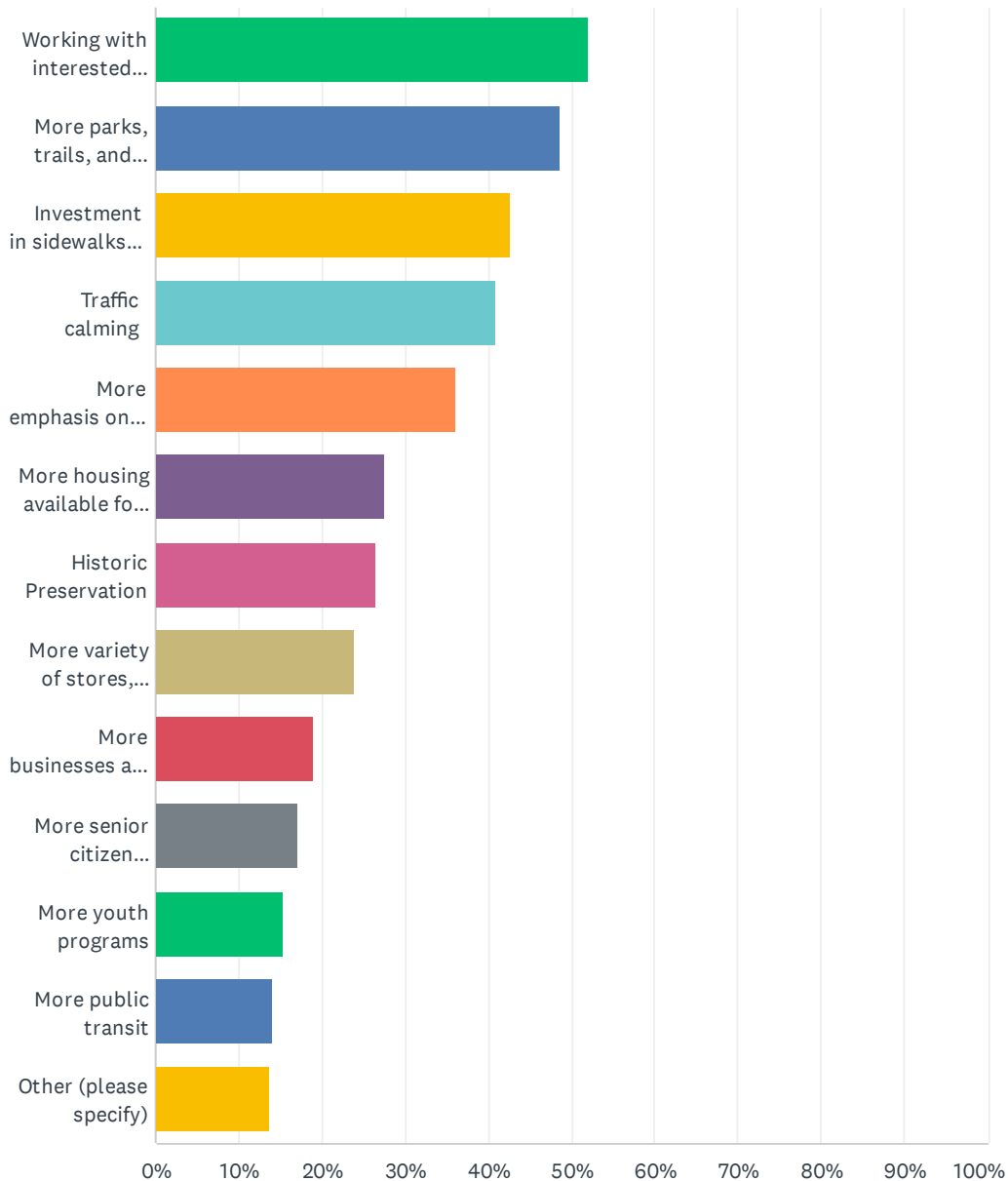
225	Fix up and clean up some of the run down homes. Use those to rent out. We have people desperately searching for AFFORDABLE rentals, and 1200 for 2 bdrms is NOT affordable for single parents with children	8/31/2023 7:28 AM
226	toward Glens Falls	8/30/2023 4:58 PM
227	In areas that are already developed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

## Town of Queensbury Community Survey

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

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

Answered: 751 Skipped: 36



Town of Queensbury Community Survey

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

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

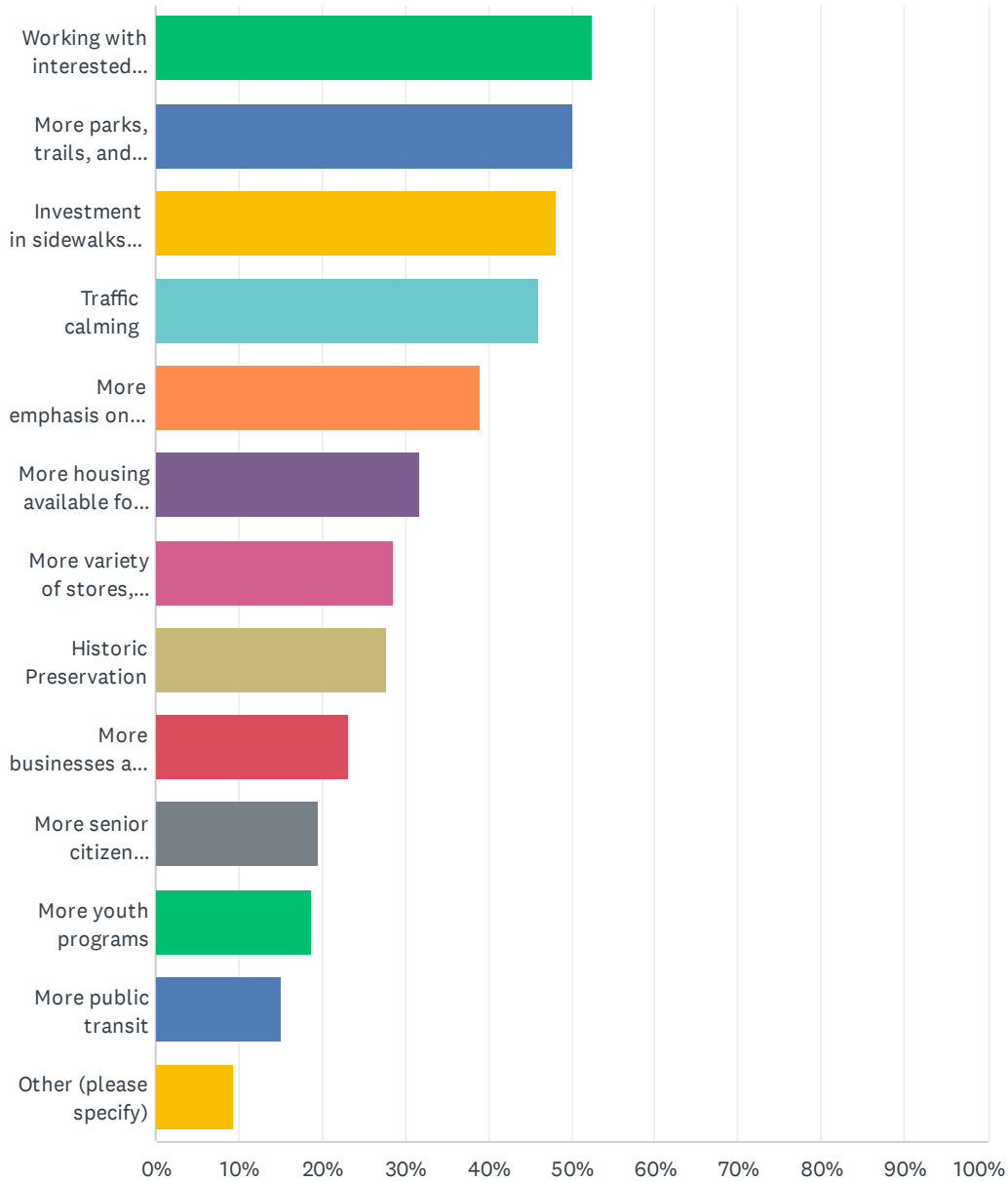
## Town of Queensbury Community Survey

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



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

Answered: 732 Skipped: 55



Town of Queensbury Community Survey

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

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

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

Answered: 231 Skipped: 556

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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



## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

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

Answered: 498 Skipped: 289

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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



## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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



## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Q15 The one thing this survey failed to address is:

Answered: 306 Skipped: 481

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

somebody is going to get killed at that intersection. This needs to be a high priority.

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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



## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

would fall on the backs of home owners while the developers get other breaks like the place on blind rock and bay got from the town.

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

## Town of Queensbury Community Survey

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

## Town of Queensbury Community Survey

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



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

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

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

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

1. *Put service roads behind the outlets on both sides to make it easier for traffic to move between plazas. Have the traffic do a merge on the north way heading north from the Service road that would be parallel to the Northway. Add an off ramp from I87 to 149 by the shoe store at 149.*
  - a. *An excellent suggestion, the Outlets traffic flow problem on Route 9 which extends to Rt 149 is a LONG OVERDUE issue that need to be resolved.*
2. *Make the light green heading north and south on Bay Road and blinking red on the crossroad during evening/ night*
3. *Crosswalk signal does not work at Route 9 Sweet Road intersection*
4. *Have a flashing yellow turn light at Upper Glen Street intersection to Queensbury Plaza as many times cars sit here when there are no cars coming down Glen street*
5. *Vandusen and Corinth intersection is a very dangerous corner. Some type of traffic control is required*
6. *There needs to be a light at the Cornth Rd / Carey Rd intersection. Early mornings and afternoons traffic is backed up from Stewart's to past this intersection.*
  - a. *I see nothing wrong with that intersection. We do not need more stop lights or stop signs on Corinth road, at this time.*
7. *No left hand turn in or out of Stewart's (Big Bay Rd / Corinth Rd), daily accidents or near misses, when the light can be used.*
8. *There should be a left turn lane from Corinth Road into Fast Trac, Holiday Inn.*
9. *A red light on Luzerne road, for no reason besides to delay traffic flow on Luzerne Road.*
10. *There should be a left turn lane going from Luzerne Road to Media Drive.*
11. *Town needs to be in contact with the State about the extreme need for the Exit 20 bridge to be replaced. With the amount of traffic, especially the trucks driving to and from VT, this original bridge needs more than it's recent band-aids.*
12. *We need a Wal-Mart exit from the Northway (just from the North bound lane to get into Wal-Mart / Rt 9*



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

The other general transportation comments were:

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

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

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





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

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

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



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

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

#### Short Term Rentals:

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



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

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

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

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

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

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



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

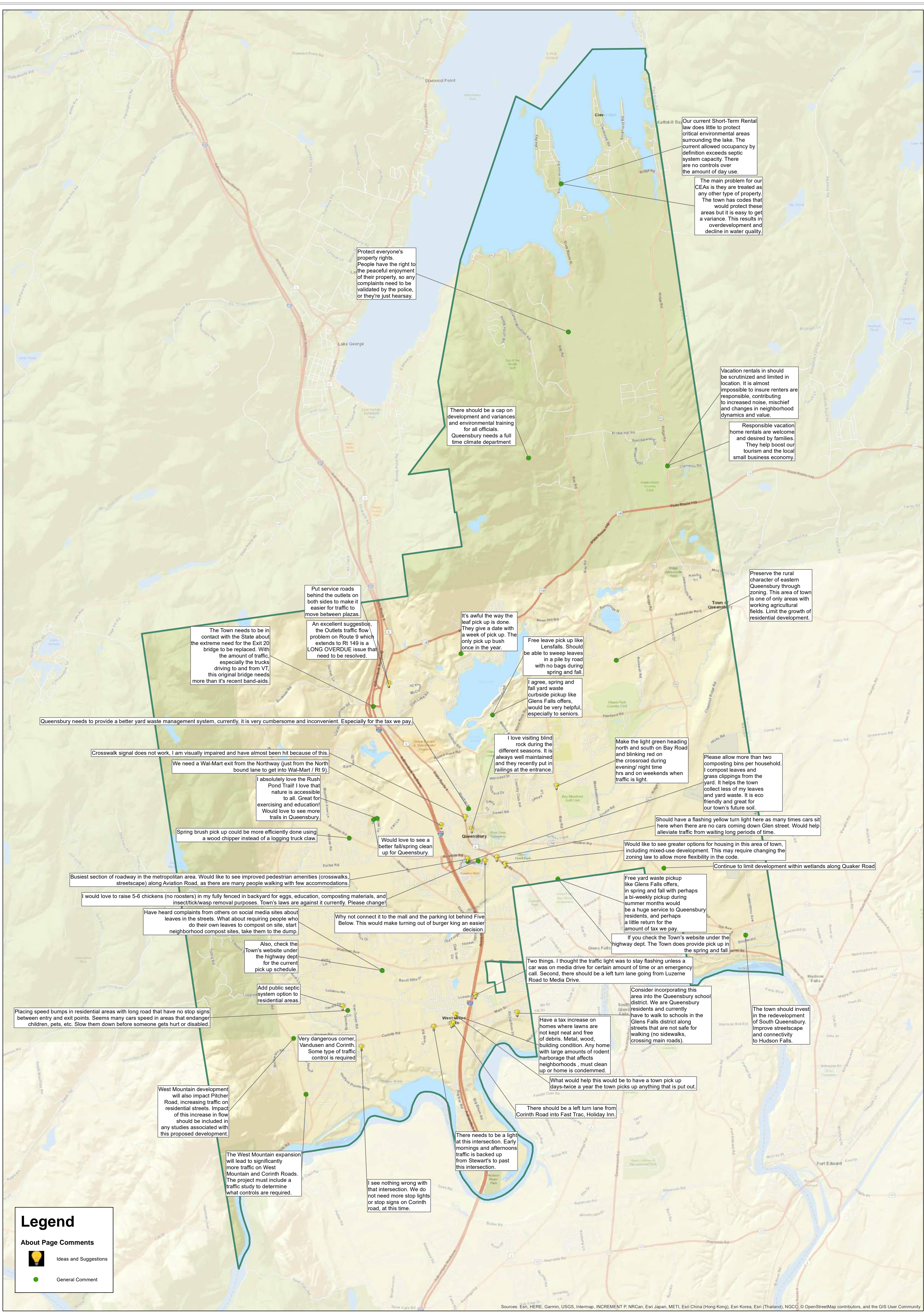


Many of the comments on the Environmental page were regarding zoning and variances. Respondents feel that there are too many variances and that stricter zoning laws are needed in the Town. Specific comments included the following:

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



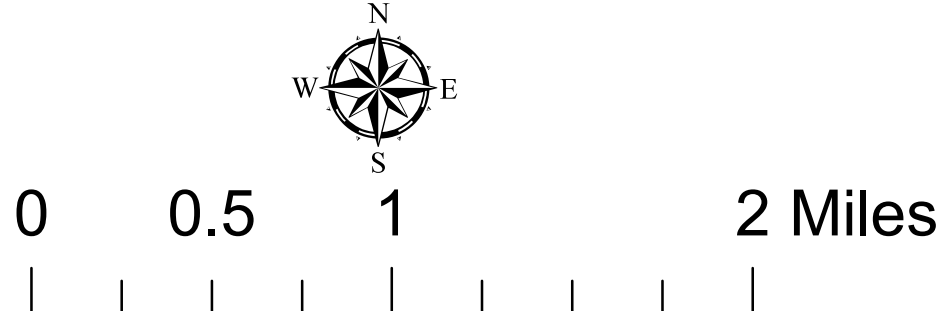
- road oils, asphalt chemicals, winter road salt, as well as potential harmful nutrients from adjacent properties. Remediation as to drainage and width needs to occur*
76. *Per the Glens Falls Drinking Water Source selection plan, it recommends requiring septic transfer inspections in their "watershed"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

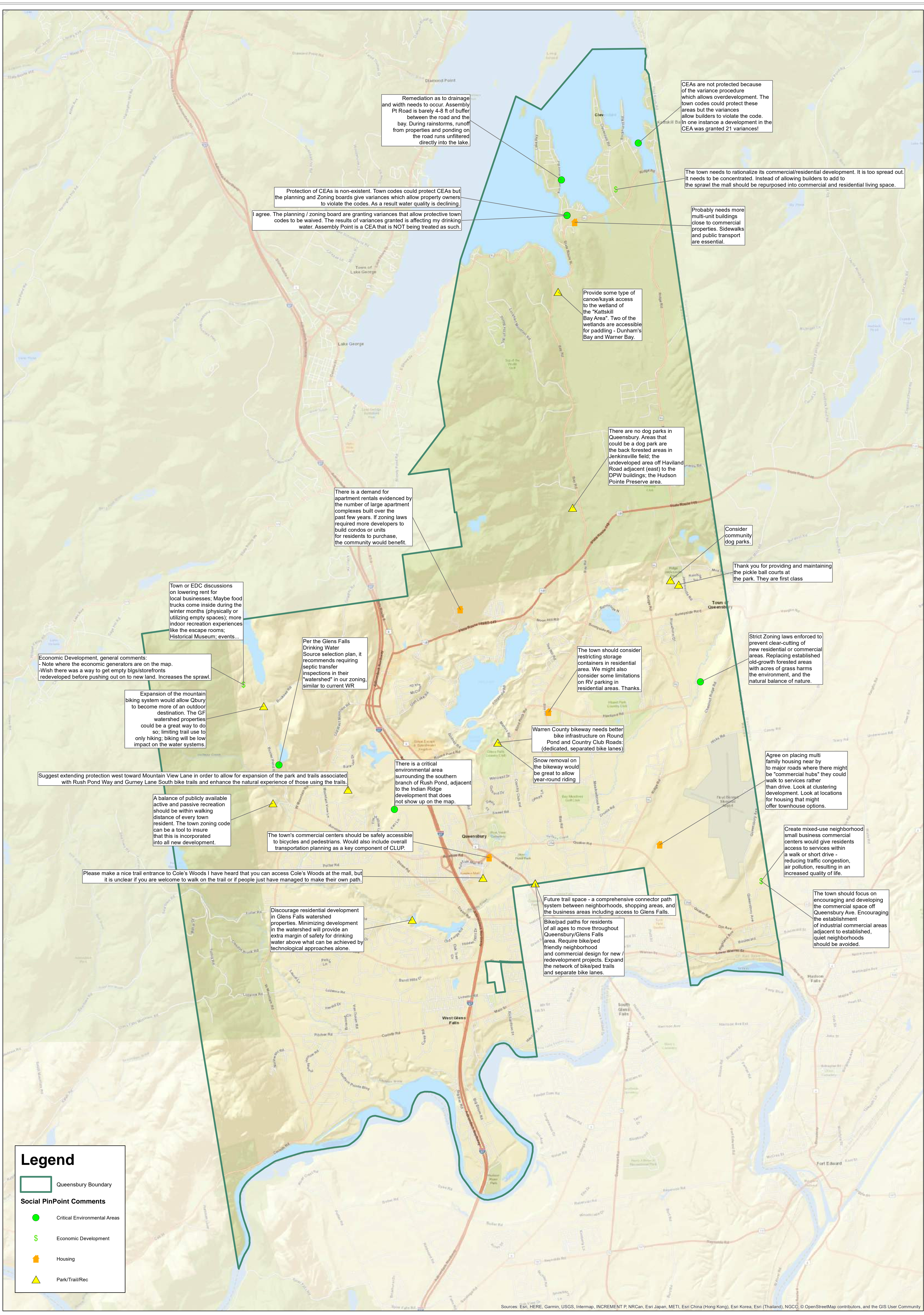


**Legend**

About Page Comments

- Ideas and Suggestions
- General Comment





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

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

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

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

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

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

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

Consider community dog parks.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

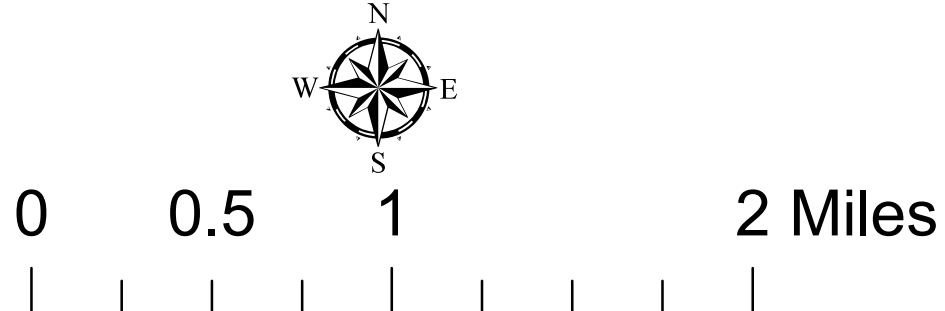
Future trail space - a comprehensive connector path system between neighborhoods, shopping areas, and the business areas including access to Glens Falls. Bike/ped paths for residents of all ages to move throughout Queensbury/Glens Falls area. Require bike/ped friendly neighborhood and commercial design for new / redevelopment projects. Expand the network of bike/ped trails and separate bike lanes.

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

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

**Legend**

- Queensbury Boundary
- Social PinPoint Comments**
- Critical Environmental Areas
- Economic Development
- Housing
- Park/Trail/Rec



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























# APPENDIX C

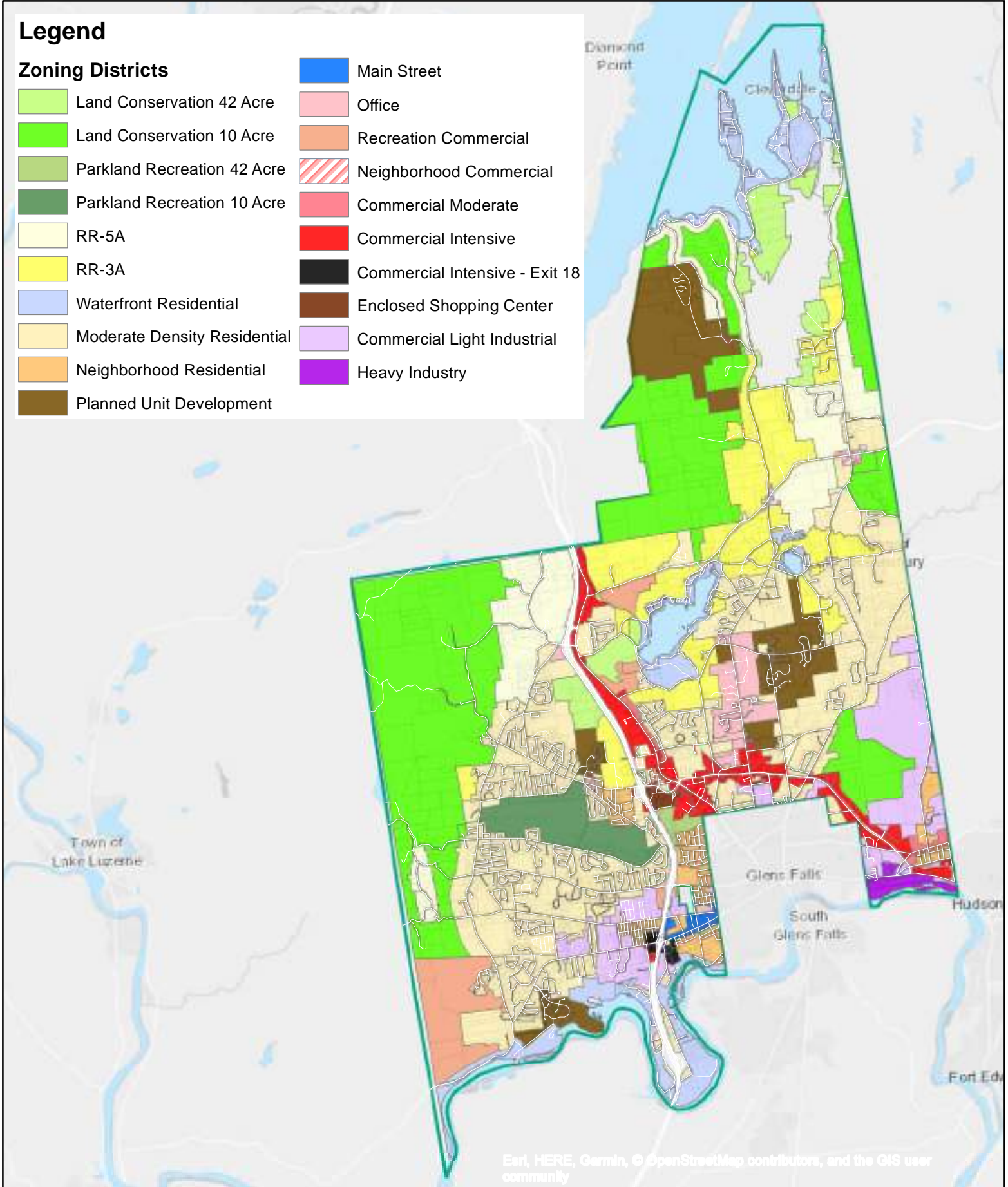
*Mapping*

Draft

# Legend

## Zoning Districts

- |  |                              |   |                                |
|--|------------------------------|---|--------------------------------|
|  | Land Conservation 42 Acre    |  | Main Street                    |
|  | Land Conservation 10 Acre    |  | Office                         |
|  | Parkland Recreation 42 Acre  |  | Recreation Commercial          |
|  | Parkland Recreation 10 Acre  |  | Neighborhood Commercial        |
|  | RR-5A                        |  | Commercial Moderate            |
|  | RR-3A                        |  | Commercial Intensive           |
|  | Waterfront Residential       |  | Commercial Intensive - Exit 18 |
|  | Moderate Density Residential |  | Enclosed Shopping Center       |
|  | Neighborhood Residential     |  | Commercial Light Industrial    |
|  | Planned Unit Development     |  | Heavy Industry                 |












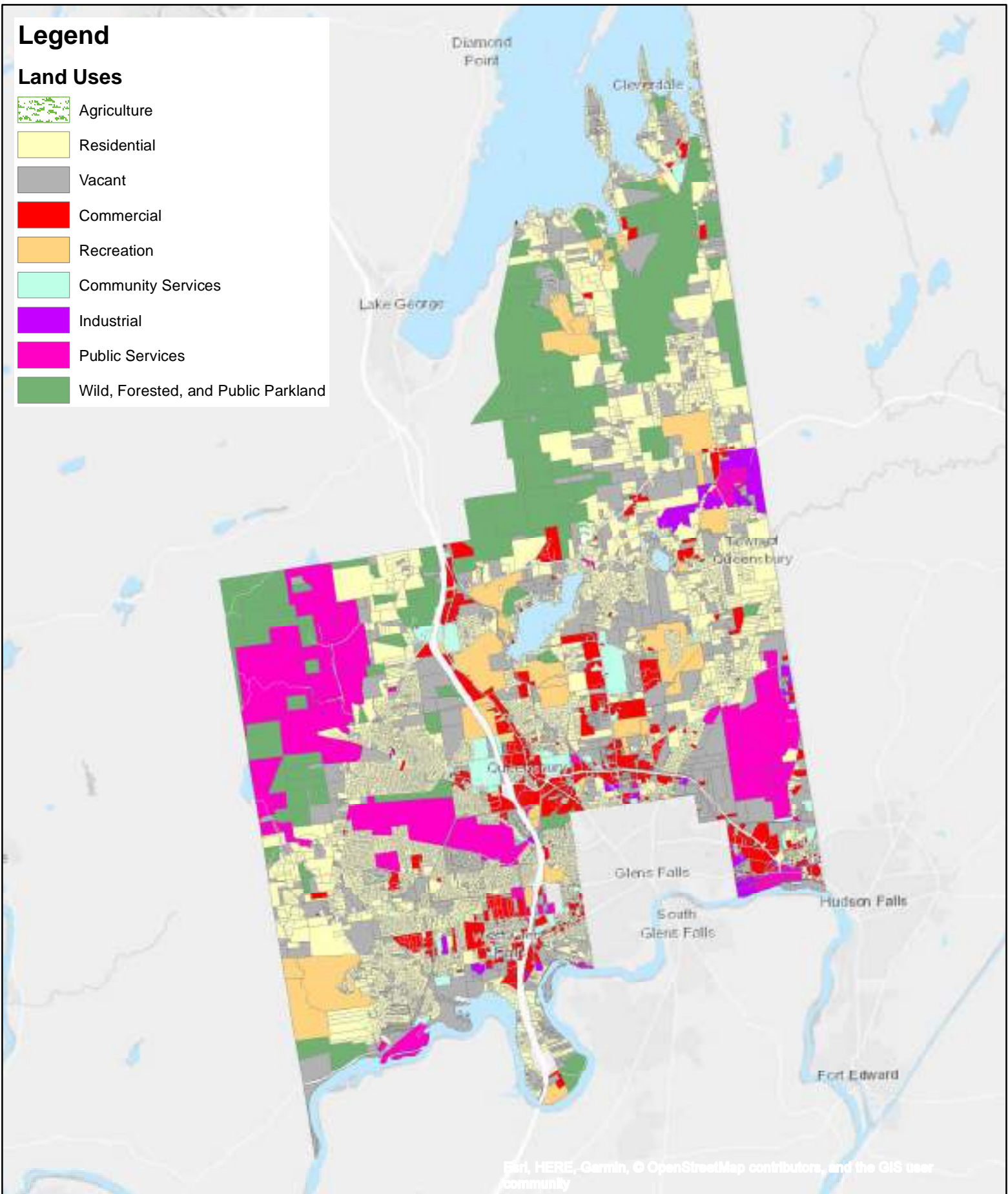
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# Legend

## Land Uses

-  Agriculture
-  Residential
-  Vacant
-  Commercial
-  Recreation
-  Community Services
-  Industrial
-  Public Services
-  Wild, Forested, and Public Parkland



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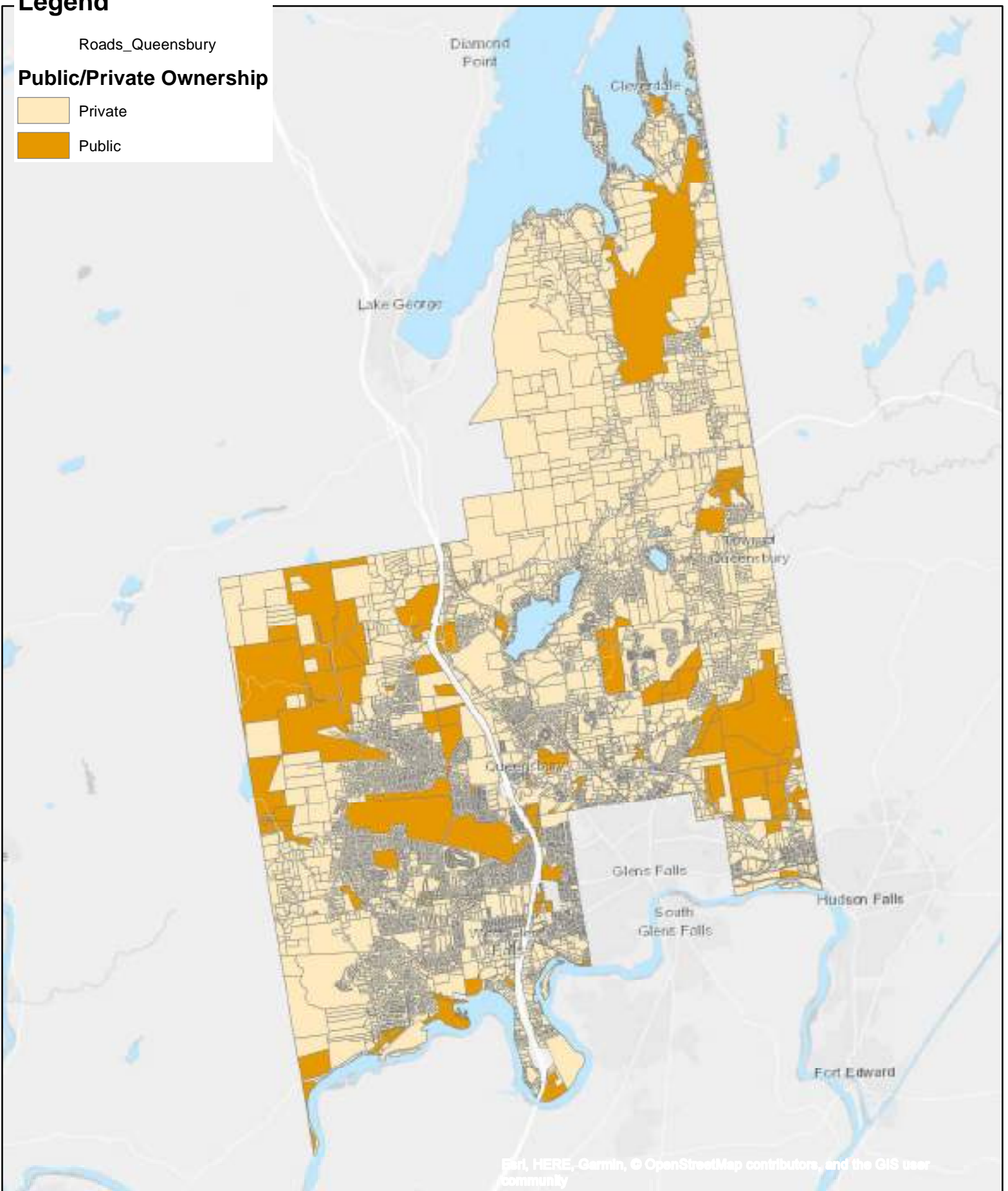


# Legend

Roads\_Queensbury






## Public/Private Ownership

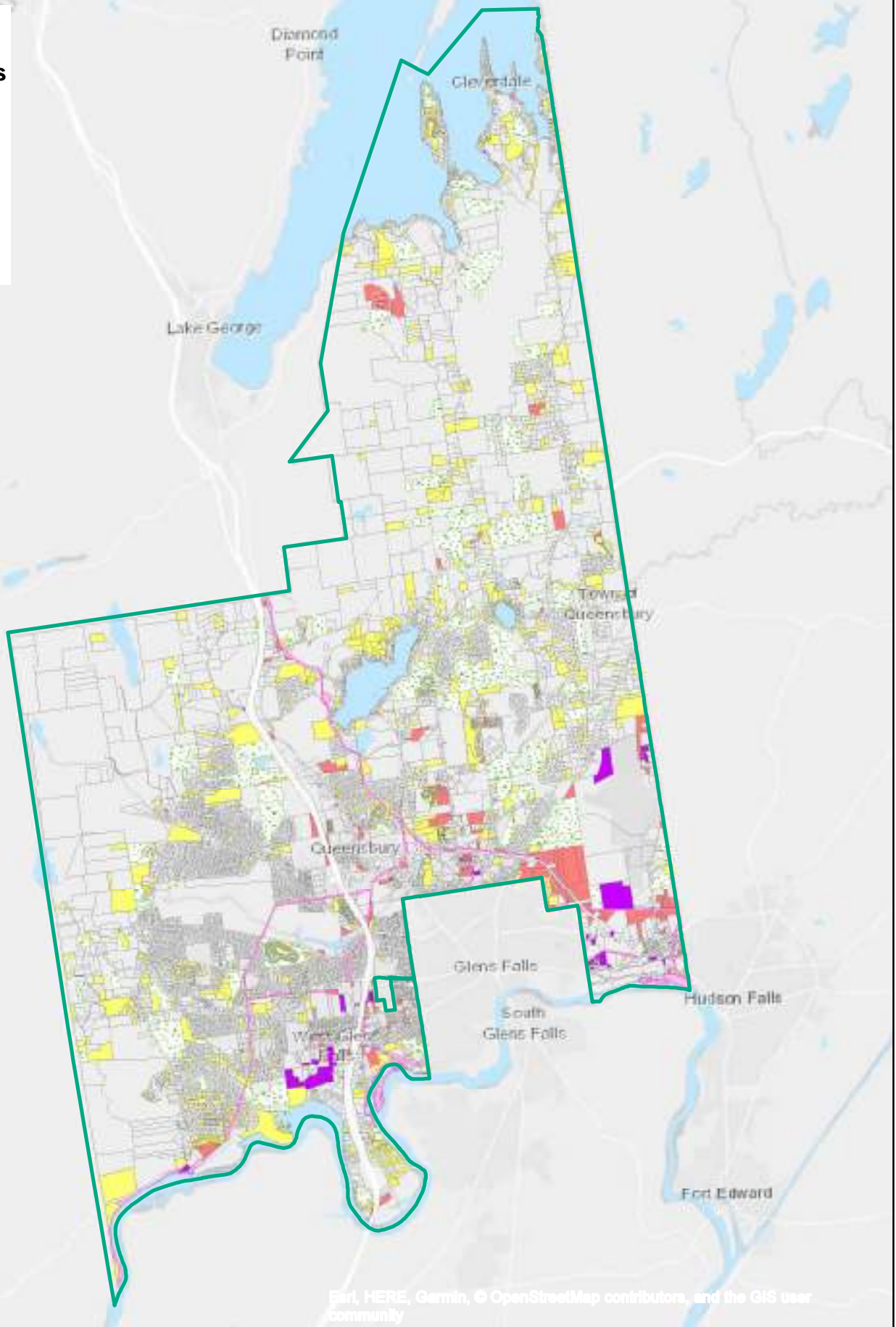
- Private
- Public



# Legend

## Vacant Parcel Types


-  Agriculture
-  Residential
-  Commercial
-  Industrial
-  Public Utility

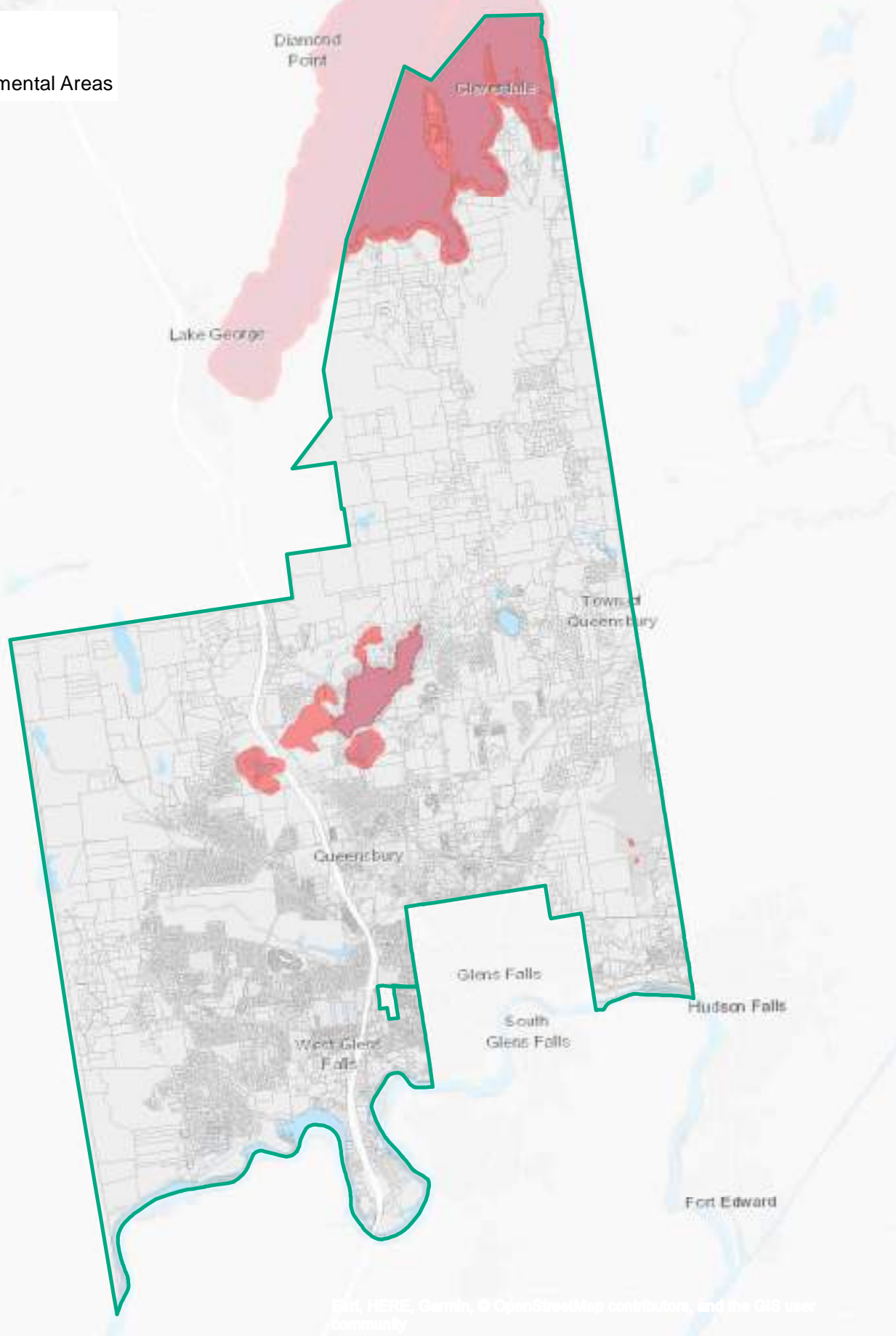


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# Legend






 Critical Environmental Areas

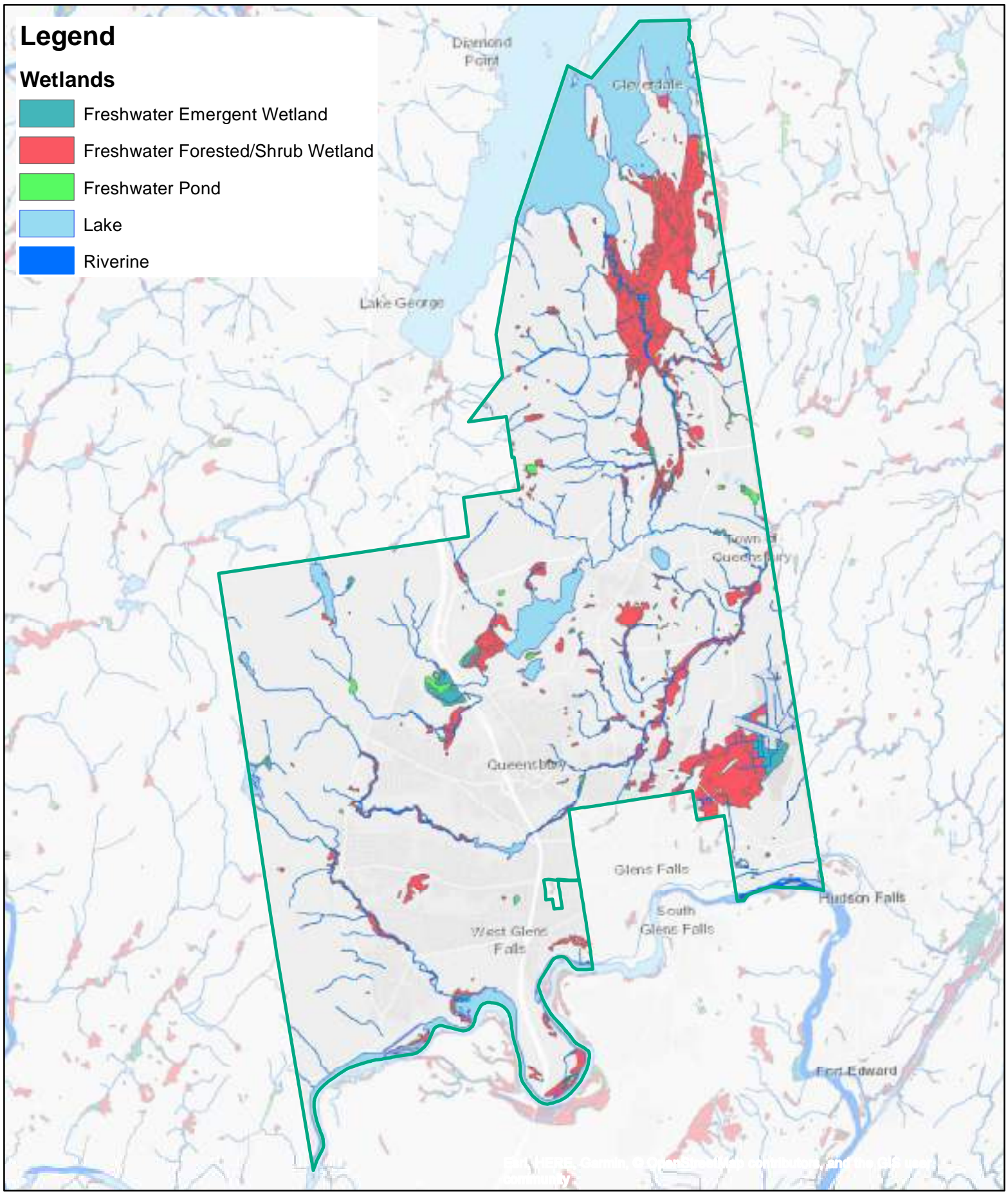


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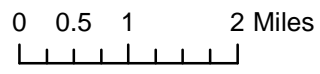
# Legend

## Wetlands

-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Lake
-  Riverine



Map by HERE, Garmin, © OpenStreetMap contributors, and the GIS user community




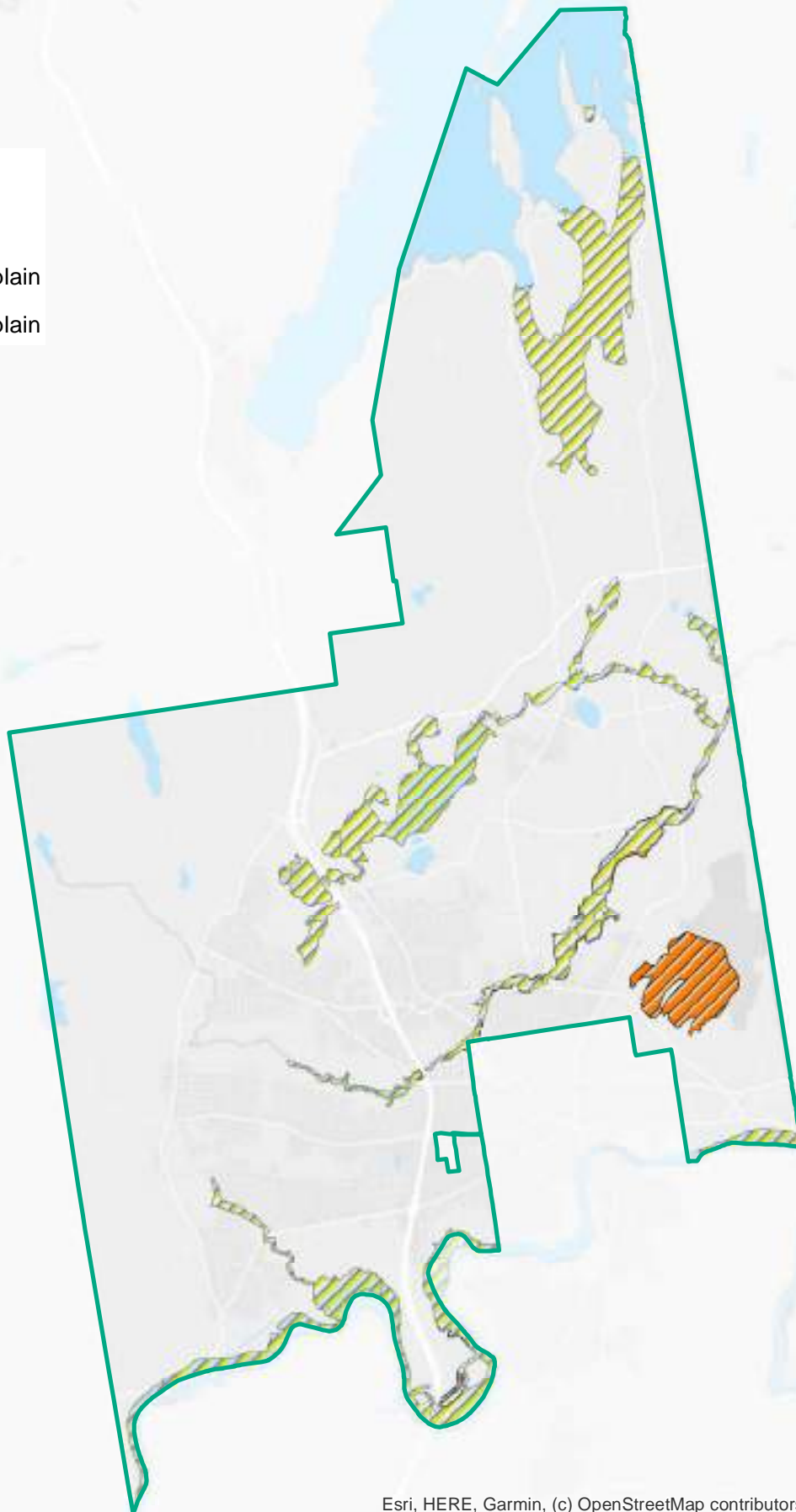
Town of Queensbury  
**Wetlands Map**  
Warren County 2024 New York

Figure  
**6**  
Project  
No.  
686.021

# Legend

## Floodplains

-  100 Year Floodplain
-  500 Year Floodplain




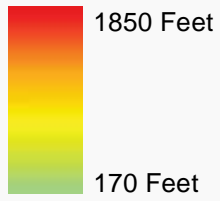
Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community




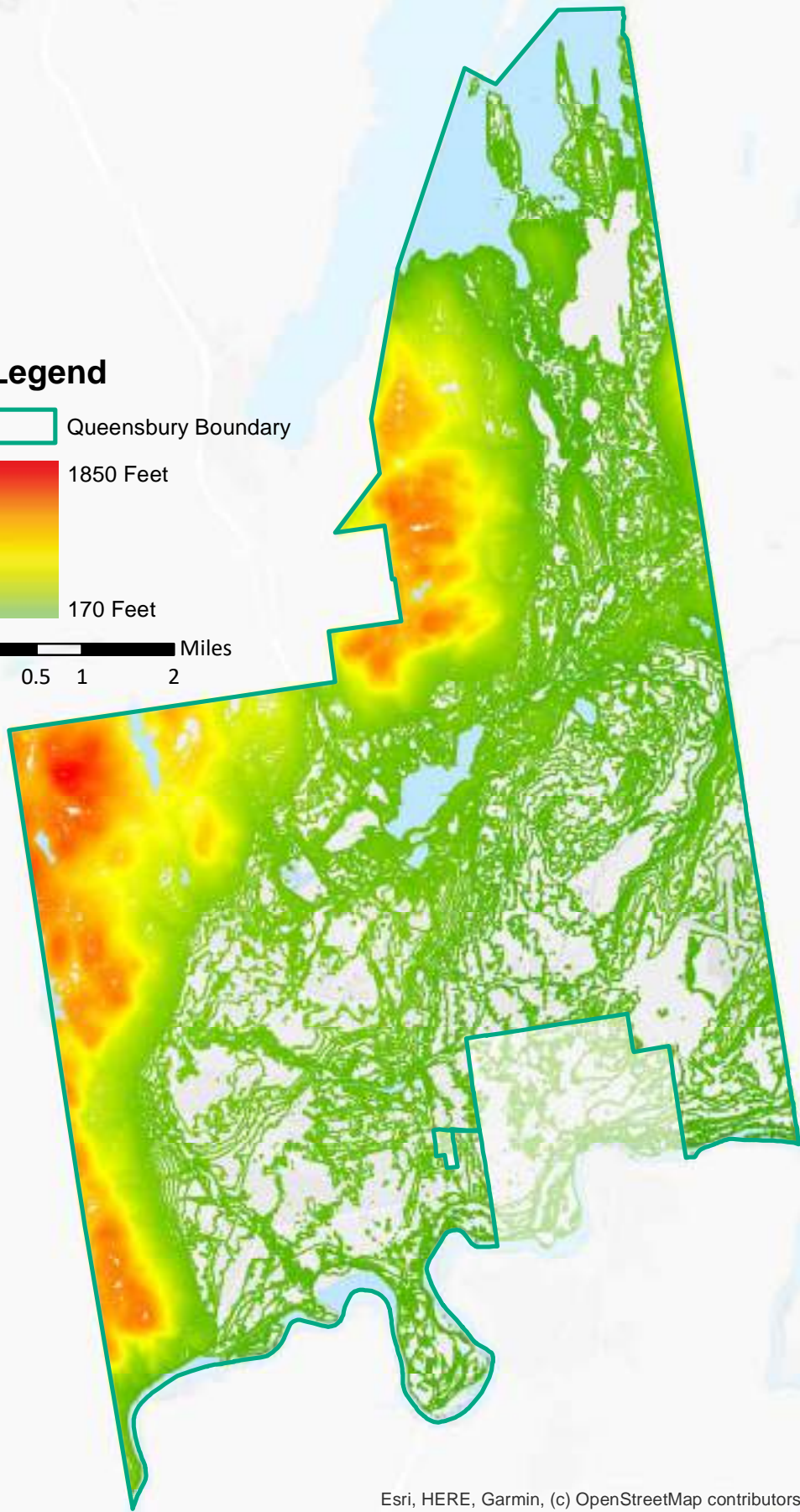


### Legend

 Queensbury Boundary




 Miles  
0 0.5 1 2



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0 0.5 1 2 Miles  


Town of Queensbury

**Topography Map**

Warren County

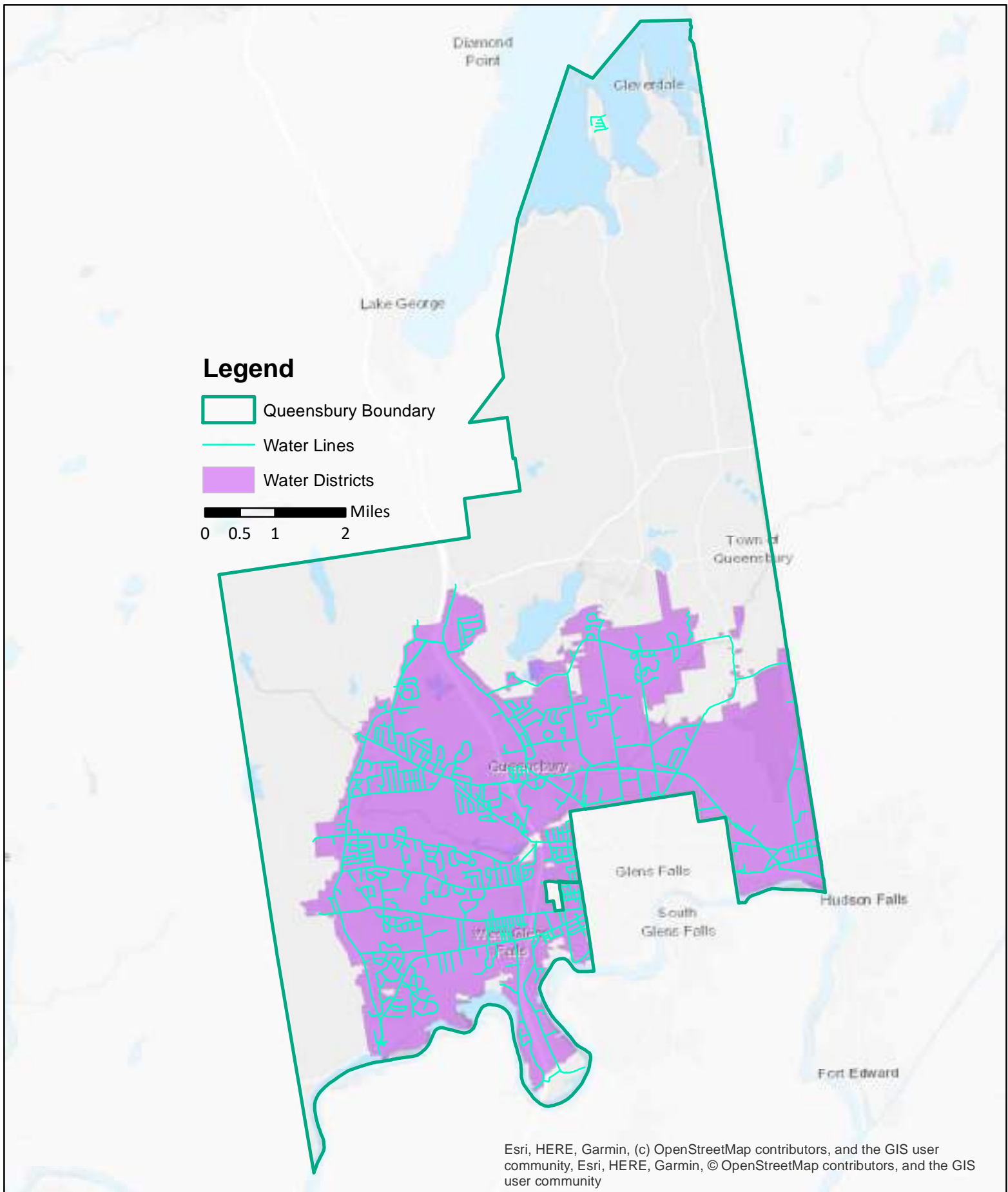
2024

New York

Figure

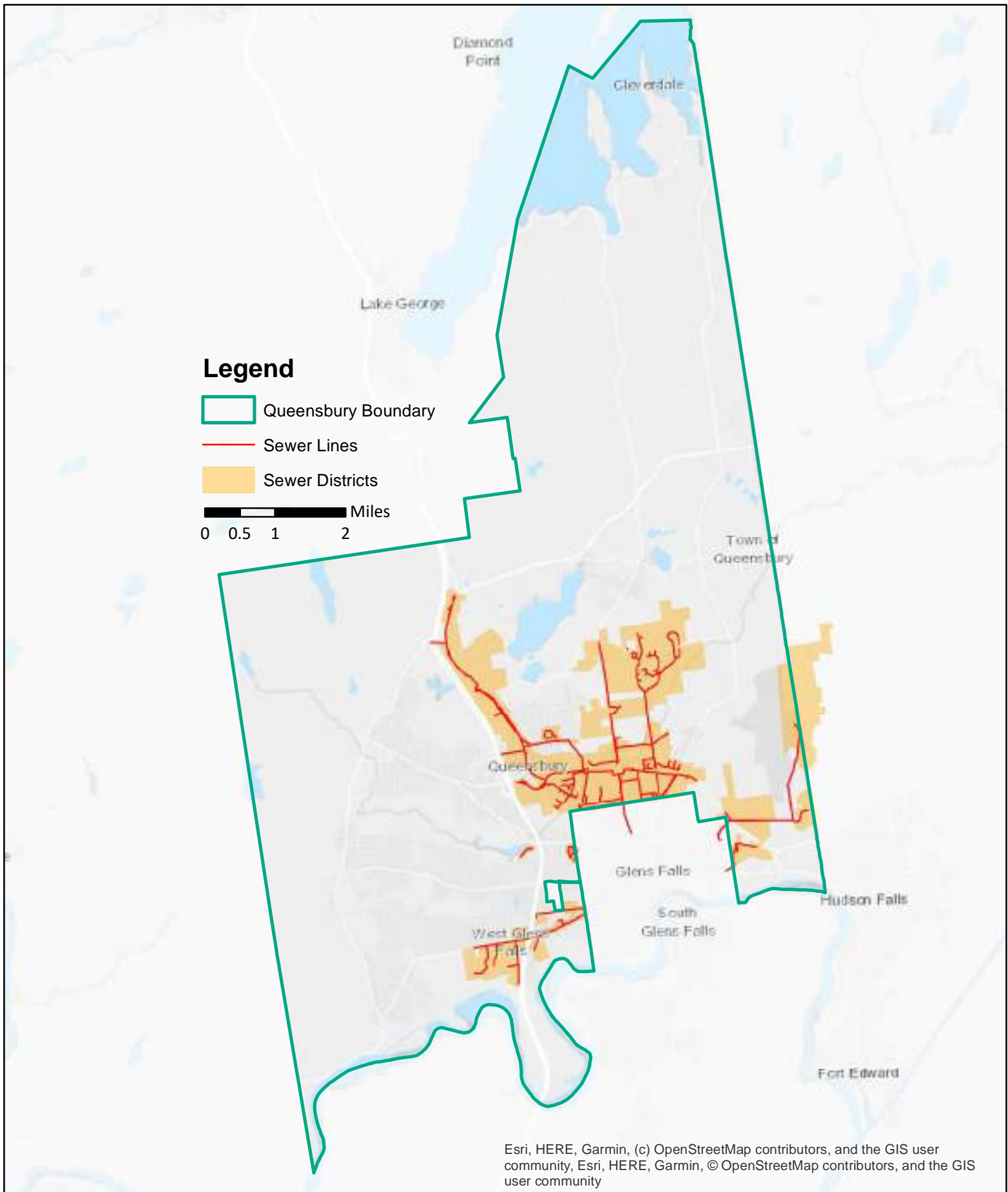
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Project  
No.  
686.021



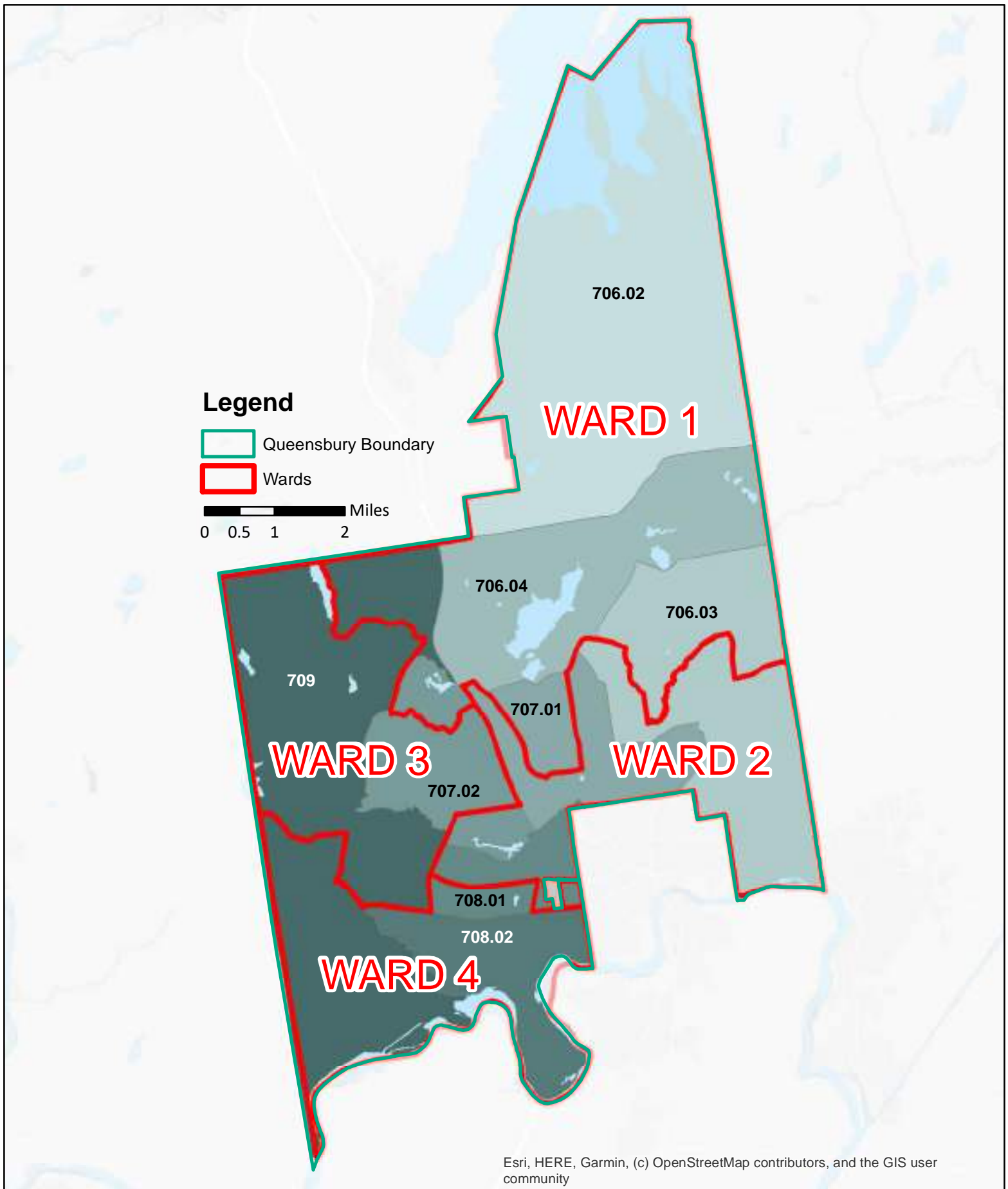
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**Legend**


 Queensbury Boundary

 Wards


 Miles  
0 0.5 1 2

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0 0.5 1 2 Miles  


### Legend

 Queensbury Boundary

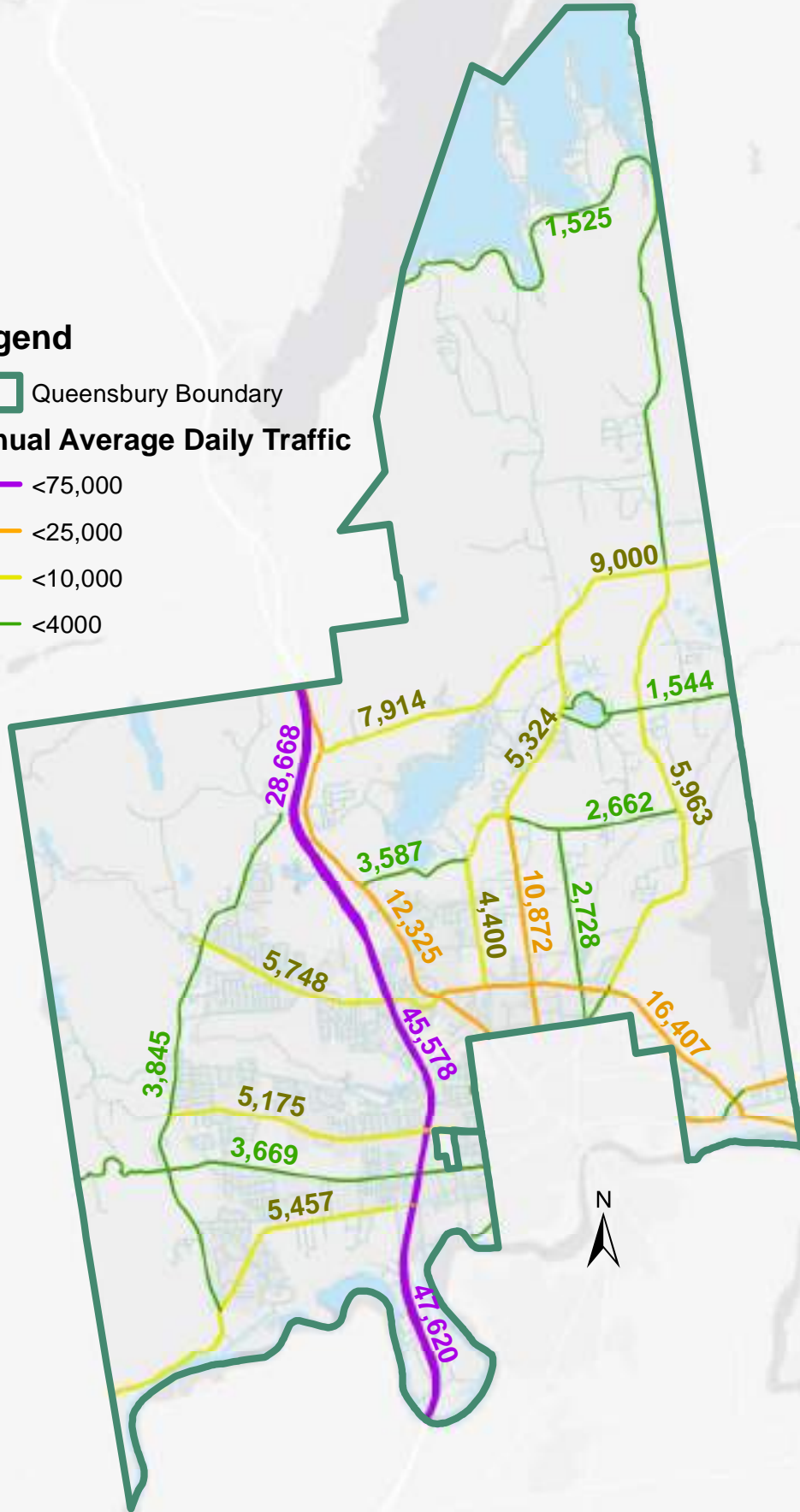
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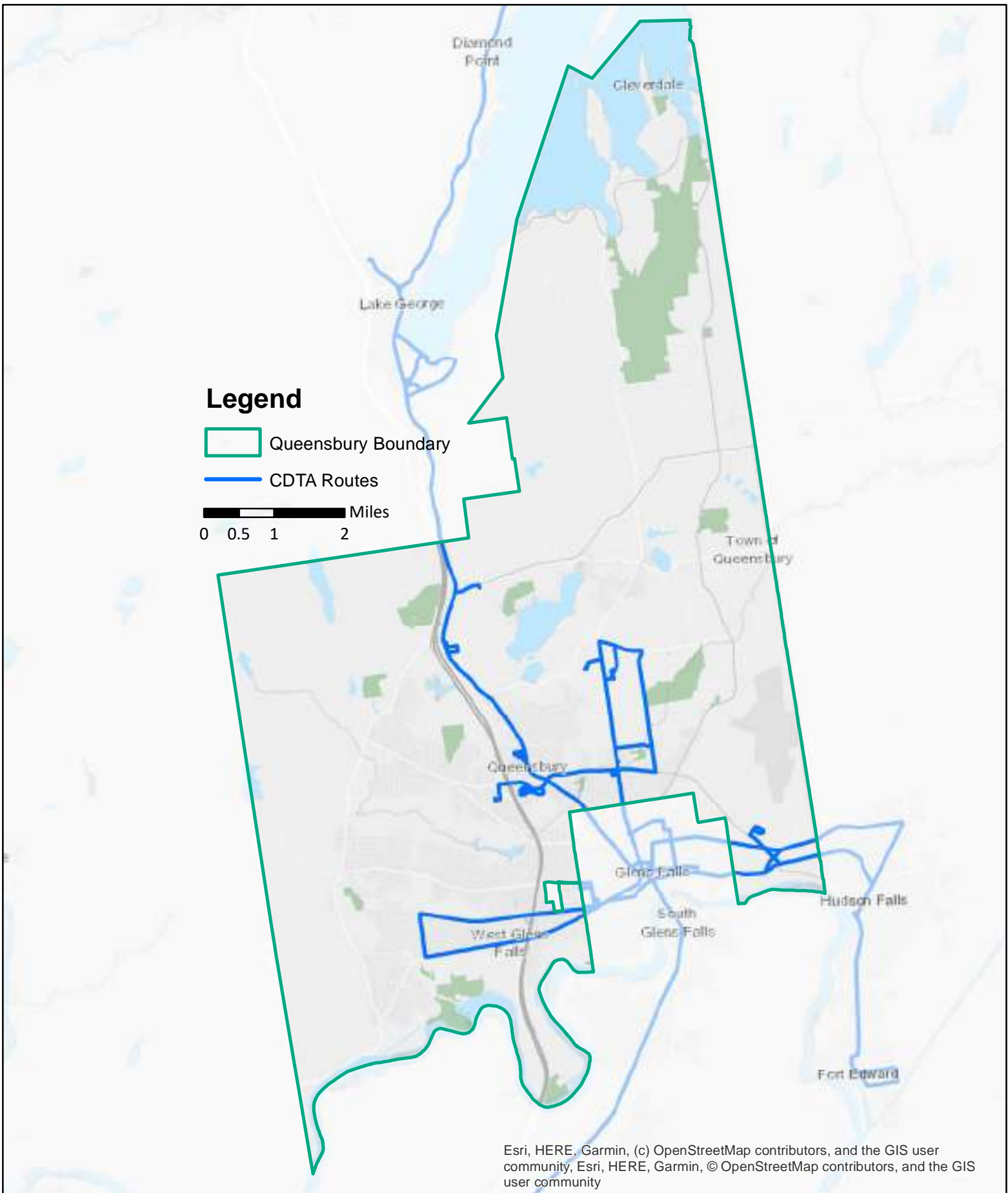
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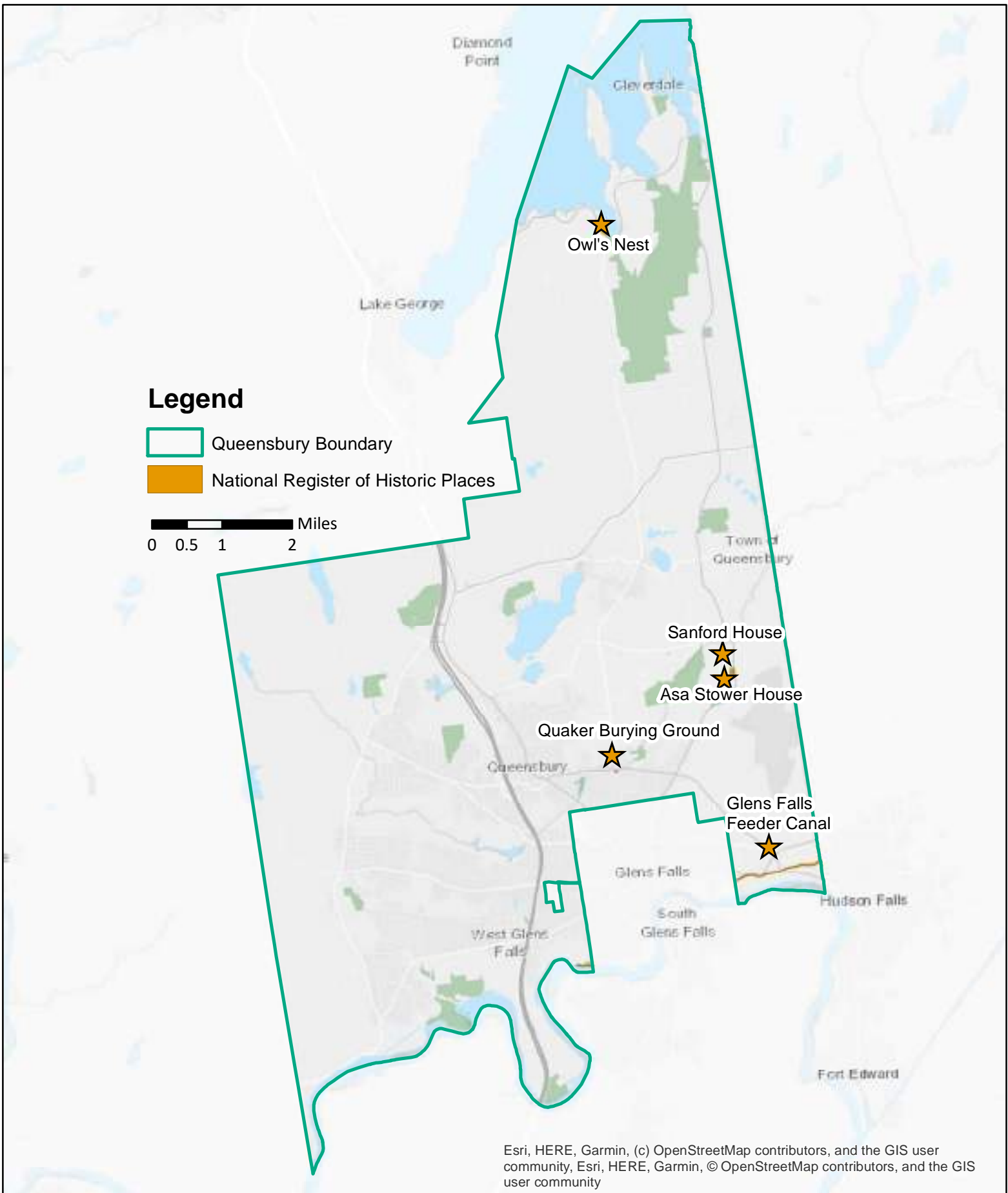
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 <10,000

 <4000







WARRENSBURG

FORT ANN

LAKE GEORGE

KINGSBURY

LAKE LUZERNE

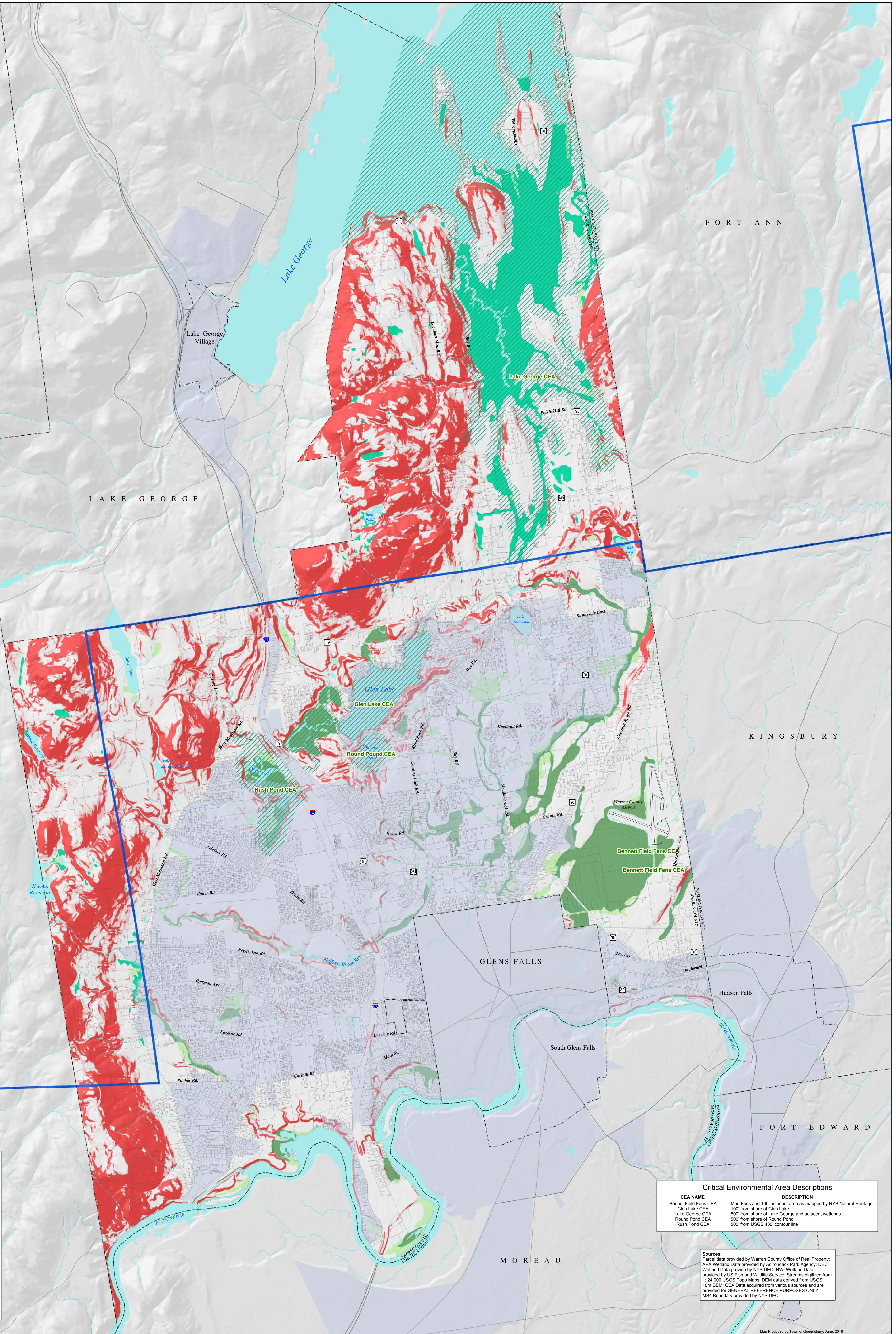
GLENS FALLS

FORT EDWARD

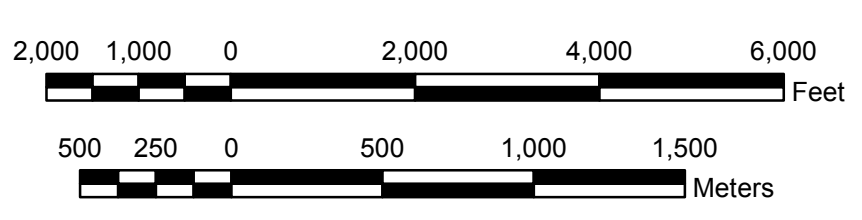
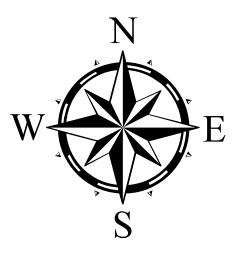
MOREAU

**Legend**

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



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



**Critical Environmental Area Descriptions**

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

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

Map Produced by Town of Queensbury, June, 2016

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



Town of Queensbury,  
 New York

# ENVIRONMENTAL FEATURES



# APPENDIX D

*Inventory Data*

DRAFT

## Population Data

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

# Age Data

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

## Race Data

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

# Education Data

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

# Employment Data

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



## Cost Burden Data

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

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



income Data

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

# Poverty Data

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

# APPENDIX E

## *Relevant Studies*

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



## Barton & Loguidice

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

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

**Review of the 2007 Town of Queensbury Comprehensive Plan.....2**  
**Facilitation of Housing Development .....7**  
    2019 Affordable Housing Strategy and Feedback Analysis .....7  
    Residential Zoning Considerations .....8  
**Sustainability Elements in Accordance with Action PE6 of the NYS Climate Smart Communities Program .....9**  
**Performance-Based Zoning and Incentive Zoning .....11**  
**Consideration of the 2021 Low Impact Development (LID) Final Report: Recommended Code Amendments ..13**  
**Water and Sewer Infrastructure Capacity for Future Development.....14**  
    Wastewater Infrastructure.....14  
    Water Infrastructure .....15

## Review of the 2007 Town of Queensbury Comprehensive Plan

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

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

Technical Investigation Items

January 22, 2024

Page 3

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

Technical Investigation Items

January 22, 2024

Page 4

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

Technical Investigation Items

January 22, 2024

Page 5

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



Technical Investigation Items

January 22, 2024

Page 6

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

## Facilitation of Housing Development

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

### 2019 Affordable Housing Strategy and Feedback Analysis

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

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

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

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

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

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

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

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

### Residential Zoning Considerations

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

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

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

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

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

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

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

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

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

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

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

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

8. **Equity and Social Considerations:** While there is a mention of accommodating the work-from-home labor force, the objectives could be strengthened by explicitly addressing equity in housing, schools, transportation, and other aspects of community life.
9. **Water Conservation:** Although there is a mention of centralized water and sewer systems, explicit strategies for water conservation could be included to align with the efficient use of natural resources.
10. **Local Food Systems:** While attracting grocery options is mentioned, promoting local food systems and community gardens could enhance sustainability efforts related to food.
11. **Waste Minimization:** While there is a focus on solid waste management, more explicit strategies for minimizing solid waste, promoting recycling, and composting could be included.
12. **Citizen Participation in Sustainability:** While there is an objective to expand communication, there could be more emphasis on public education and engagement specifically related to sustainability and climate change.

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

## Performance-Based Zoning and Incentive Zoning

Performance-based zoning and incentive zoning are tools that can help achieve specific community goals while allowing flexibility in land use regulations. Implementation of these strategies would require a careful balance between promoting those goals and providing that flexibility to developers.

Performance-based zoning requires a certain performance metric for a project while allowing for flexibility in achieving it. An example of a performance metric could be a 'cooling factors' metric, e.g. tree preservation, new tree planting, ground-level vegetation coverage, green roofs, shade structures. This approach can provide a powerful way to achieve goals related to climate impact reduction while still allowing developers or property owners a range of options for implementation.

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

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

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

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

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

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

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

DRAFT

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

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

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

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



## Water and Sewer Infrastructure Capacity for Future Development

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

### Wastewater Infrastructure

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

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

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

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

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

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

#### **Upper Hudson Revitalization Plan (2020)**

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

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

#### **Water Infrastructure**

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

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

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

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

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

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

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

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



## QUEENSBURY LID COMMITTEE FINAL REPORT JANUARY 11, 2021

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### Town of Queensbury LID Committee

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

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

The Committee members were:

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

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

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

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

### **Committee Background**

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

Comments from Planning Board members included the following:

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

A presentation was made at a Queensbury Town Board workshop in September 16, 2019.

Discussion points included the following:

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

An observation from Town staff was that the majority of the credits on the LID Certification Scorecard are already handled in Chapter 179, Town Zoning Ordinance.

A subsequent detailed assessment of Chapter 179 found many of the LID Certification Credits were referenced but only a quarter had metrics assigned to protect natural resources of the Town. This prompted Supervisor Strough to form the LID Committee to assess the Town Code and develop recommendations for the Town Board.

### **Committee Meeting Framework**

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

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

## Discussion Topics

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

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

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

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

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

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

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

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

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

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



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

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

- Natural Resources Protection Plan (Application for site plan review - §179-9-050.L)
- Wetland/Stream Buffer Waiver (Shoreline Regulations - §179-6-050.B.1.d)
- Steep Slope Protection (Protection of Steep Slopes - §179-6-061)
- Tree Protection, Preservation and Reforestation (Extensive clearing of vegetation and grading - §179-6-010)
- Seawalls (Residential design requirements – Shoreline Alteration - §179-4-010.G.4.b.3)
- Restore Pre-existing Soil Conditions – (Stormwater Management - §147-11.1.1.e)
- Unapproved Development (Site Plan Review - §179-9-130)
- Coal-Tar Sealants (Environmental and Performance Standards - §179-6-100)
- Mulch (Definitions & word usage- §179-2-010)

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

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

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



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

### NATURAL RESOURCES PROTECTION PLAN

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

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

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

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

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

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

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

## **WETLAND/STREAM BUFFER WAIVER**

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

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

- [1]** Will not cause undue erosion or destruction of scenic beauty.
- [2]** Provide that natural vegetation is preserved as far as practicable and, where removed, it is replaced with other vegetation that is equally effective in retarding runoff, preventing erosion and preserving natural beauty.
- [3]** Provide substantial visual screening from the water of dwellings, accessory structures and parking areas. Where the plan calls for replacement plantings, the Zoning Administrator shall require the submission of a bond which will guarantee the performance of the tree or shrubbery replacement by the lot owner.
- [4]** Will not violate the land clearing standards of this section or the shoreline restrictions of other governmental agencies with jurisdiction, such as the Adirondack Park Agency or Department of Environmental Conservation. The following general standard shall be utilized by the Planning Board in reviewing a proposed cutting plan: Within 35 feet of the mean high-water mark, no vegetation may be removed, except that up to a maximum of 30% of the trees in excess of six inches in diameter at breast height existing at any time may be cut over any ten-year period; and within six feet of the mean high-water mark, no vegetation may be removed, except that up to a maximum of 30% of the shorefront may be cleared of vegetation on any individual lot.

### **ADD "BASAL AREA" TO §179-2-010 DEFINITIONS:**

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

### **AMEND "WETLAND" DEFINITION UNDER §179-2-010:**

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

## **STEEP SLOPE PROTECTION**

### **§179-6-060 - Construction on Slopes**

#### **A.** Site plan review required.

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

- (a)** Any detached structure proposed to be constructed on any lot, parcel or site having a slope of 15% or more within a fifty-foot radius of the proposed location of said structure; or removal or excavation of 100 cubic yards or more of rock, soil or vegetation from such site.
- (b)** Proposed construction of a privately owned driveway, road or right-of-way on a slope of 10% or more.

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

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

### **§179-6-061 - Protection of Steep Slopes**

#### **A. Definitions:**

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

#### **B. Regulated Activities:**

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

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

- a. Will not cause undue erosion or destruction of scenic beauty;
- b. Provide that natural vegetation and grade is preserved to the greatest extent practicable, and where disturbed, vegetation is replaced with other vegetation that is equally effective in retarding runoff, preventing erosion and preserving natural beauty; and,
- c. Provide substantial visual screening from the water of dwellings, accessory structures and parking areas. Where the plan calls for replacement planting, the Zoning Administrator shall require the submission of a bond which will guarantee the performance of the vegetative replacement by the lot owner.

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

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

## TREE PROTECTION, PRESERVATION AND REFORESTATION PLAN

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

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

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

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

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

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

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

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

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

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

1. Definitions :

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

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

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

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

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

2. Review of Site Plan Review Applications and Land Use Applications:

a. The Planning Board or other review board shall use this section in its review of applications for Site Plan Review, Special Use Permits, variances, and land use plans.

b. Application requirements

i. The applicant shall provide the Planning Board or other review board with a Tree Protection, Preservation and Reforestation Plan containing at least the following information unless deemed not pertinent or necessary by the reviewing board approving the plan:

a. An inventory of existing trees showing type, location, size (DBH) and condition. The inventory shall include



- specimen trees, protected trees and specimen tree stands.
- b. An integrated site plan showing the trees to be saved and those to be removed, utilities to be installed, grading, the approximate location of all structures, driveways and curb cuts and proposed tree plantings and other landscaping.
- c. A detailed plan to protect and preserve trees before, during and for a period of three years after construction. This shall include a written statement setting forth those steps to be taken to protect trees, roots and crowns from damage during site clearance, excavation, grading, installation of utilities, paving and construction.
  - ii. The above items may be integrated into the normal application requirement and submittals.
- c. Standards. The reviewing board shall apply the following standards in reviewing all applications and shall attach such conditions and safeguards to any application as are, in its opinion, deemed necessary.
  - i. Specimen trees, protected trees and specimen tree stands noted as protected shall be preserved and additionally, specimen trees, protected trees and specimen tree stands may be required to be preserved at the discretion of the reviewing board.
  - ii. Prior to the commencement of any development activity on any part of a site, the Building and Codes Department and/or Planning and Development Department shall meet with the developer and his construction manager to ensure:
    - a. That those trees designated to be preserved are physically identified on the site so as to be easily recognizable as trees to be protected: and
    - b. That agreed-to measures to protect trees before, during and for a period of three years after construction are implemented.
  - iii. Reforestation plans shall conform to the following:
    - a. Step 1. Calculate the required density factor for the site (DFS) by multiplying the number of site acres by 15.
    - b. Step 2. Calculate the existing density factor (EDF) of trees which will remain on the site to be protected during construction. Existing density factor is determined by converting the diameter at breast height of individual existing trees to density factor units, using Table 1. These units are then totaled to determine the EDF for site.

TABLE 1  
Conversion from dbh to Existing Density Factor (EDF)

<u>Dbh (inches)</u>	<u>Density Factor(units)</u>
10	0.6
12	0.8
14	1.1
16	1.4
18	1.8
20	2.2
22	2.6
24	3.1
26	3.7
28	4.3
30	4.9
32	5.5
36	7.0
38	7.5
40+	8.0

c. Step 3. Calculate the required replacement density (RDF) by subtracting the EDF (Step 2) from the DFS (Step 1).

$$\text{RDF} = \text{DFS} - \text{EDF}$$

d. Step 4. The RDF can be converted back to caliper inches using Table 2. Any number or combination of transplantable size trees can be used so long as their total density factor units will equal or exceed the RDF.

TABLE 2  
REPLACEMENT TREE DBH CONVERSION TO DENSITY FACTOR

<u>DBH (inches)</u>	<u>Density Factor (Number of Trees)</u>
1	0.4
2 to 3	0.5
4 to 5	0.7
6	1.0

e. To ensure plant diversity, plant no more than 10 percent of any species, no more than 20 percent of any genus, and no more than 30 percent of any family.

f. In selecting locations to plant trees, priority should be given to that section of the lot between the structure and the shoreline

or along existing canopy/tree stands. Priority should be given to tree planting across the longitudinal axis of the shoreline. Planting in a row or near perpendicular axis of property lines does not meet the intent of the tree density requirement. Tree should act to make the buildings substantially invisible, intercept precipitation, buffer shorelines and mitigate runoff.

g. Credit towards the reforestation requirements shall be at a ratio of one preserved healthy specimen or protected tree or other tree deemed significant for one required planting.

h. Reforestation plans shall achieve 100% survival rate and plan submissions shall contain maintenance plan to achieve survival in a three (3) year period. The Planning Board and/or Town staff shall have the ability to require financial assurances according to Section 3 to achieve survival rates.

### 3. Financial Assurances

a. When deemed necessary by the Planning Board, appropriate security or guarantees shall be provided by the applicant to ensure proper implementation of the reforestation plan as approved. The guarantee may be in the form of a performance bond, trust fund, irrevocable letter of credit, or other financial assurance mechanisms acceptable and payable to the Town for a three (3) year period. The amount of financial assurances shall be determined by the Planning Board and/or Town staff. When the Planning Board and/or Town staff determines that under the particular circumstances planting of trees or vegetation would not be prudent before a certificate of occupancy or certificate of completion is issued, the applicant may post a performance bond with the Town, in a form acceptable to the Town. The performance bond shall be in an amount no less than 125 percent of the estimated cost of all trees and vegetation to be planted, plus labor. The performance bond shall be received and accepted by the Town prior to the issuance of the certificate of occupancy or certificate of completion.

#### **EXAMPLE:**

STEP 1: A 2.2-acres site has a DFS of  $2.2 \times 15 = 33$ .

STEP 2: A total of 15 trees will remain on the 2.2-acre site in Step 1. These trees included:

<u>Number</u>	<u>Size (inches)</u>	<u>Species</u>
---------------	----------------------	----------------

7	12	Pinus
3	14	Pinus
3	18	Quercus
1	20	Hicoria
1	30	Quercus

When converted to density factor units using Table 1, we arrive at the following values:

Dbd (inches)	Units		Number		Value
12	0.8	x	7	=	5.6
14	1.1	x	3	=	3.3
18	1.8	x	3	=	5.4
20	2.2	x	1	=	2.2
30	4.9	x	1	=	4.9
					<u>21.4</u>

The sum total of units, 21.4, is the EDF.

STEP 3:  $RDF = 33 - 21.4$   
 $RDF = 11.6$

STEP 4: On the 2.2-acre site the following number and size of trees will be planted:

Number	Size (Inches) Factor	Species	Density
12	1	Pinus	$12 \times 0.4 = 4.8$
10	2	Red Maples	$10 \times 0.5 = 5.0$
2	6	Oaks	$2 \times 1.0 = 2.0$
			<u>11.8</u>

11.8 is greater than the RDF of 11.6, thus the minimum requirements have been met.

## SEAWALLS

### Residential design requirements - §179-4-010.G.4.b.3

3. Seawalls. Seawalls and hardening of the shoreline are destructive actions that can cause impact to lake ecosystems through creating wave scour of the lakebed suspending sediments; redirecting wave energy sideways causing erosion on adjoining properties; loss of plant community; loss of fish and wildlife and creating barriers. The addition, expansion or replacement of any type of seawall shall be discouraged, except in the case where the alternative of shoreline restoration to a natural state is impossible due to excessive slope or severe erosion problems, a condition to be determined by the Zoning Administrator based on written justification statement from the applicant detailing site conditions preventing alternative restoration. Construction of seawalls shall not be permitted for only aesthetic reasons. When permitted, seawalls shall not exceed 16 inches in height, as measured from the stationary mean high-water mark, and shall be constructed of native stone or wood. To reduce negative effects of a seawall, a shoreline buffer shall be installed as per §179-8-040 to offer habitat and water quality benefits. Treated lumber shall not be used below the mean high-water mark. Seawalls greater than 100 square feet in area shall also require a shoreline setback variance

## **RESTORE PRE-EXISTING SOIL CONDITIONS**

### **§147-11.1.1.e - Stormwater Management / Supplemental requirements for projects within Lake George basin / General requirements for major and minor projects**

- e. Restore Pre-Existing Soil Conditions. Applicant shall restore healthy soil conditions to pre-disturbance, conditions to reduce runoff and promote infiltration and oxygen exchange. The intent of this section is to restore healthy soils conditions that have been compacted and impacted from construction and land use activities and to restore the soil to pre-construction, natural, undisturbed conditions to promote infiltration and oxygen exchange. A Soil Amendment Management Plan/Narrative shall be prepared that will include soil testing results, amendment information (compost type and specifications, chemical type and amount), and mechanical methods (tiling, aeration, scarifying).

### **Add “Compost” definition to §147-5 Definitions:**

Compost: Compost shall be a well decomposed, stable, weed free organic matter source. It shall be derived from: agricultural or food residuals; and yard trimmings. The product shall contain no substances toxic to plants and shall be reasonably free (<1% by dry weight) of man-made foreign matter. The compost will possess no objectionable odors, all materials will be dark brown, and shall not resemble the raw material from which it was derived. The organic content shall be 35-65%, Carbon to Nitrogen Ration (C:N) shall be in the range of 14-20; screening 99% to pass  $\frac{3}{4}$ ”; moisture content shall be 35-55% and salt conductivity shall be <2.0dS/m.

## UNAPPROVED DEVELOPMENT

### **§179-9-130 – Unapproved development**

A. Intent and Purpose. It is recognized that unapproved development projects can have significant impacts to the natural resources of the Town and place unnecessary burdens on Town staff for enforcement and Town review boards for additional review time. It has also been stated that the impacts from a single unapproved project can outweigh the benefits from Code amendments adopted for environmental protections.

#### B. Definitions:

Level 1 Unapproved Development: This is when a landowner makes what they believe is a small or minor change to the site without realizing the change may result in environmental impacts and/or required a Town Permit or Site Plan Review.

Level 2 Unapproved Development: This is when an applicant applied for and received a site plan review approval and decides on changes to the approved plan are desired and implements those changes without going through the required site plan review modification approval process. A second case is when a landowner undertakes a project of sufficient size and scope that Town permits and/or site plan review would obviously be required or a contractor knowledgeable of the Town permit process undertakes such a project without a permit and in neither case, approval is sought.

C. Process. Unapproved development will require an “After the Fact” Permit from the Town of Queensbury and where construction has commenced prior to issuance of required permits and/or necessary Site Plan Reviews, the Permit Fee shall be as follows:

1. For Level 1 Unapproved Development, double the normal fee plus a \$100 Environmental Mitigation Fee. For subsequent offense to the same landowner, consultant or contractor, the fee shall be five times the normal permit fee plus a \$100 Environmental Mitigation Fee.
2. For Level 2 Unapproved Development, triple the normal fee plus \$200 Environmental Mitigation Fee. For subsequent offence to the same landowner, consultant or contractor, the fee shall be ten times the normal permit fee plus a \$200 Environmental Mitigation Fee.
3. All increased permit fees shall be placed in a Town of Queensbury Environmental Mitigation Fund to be used by the Town of Queensbury for environmental projects to mitigate impacts from development.
4. All Unapproved development projects that require Site Plan Review approvals or modifications shall require a supermajority of the Review Board for approval.

## COAL-TAR SEALANTS

### **§179-6-100 – Coal-Tar sealants**

- A. Intent: This section will prohibit the use of pavement products that contain coal tar in the WR Zoning District and Critical Environmental Areas.
- B. Justification: Coal tar based sealcoat used in parking lots and playgrounds is a potent source of polycyclic aromatic hydrocarbons (PAHs), a known human carcinogen that is also acutely toxic to fish and other aquatic life. According to the United States Geological Survey, coal tar-based pavement sealcoat typically contains about 100 times more PAHs than used in motor oil and about 1,000 times more PAHs than in sealcoat products with an asphalt (oil) base. When sealcoat wears off, PAHs are carried away by stormwater and high concentrations of PAHs from coal tar-based sealants have been found in soils, house dust, and waterbodies in areas surrounding their use. Studies have identified dangerous levels in homes, where dust can be accidently ingested by small children through crawling through the toxic dust.
- C. Definitions:
- a. “Coal tar” means a viscous substance obtained by the destructive distillation of coal and containing levels of polycyclic aromatic hydrocarbons (PAHs) in excess of ten thousand milligrams per kilogram.
  - b. “Pavement Product” means a material that is for use on an asphalt or concrete surface, including but not limited to sealcoat.
- D. A person shall not apply a pavement product that is labeled as containing coal tar on a driveway, parking lot or roadway surface within the WR Zoning District or an area designated as a Critical Environmental Area.



## **MULCH**

### **§179-2-010 – Definition and word usage**

**MULCH** Natural landscape layer of compost, plant residue, such as shredded leaves, or chipped or shredded wood (arborist chips) or other materials, such as sand. Mulch shall be uniform in color and appearance and free of sticks and trash. Bark is less preferable, because it does not feed the soil as readily, may seal the surface preventing water entry and may inhibit plants' growth. Mulch will possess no objectionable odors and shall be free off animal manures.

## **Technical Assistance for Sustainable Communities: Building Blocks**

### **Technical Assistance Tool: Planning for Fiscal and Economic Health**

Town of Queensbury, NY

To: Stuart Baker, Senior Planner, Community Development Department  
From: Christopher Zimmerman and Roger Millar, Smart Growth America  
Date: May 15, 2014  
Re: Report and Suggested Next Steps

#### **Introduction: Purpose of this Memo**

Pursuant to our technical assistance award with the Town of Queensbury, NY, this Memorandum constitutes our final report summarizing the workshop on Planning for Fiscal and Economic Health and proposing some specific strategies that emerged as possible options to help the Town achieve its goals for growth that are both environmentally and fiscally sustainable, specifically in the Main Street corridor.

On April 16 and 17, 2014 Smart Growth America provided assistance under the Planning for Fiscal and Economic Health tool, supported by a grant from the US EPA's *Building Blocks for Sustainable Communities* Program. This included conducting a Technical Assistance Workshop in conjunction with the Queensbury Community Development Department, which involved presentations Wednesday evening and Thursday, as well as the facilitation of a "brainstorming" session and development of alternatives with the invited group.

The Wednesday April 16 presentation was attended by a diverse group of prominent community stakeholders. The April 17 workshop brought together a wide range of professional staff and elected officials, private sector representatives including the real estate community, local residents, the non-profit community, as well as representatives of state government and the US EPA.

The Planning for Fiscal and Economic Health presentations provided an overview of the fiscal and economic impacts of different development patterns, focusing on the differences between sprawling patterns and more compact "smart growth" patterns. Through the two-day program, Queensbury Town leadership was able to engage community stakeholders around the ways in which smart growth approaches can make the municipality more competitive and reduce taxpayer burdens.

The intent of the workshop was neither for Smart Growth America to create a plan nor bind the community to any particular course of action, but to assist community efforts to create a more vibrant, successful Main Street consistent with the goals of their adopted plan.

#### **Background – Context for the Technical Assistance Workshop**

The current challenges on which this technical assistance is focused center on the Town's goals for redevelopment of the Main Street corridor from I-87 to the Glens Falls City line. Those goals are articulated in the 2002 Main Street Plan (map of plan area attached), which aimed for the creation

of a modest-scale, walkable built environment. The Plan included as “essential elements”:

- A specific build-to line
- Development of two- and three-story buildings in scale with the roadway
- Development of commercial activities at the first level with offices and residential uses at the upper level
- Accessibility from sidewalks provided along both sides of the street
- Highway access management control strategies
- Coordinated parking and service access
- Parking to the side or rear of buildings

Such hoped-for redevelopment has not yet transpired, and in the aftermath of The Great Recession and a period of weak recovery, the Town finds itself confronted with proposals that do not reflect the aims of the Plan.

A major aim of the technical assistance was to facilitate thinking about strategies that might help to energize appropriate redevelopment activity and foster the realization of the intended vision for Main Street. The “Planning for Fiscal and Economic Health” workshop sets the stage by presenting information about factors driving economic change across the nation.

## **Smart Growth and Fiscal and Economic Health**

Communities around the nation are always concerned about their fiscal and economic health. By *fiscal* health, we mean a local government’s bottom line: Does the life-cycle cost of new development – upfront infrastructure, ongoing service provision and eventual repair and maintenance – cost more to the town than it brings in tax revenue? By *economic* health, we mean the general economic well-being of the community: How does new growth and development add to or detract from the creation of jobs, wealth, retail sales, economic competitiveness and fiscal sustainability?

In approaching these questions in the Queensbury area, as in any area of the country today, it is important to bear three trends in mind:

### ***1. Our nation’s demographics are changing in a way that is profoundly affecting the housing market.***

Demographic trends are moving the housing market strongly away from conventional suburban housing. The two biggest demographic groups in the nation – retiring Baby Boomers and so-called Millennials (18- 30-year-olds) are both expressing a strong preference for a more walkable, urban/village lifestyle. Indeed, a growing percentage of Millennials prefer to live without cars altogether or to live a “car-lite” lifestyle. The vast majority of net new households being formed have no children at home, and most of them are one and two-person households – which are much more likely to prefer a walking lifestyle.<sup>1</sup>

### ***2. The formula for economic growth is changing.***

Business growth used to be driven by large corporations that operated in a fashion that was both private and linear. In the past, new research breakthroughs occurred in sealed research

laboratories controlled by the companies. Manufacturing and other business processes occurred in assembly-line situations. These conditions led to communities that featured large, sealed-off campuses and tended to be linear in their arrangements.

Today, business growth is driven by collaboration among many types of entities – private companies, research institutions, universities, and others – that must interact frequently and work together creatively. This trend requires cities and communities that encourage interaction and collaboration – the opposite of the older model just described. How communities are designed directly impacts their ability to create interactive and collaborative environments.

Most significantly, the “Knowledge Economy” depends heavily on skilled workers. The companies that are driving innovation are pursuing highly-educated talent, especially among the ‘Millennial’ generation. Increasingly, companies find it necessary to locate in places that the work force wants to live in; and this means walkable communities.

Similarly, the market for retail is changing. The suburban shopping malls and “power centers” that thrived for decades are struggling as a result of oversupply, and a shift in preferences. With online buying playing a bigger role for consumers (especially for bargain hunters), many are looking for a more “authentic” experience when they shop in person. This is bringing new value to traditional walkable Main Streets.<sup>ii</sup>

### ***3. Suburban development patterns are making it more difficult for local governments to balance their budgets.***

Suburban development patterns require extensive investments in capital infrastructure and on-going service delivery. Low-density development requires more infrastructure to serve fewer people and requires service providers such as firefighters and school buses to travel farther. More compact development patterns reduce both life-cycle infrastructure costs and operating costs.

A 2013 study by Smart Growth America, *Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development*<sup>iii</sup>, concluded that, compared to conventional suburban development, smart growth patterns can save up to one-third in upfront infrastructure cost and 10% annually in ongoing operating expenses. Smart growth development patterns can generate approximately 10 times more revenue on a per-acre basis.

Not all of these trends will be completely relevant in every situation. But it is important to bear all three in mind in considering the fiscal and economic health of any community.

These concepts were elaborated upon in the presentation portion of the workshop, which was followed by a “brainstorming” session among all participants, and the discussion of a number of ideas that could form the basis of an “action plan.” The purpose was not to establish consensus on a specific plan, but to identify obstacles and promising possibilities.

## **Local Concerns – Participant Viewpoints – Policy Options**

### **Issues and Potential Solutions**

A major challenge confronting Queensbury is insufficiency of development response to the goals of the Main Street Plan. Specifically, the corridor has not attracted development of new commercial

buildings of two to three stories, a major plan goal. Some recent applications have sought waiver of zoning requirements to enable single-story construction. Addressing this question was a major focus of the workshop discussion. A number of participants questioned the desirability of maintaining the “two-story minimum” requirement, expressing a preference to opt for development proposals that are available now. Others argued for holding on to the Plan vision, and waiting for better applications. In the view of some, “the market isn’t here yet.”

Participants were asked to offer their thoughts about the obstacles that may be impeding development in the desired form from coming forward. Based on the discussion of obstacles to realization of the Main Street vision, the issues were organized under the headings of regulatory reform, incentives, and education/cooperation, and the participants were convened in three separate groups, to discuss the respective problems, and possible options. Each group was asked to identify the most promising policy ideas for addressing the problems. These were reported at the closing plenary discussion.

## **Group 1 – Regulatory Reform**

### **Issues.**

- Boundary of the Main Street zone
- Floor Area Ratio (FAR) and height requirements
- Use restrictions
- Design standards
- Parking and circulation

### **Top ideas.**

#### **Application of the Main Street zone:**

“Grandfather” residences within the zone, so that they can remain residences / expand / resell as residences, without needing special approval. (While maintaining their status within the zone, for ultimate conversion to mixed-use development, subject to regular approval.)<sup>iv</sup>

Narrow the boundary for a portion of the corridor on the northeast quadrant, pulling the district back from Luzerne Road.

#### **Zoning regulations:**

Relax floor area ratio restrictions (or replace with lot-coverage limitation) to allow a FAR of 0.7 for Main Street zoned lots. (There was some discussion that this could perhaps be allowed as a bonus for use of shared private parking or stormwater management facilities.)

Allow greater flexibility in zoning, so that non-conforming uses / structures have some ability to expand and improve. (The “Irish Pub” suggestion became a metaphor for the desire to see some new uses/services facilitated sooner, rather than later.)

#### **Parking and transportation:**

Interconnect parking lots to take traffic off Main Street (while keeping parking in rear); promote shared parking; join lots (provide incentive).

Explore opportunities for a parallel road (or alley) to facilitate construction initially, and delivery movements and parking traffic after build-out.

Group 1 was split on the question of allowing one-story structures in the Main Street zone, but was agreed on the desirability of maintaining design guidelines and architectural provisions of current zoning.

## **Group 2 – Incentives**

### **Issues.**

- Market data
- Parcel assembly
- Cross streets / connectivity
- Density bonus
- District parking
- District stormwater

### **Top ideas.**

**Municipal parking (with or without user fees).**

**Incentive zone (deal with current FAR).**

- Tax
- Streamline review (“Pre-can” – that is, making sites more-or-less “shovel ready,” through some kind of advance entitlement or use of Form Based Code.)
- Micro Enterprise funding (Local Development Corporation (LDC))
- LDC assemble land (not that positive)
- Lot improvements fund / strategy

**Help with outreach and marketing by Town.**

- Assistance with pro forma preparation
- Grant writing support (NYS Consolidated Funding Application, US Department of Housing and Urban Development, or other sources)

**Improve connectivity.**

- Park & Ride with bus to Capital Region
- Bike on side streets
- Trail or road to connect Media Tribune to local shops

**Create a density bonus.**

## Group 3 – Education / Cooperation

### Issues.

- Development community learning curve
- Community education
- City/Town cooperation
- Relationship of Main Street to housing base<sup>v</sup>

### Top ideas.

**Meet with successful developers & communities** (especially from further south, e.g., Saratoga Springs, Malta). Try to learn from their experiences.

**Communicate incentives** to real estate professionals & developers. Meet with the Adirondack Regional Chamber of Commerce.

**Market the corridor.** Use resources of Warren County Economic Development Corporation.

**Supervisor – Mayor communication (and Town Board – City Common Council).** Work with City of Glens Falls to improve coordination, align efforts in the corridor.

**Establish desired theme(s)/character and/or uses.** Meet with design professionals to get feedback on plans, strategies. Meet with neighborhood and communicate with community groups (show visionary maps!); do a TV 8 presentation.

Consider amending the FAR definition/calculation for uses on Main Street to exclude basement areas.

And speed the design/approval process!

### **Additional Recommendations – Realizing the Vision for Main Street**

The recommendations that follow are based on the discussions that occurred during the April 17 workshop and brainstorming session.

Through the course of the workshop, Queensbury participants have identified a number of good ideas, as indicated above, which the Town may wish to pursue further. If there is interest in an overall strategy to kick-start implementation of the Main Street Plan, we offer following additional recommendations.

**Develop a master plan for Main Street.** This would be more detailed than the current vision plan, and would directly tie to zoning and to elements of the comprehensive plan.)

While the 2002 plan presents a good overall concept for the Main Street corridor, achieving the vision may require more than a zoning ordinance to guide its implementation. Many communities have found success by establishing master plans that are specific to an area or district designated on the general land use plan. The master plan would provide more detailed guidance than a

general concept plan and identify a set of policy tools to facilitate plan implementation. Within this framework, zoning ordinance provisions become tools for the implementation of the master plan for the area.

**Employ a public charrette.** If the decision is made to conduct a master plan process for the corridor, implementing the decision through a properly structured charrette with strong public participation is most likely to result in a successful outcome. Fully engaging the public through the process of plan development generates more good ideas, enables problems to be addressed as early as possible, and most importantly, helps to build strong support within the community that will sustain commitment to the resulting plan over time.

**Consider using a form-based code.** This can be an effective way to reduce uncertainty generated by the approval process, both for prospective developers, and for the neighboring community.

As part of a planning exercise, **explore the role of “anchors” and nodes.** The span of the Main Street zone is actually quite long, from the standpoint of walkability. Some strong pedestrian destinations are necessary for it to be successful. Are such places identified explicitly, and are there strategies and tools to develop them? Should Main Street be planned/developed/referred to as one “place” or as a number of distinct, vital places? Related to this:

Find a way to **tie in the Media Tribune site to Main Street**, perhaps creating a pathway for employees to walk to businesses.

On the south side of Main Street, there may be an opportunity to better promote existing bicycle/pedestrian connectivity to the Feeder Canal Trail, via Richardson Street ( a distance of  $\pm 0.7$  miles).

If (as suggested by Group 1), it is decided to explore opportunities for roads or alleys parallel to Main Street (both to facilitate construction initially, and to accommodate delivery movements and parking traffic after build-out, easing pressure on Main), consideration should be given to adjusting the zoning boundaries. (For instance, on the south side for properties between Main Street and Linda Avenue.)

**Consider the impact of I-87:** Is it a problem or can it be an opportunity? What is the best way to capture the benefit of major highway access and the traffic it generates? How can sites near the highway intended for more intense development contribute to the vitality of Main Street as a walkable thoroughfare?

**Could development of a transit hub** aid in generating more pedestrians, while relieving local traffic pressures? Could it be combined with enhanced service along the Main Street corridor, connecting with Glens Falls?

**Find ways to reduce the cost of the kind of development that is desired.** Some of these costs derive from government-imposed requirements. While these requirements generally serve an important purpose, it may be possible to lower the costs of compliance, and so render desirable projects financially viable. For instance, meeting stormwater and parking needs on a parcel-by-parcel basis – especially for smaller lots – can be cost prohibitive and effectively



impractical. Finding ways to meet them across parcels can be more efficient and make the difference between parcels remaining fallow or redeveloping according to the Plan.

Specifically, we recommend that the Town explore the possibility of **reducing the costs associated with stormwater detention**, by initiating a collective, or district basis for the associated infrastructure. As part of such an effort, the Town should seek to take advantage of New York State's "green innovation grant program" through the Environmental Facilities Corporation, which can provide grants for up to 90 percent of funding for innovative stormwater projects.

Similarly, municipally-supported parking facilities can be used to meet requirements efficiently, while easing the burden on project development, especially on smaller parcels.

**Consider creating a public-private partnership.** Some communities have found that even a small but organized effort can be extremely helpful in fostering revitalization efforts. A non-profit with a mission aimed at marketing and promotion of the corridor can serve a number of key functions, including: creation and reinforcement of an "identity" for the corridor; mediating among various interests; organizing special events (festivals, farmers markets, etc.); and aiding with facilitation of the planning process. Such an organization could be run by a board composed of representatives of the municipality, business and property owners, and neighboring residents. The Town could offer to provide a portion of funding, with the balance to be contributed by business and property interests. Ultimately, if revitalization efforts are successful, it may evolve into a full-fledged place-management organization (such as a business improvement district, or 'BID').

**Consider limited tax incentives**, targeted at early developments (and then phased out, as the initial development takes hold, and subsidy is no longer necessary).

**Work toward an explicit collaboration agreement with Glens Falls**, to plan and coordinate efforts jointly for the corridor from Exit 18 into the City.

**Examine the width of existing travel lanes.** Even within existing curbs, it may be possible to reallocate space to create new possibilities for on-street parking (which would greatly aid the pedestrian environment, as well as boost the prospects for retail business) and/or bicycles.

---

<sup>i</sup> ["Suburbs Try to Prevent an Exodus as Young Adults Move to Cities and Stay,"](#) Joseph Berger, New York Times, April 16, 2014

["See ya, suburbs: More want to live in the big city,"](#) Greg Toppo and Paul Overberg, USA TODAY, March 27, 2014.

["Why urban demographers are right about the trend toward downtowns and walkable suburbs,"](#) Kaid Benfield, bettercities.net, February 28, 2014.

["Realtors® Report Americans Prefer to Live in Mixed-Use, Walkable Communities,"](#) National Association of Realtors, October 31, 2013.

<sup>ii</sup> See: ["Business Performance in Walkable Shopping Areas,"](#) Gary Hack, Robert Wood Johnson, Technical Report, November 2013.

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[“DC: The WalkUP Wake-Up Call”](#) (2012) and [“The WalkUP Wake-Up Call: Atlanta”](#) (2013), Christopher B. Leinberger, George Washington University School of Business.

[“What to Do with Empty Big Box Stores,”](#) F. Alan Shirk, [sustainablecitynetwork.com](#), February 12, 2014.

[“Walking the Walk: How Walkability Raises Home Values in U.S. Cities,”](#) CEOs for Cities, August 2009.

Real Estate Economics: [“The Walkability Premium In Commercial Real Estate Investments,”](#) Gary Pivo and Jeffrey D. Fisher, Working Paper, Responsible Property Investing Center, University of Arizona, and Benecki Center for Real Estate Studies, Indiana University, February 2010.

[“The Built Environment and Travel: Evidence from the United States,”](#) Robert Cervero, *European Journal of Transport and Infrastructure Research*, 3, no. 2, (2003).

<sup>iii</sup> Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development. Smart Growth America, May 2013. [Full report.](#) [Executive Summary.](#)

<sup>iv</sup> There are a number of different ways “non-conforming” uses can be allowed to continue. For some specific code language, see for example [City of Portland, Oregon Zoning Code, Chapter 33.258 – Nonconforming Situations.](#)

<sup>v</sup> The question of what constitutes sufficient density to support walkable retail is complex. Some studies indicate that densities of around 20-22 units per acre are necessary to generate significant walk-to-shop activity. For say, a 50,000 sq. ft. neighborhood retail center, this would imply around 2,700 housing units within a quarter mile. Two considerations should be kept in mind, however. One is that neighborhood shopping will also draw from beyond the quarter-mile “walk-shed.” (I.e., shops will not be 100 percent dependent upon walk traffic; some customers will drive, or arrive by bus or bicycle.) Secondly, achieving an average density that approaches the >20 units/acre threshold does not mean only having high-density housing within a quarter mile. If only a small fraction of the land within the walkable area is “densified,” that level can be achieved fairly quickly. To illustrate with an example, note that within a quarter-mile radius of a given point there are about 126 acres of land. If about 10 percent of that area (ideally, closest to the center, presumably on the “main street”) is devoted to 4-story apartments, it would be possible to achieve about 140 units to the acre on that tenth of the land, or something like 1,700 units. The remaining 90 percent of the land could be planned for single-family detached homes, at say, 6 units to the acre, yielding another 600 or more housing units. Together, the two “zones” would average close to 20 units to the acre. The numbers can of course be varied, with different combinations of housing types and varying densities. Including a portion for townhouses (perhaps as a transition between apartments and single-family homes), could reduce the amount of higher density apartments needed to reach the threshold, and so on.

## **RESOLUTION ESTABLISHING AND ADOPTING SUSTAINABLE COMPLETE STREETS POLICY**

**RESOLUTION NO.: 121, 2014**

**INTRODUCED BY: Mr. William VanNess  
WHO MOVED ITS ADOPTION**

**SECONDED BY: Mr. Doug Irish**

WHEREAS, “Complete Streets” are defined as roadways that enable safe and convenient access for all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors, and

WHEREAS, “Sustainable Complete Streets” are defined as Complete Streets with elements of design, construction and operation that also serve environmental sustainability, and

WHEREAS, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and public transportation, are more conducive to public life and efficient movement of people than streets designed primarily to move automobiles and trucks, and

WHEREAS, promoting pedestrian, bicycle and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter, and

WHEREAS, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gas emissions, and improve the general quality of life, and

WHEREAS, many studies show that when roads are better designed for bicycling walking and transit use, more people do so, and

WHEREAS, the design and construction of new roads and facilities in the Town of Queensbury should anticipate future demand for biking, walking, and other alternative transportation facilities, and

WHEREAS, “Sustainable Complete Streets” are supported by the Institute of Traffic Engineers, the American Planning Association, the American Public Health Association, the State of New York, and many other transportation, planning and public health professionals,

NOW, THEREFORE, BE IT

RESOLVED, that the Town of Queensbury shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in the Town of Queensbury and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system, and

BE IT FURTHER,

RESOLVED, that this Resolution shall take effect immediately

Duly adopted this 7<sup>th</sup> day of April, 2014, by the following vote:

AYES : Mr. Strough, Mr. Metivier, Mr. Clements, Mr. Irish, Mr. VanNess

NOES : None

ABSENT : None

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# Exit 18 Rezone Study

Town of Queensbury  
Warren County, New York

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February 2016

Prepared for:  
by:



Prepared



III Winners Circle  
Albany, NY 12205  
CHA File: 30230

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**TABLE OF CONTENTS**

**1.0 INTRODUCTION .....1**

- A. Study Background, Overview, and Purpose ..... 1
- B. Study Area ..... 1
- C. Study Objectives..... 4
- D. Study Approach ..... 5

**2.0 EXISTING AREA CONDITIONS.....5**

- A. Roadway Network ..... 5
- B. Traffic Volumes..... 8
- C. Transit Service ..... 10
- D. Pedestrians and Bicyclists..... 11

**3.0 NO-BUILD TRAFFIC VOLUMES.....12**

**4.0 LAND USE .....15**

**5.0 BUILD TRAFFIC VOLUMES.....19**

- A. Trip Generation ..... 19
- B. Site Trip Distribution ..... 22
- C. Future Build Volumes ..... 23

**6.0 CAPACITY ANALYSIS.....25**

- A. Existing Traffic Operations ..... 26
- B. No-Build Traffic Operations..... 27
- C. Build Traffic Operations..... 28

**7.0 QUEUE ANALYSIS .....34**

**8.0 MITIGATION IMPROVEMENTS.....37**

**9.0 SENSITIVITY ANALYSIS.....43**

**10.0 PEDESTRIAN & BICYCLE CONSIDERATIONS.....47**

**11.0 ZONING CONSIDERATIONS.....48**

**12.0 IMPLEMENTATION STRATEGIES.....49**

**13.0 CONCLUSION .....51**

LIST OF FIGURES

Figure 1: Study Location Map ..... 2  
Figure 2: Exit 18 Rezone Area ..... 3  
Figure 3: Study Intersections ..... 4  
Figure 4: 2015 Existing DHV Traffic Volumes..... 9  
Figure 5: 2015 Intersection Volume Comparison..... 10  
Figure 6: GGFT Bus Route 7 ..... 10  
Figure 7: No-Build Traffic Volumes..... 13  
Figure 8: Intersection Volume Comparison - Existing/No-Build ..... 14  
Figure 9: Parcel Consolidation Concept..... 18  
Figure 10: Intersection Volume Comparison – Existing/No-Build/Build ..... 23  
Figure 11: 2020 Build Volumes ..... 24  
Figure 12: Intersection Improvements - Big Bay Road & Corinth Road ..... 38  
Figure 13: Intersection Improvements - Big Boom Road/Media Drive/Main Street ..... 40  
Figure 14: Reduced Development Improvement Concept - Big Boom Road..... 43

LIST OF TABLES

Table 1: NYSDOT AADT volumes ..... 8  
Table 2: 2015 Two-Way Design Hour Volumes..... 8  
Table 3: 2015 Peak Hour Pedestrian and Bicycle Volumes..... 11  
Table 4: Existing Zoning ..... 15  
Table 5: Parcel Consolidation and Development Concept ..... 19  
Table 6: CI-18 Development Trip Generation ..... 21  
Table 7: HCM Intersection LOS ..... 25  
Table 8: Level of Service Summary - AM Peak Hour ..... 30  
Table 9: Level of Service Summary - PM Peak Hour ..... 32  
Table 10: Queue Summary - AM Peak Hour ..... 35  
Table 11: Queue Summary - PM Peak Hour ..... 36  
Table 12: LOS Summary Build with Improvements..... 41  
Table 13: Trip Generation Scenario Comparison ..... 44  
Table 14: LOS Summary - Reduced Build Scenario..... 45

LIST OF APPENDICES

Appendix A ..... Traffic Volume Data  
Appendix B ..... Trip Generation & Distribution  
Appendix C ..... Capacity Analysis Worksheets  
Appendix D ..... Mitigation Improvement Cost Estimates

## 1.0 INTRODUCTION

### A. Study Background, Overview, and Purpose

The Adirondack/Glens Falls Transportation Council (A/GFTC) initiated this study to provide a technical analysis of the transportation system impacts associated with proposed changes in commercial zoning in the area of the I-87 (Adirondack Northway) Interchange 18 in the Town of Queensbury, Warren County, New York. The Commercial Intensive Exit 18 (CI-18) District proposed by the Town of Queensbury is intended to provide for flexible development opportunities on key sites, creating economic development while encouraging the overall improvement and appearance of these areas, including attractive building designs and enhanced pedestrian access.

The Corinth Road/Main Street corridor, which is the primary east-west arterial route serving the study area, was reconstructed in 2011 (PIN 1753.80). This reconstruction involved capacity and safety enhancements including construction of a two-way center left-turn lane, intersection improvements, pedestrian/bicycle accommodations and new traffic signal systems. The basis of design for this road reconstruction included projections of traffic growth associated with a land development scenario within the study area that considered more than 1.6 million square feet of new commercial and industrial uses and approximately 1,200 new residential units. The timeline for that projected growth was 2015. The basis of the roadway design for the reconstruction also considered additional traffic growth to a 2025 planning horizon.

This *Exit 18 Rezone Study* identifies the changes in traffic that has occurred over the past 10 years since the original design studies were conducted, including documentation of traffic volumes, turning patterns, and pedestrian/bicycle activity in the corridor, and provides analysis of traffic operations to identify the transportation improvements recommended to support anticipated development under the proposed CI-18 zoning.

The study includes the following:

- Land use and development assessment of properties within the rezone area
- Documentation of existing traffic volumes and transportation system operations
- Projections of future travel demand generated by development under the proposed rezone
- Identification of traffic impacts of the potential development
- Identification of mitigation alternatives and implementation strategies

### B. Study Area

The project study area is located in the vicinity of the I-87 Interchange 18 with Corinth Road/Main Street (Warren County Route 28), in the southern part of the Town (See Figure 1). The proposed CI-18 District comprises approximately 65 acres of land around the interchange, extending north and south of Corinth Road/Main Street from Big Bay Road (west of I-87) to Big Boom Road (east of I-87), as shown in Figure 2.



The limits of the study of the transportation system extend further east to the municipal boundary of the City of Glens Falls, and includes the following intersections (see also Figure 3):

- Corinth Road (CR28) and Big Bay Road
- Corinth Road (CR 28) and I-87 Exit 18 Southbound ramps
- Corinth Road (CR 28) and I-87 Exit 18 Northbound ramps
- Main Street (CR 28) and Big Boom Road/Media Drive
- Main Street (CR 28) and Pine Street
- Main Street (CR 28) and Richardson Street

Figure 1: Study Location Map

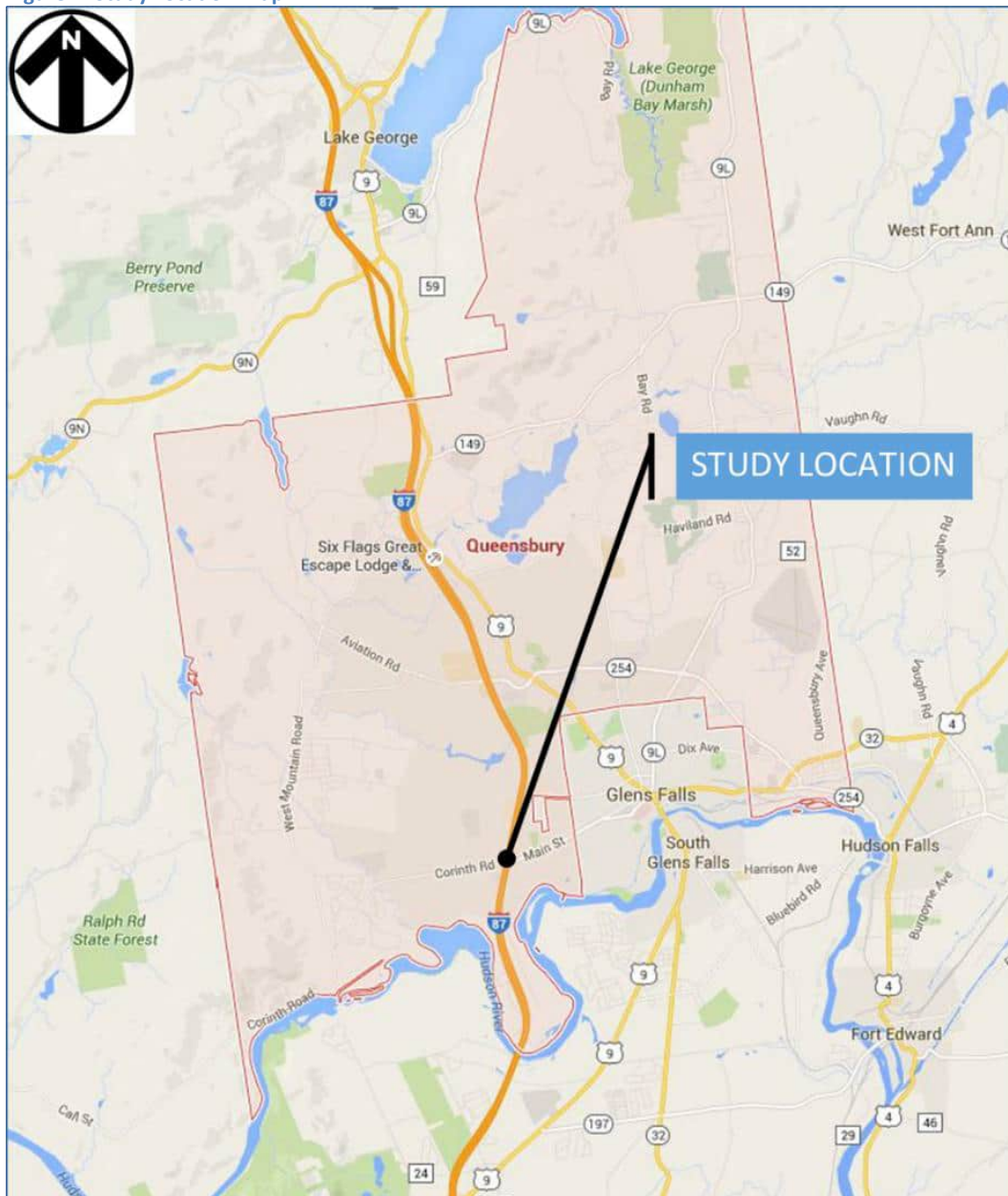


Figure 2: Exit 18 Rezone Area



Figure 3: Study Intersections



Aerial Image Source: Google Maps

### C. Study Objectives

The objectives identified for this study are to:

- Quantify the estimated traffic impacts resulting from development allowable under the proposed zoning changes on the function and capacity of the transportation system, including considerations of motorized and non-motorized traffic.
- Recommend modifications to the proposed zoning changes that would allow for the preservation of surface transportation capacity while still fostering the Town of Queensbury's goals to encourage desirable new development.
- Recommend conceptual transportation system improvements that would be required to maintain acceptable transportation system operations with the forecasted development conditions.
- Identify alternative funding mechanisms that are permissible under State and local regulations that could be used to leverage transportation system improvements.

## D. Study Approach

The study approach employed to complete this technical study consisted of:

- Inventory of existing transportation and land use conditions, and environmental constraints.
- Development of future land use and transportation conditions, considering planned/approved projects and local development trends.
- Assessment of impacts to the transportation system, and evaluation of mitigation strategies including transportation system management, capacity enhancements, and land use alternatives.
- Assessment of potential funding and implementation strategies.
- Town, A/GFTC and agency coordination.

This technical study is consistent with the foundational aspect of A/GFTC's Planning Principles for planning and program development by providing a coordinated assessment of land use and transportation. The alternatives for mitigation strategies were similarly developed in accordance with these principles to maximize utilization of available system capacity, and to consider mobility, access and safety for all modes and users.

## 2.0 EXISTING AREA CONDITIONS

### A. Roadway Network

County Route 28 is an Urban Principal Arterial and is owned and maintained by Warren County. West of the Exit 18 interchange this road is named Corinth Road, and east of the interchange it is named Main Street. As mentioned previously, this roadway was recently reconstructed to improve mobility and safety for motorized and active transportation. The segment of the corridor (Corinth Road) between Big Bay Road and the I-87 southbound ramps has a basic typical section of one 12-foot travel lane for each direction, with a 5-ft. sidewalk on the north side of the road. The segment of the corridor through the interchange consists of two lanes in each direction (a through travel lane and a left-turn lane in each direction), and sidewalks on both sides of the street. East of the interchange, Main Street transitions from the four-lane section to a three-lane section comprised of a single 14-foot shared travel lane in each direction and a center two-way left turn lane (TWLTL). At the signalized intersections of Main Street at Big Boom Road, Pine Street and Richardson Street, the TWLTL becomes a dedicated directional left-turn lane. Five-foot sidewalks are provided on both sides of Main Street from the I-87 interchange to beyond the Richardson Street limits of the study area. The posted speed limit along CR 28 throughout the study area is 35 mph.

Main Street from I-87 to its termination at US 9 in Glens Falls is part of the National Highway System and is a Designated Truck Access Highway in New York State. The corridor is a mix of commercial and residential uses. With the exception of the interchange area, access to the corridor is uncontrolled, meaning that driveway access to abutting properties is permitted.

### **Study Area Intersections**

All six of the study area intersections are controlled by multi-phased, traffic-actuated traffic signals. The NYSDOT owns and maintains the coordinated signals at the I-87 Exit 18 northbound and southbound ramps and at the adjacent intersection of Main Street, Big Boom Road and Media Drive. The current signal timing and phasing plans for these intersections were obtained from NYSDOT. Although Warren County owns and maintains the roadway infrastructure for the remaining segments of the study corridor, the traffic signals at the three other study intersections are locally managed through an agreement between the Town and the City of Glens Falls. The traffic signal timing and phasing data for these three locally-managed signals was obtained by field observations. The reconstruction of the corridor included provision for the interchange ramp signals to also operate in coordination with the signal at Big Boom Road, but currently they do not operate in this coordinated mode.

The geometry of the intersections are as follows:

- Big Bay Road / Corinth Road – This is a “T” intersection controlled with a traffic signal. The Corinth Road eastbound approach consists of a shared through /right-turn lane while the westbound approach provides an exclusive left turn lane and an exclusive through lane. The Big Bay Road northbound approach provides a shared left / right turn lane. A crosswalk with pedestrian accommodations exists on the west leg of the intersection. The traffic signal is fully-actuated and operates in a 3-phase sequence, including permitted/protected turn movements.
- I-87 Exit 18 Southbound (SB) Ramp / Corinth Road – This is a four-way intersection operating under traffic signal control. The Corinth Road eastbound approach provides two exclusive through lanes and an exclusive right turn lane while the Corinth Road westbound approach provides an exclusive left turn lane and an exclusive through lane. I-87 Exit 18 SB Ramp approach (north leg) provides two lanes; a shared left-turn / through lane and an exclusive right turn lane for southbound vehicles exiting I-87 while the south leg provides a single, one-way travel lane for vehicles to access I-87 southbound. Crosswalks and pedestrian accommodations exist on the north and east legs of this intersection. This signal is owned and maintained by the NYSDOT and is coordinated with the I-87 Exit 18 Northbound Ramp / Corinth Road intersection using a single controller to mutually operate both ramp intersections.
- I-87 Exit 18 Northbound Ramp/ Corinth Road – This is a four-way intersection operating under traffic signal control. The Corinth Road eastbound approach provides an exclusive left-turn lane and an exclusive through lane while the Corinth Road westbound approach provides an exclusive through lane and a shared through / right turn lane. The I-87 Exit 18 northbound approach provides an exclusive left turn lane, a shared through / right-turn lane and an exclusive right turn lane while the north leg provides a single, one-way travel lane for vehicles to access I-87 northbound. Crosswalks and pedestrian accommodations are provided on both the I-87 on and off ramps. This signal is owned and maintained by the NYSDOT and is coordinated with the I-87 Exit 18 Southbound Ramp / Corinth Road intersection using a single controller to mutually operate both ramp intersections.
- Big Boom Road / Media Drive / Main Street – This is a signalized four-way intersection. The Main Street eastbound approach provides an exclusive left-turn lane, an exclusive through lane and a shared through / right-turn lane. The Main Street westbound approach provides an exclusive left-turn lane and a shared through / right-turn lane. The Big Boom northbound approach provides a

shared left-turn / through / right-turn lane while the Media Drive southbound approach provides an exclusive left-turn lane and a shared through / right-turn lane. Crosswalks and pedestrian accommodations exist on the north, east, and west legs of this intersection. The traffic signal is fully-actuated and operates in a 4-phase sequence, including permitted/protected turn movements.

- Pine Street / Main Street - This is a signalized four-way intersection. The Main Street eastbound and westbound approaches provide an exclusive left-turn lane and a shared through / right-turn lane. The Pine Street northbound and southbound approaches each consists of a shared left-turn / through / right-turn lane. The north leg (southbound approach) is offset to the east from the south leg (northbound approach) and therefore, has split phasing for the northbound and southbound approaches. The Speedway (formerly Hess) gas station driveway exists opposite the Pine Street northbound approach. Crosswalks and pedestrian accommodations exist on the north and south legs of this intersection.
- Richardson Street / Main Street - This is a signalized four-way intersection. The Main Street eastbound and westbound approaches provide an exclusive left-turn lane and a shared through / right-turn lane. The Richardson Street northbound and southbound approaches each consists of a shared left-turn / through / right-turn lane. Crosswalks and pedestrian accommodations exist on all four legs of this intersection. The traffic signal is fully-actuated and operates in an 8-phase sequence, including permitted/protected turn movements.

## B. Traffic Volumes

Traffic volume data compiled from the New York State Department of Transportation (NYSDOT) Traffic Data Viewer provides the Average Daily Traffic (ADT) on Corinth Road / Main Street as shown in Table 1:

Table 1: NYSDOT AADT volumes

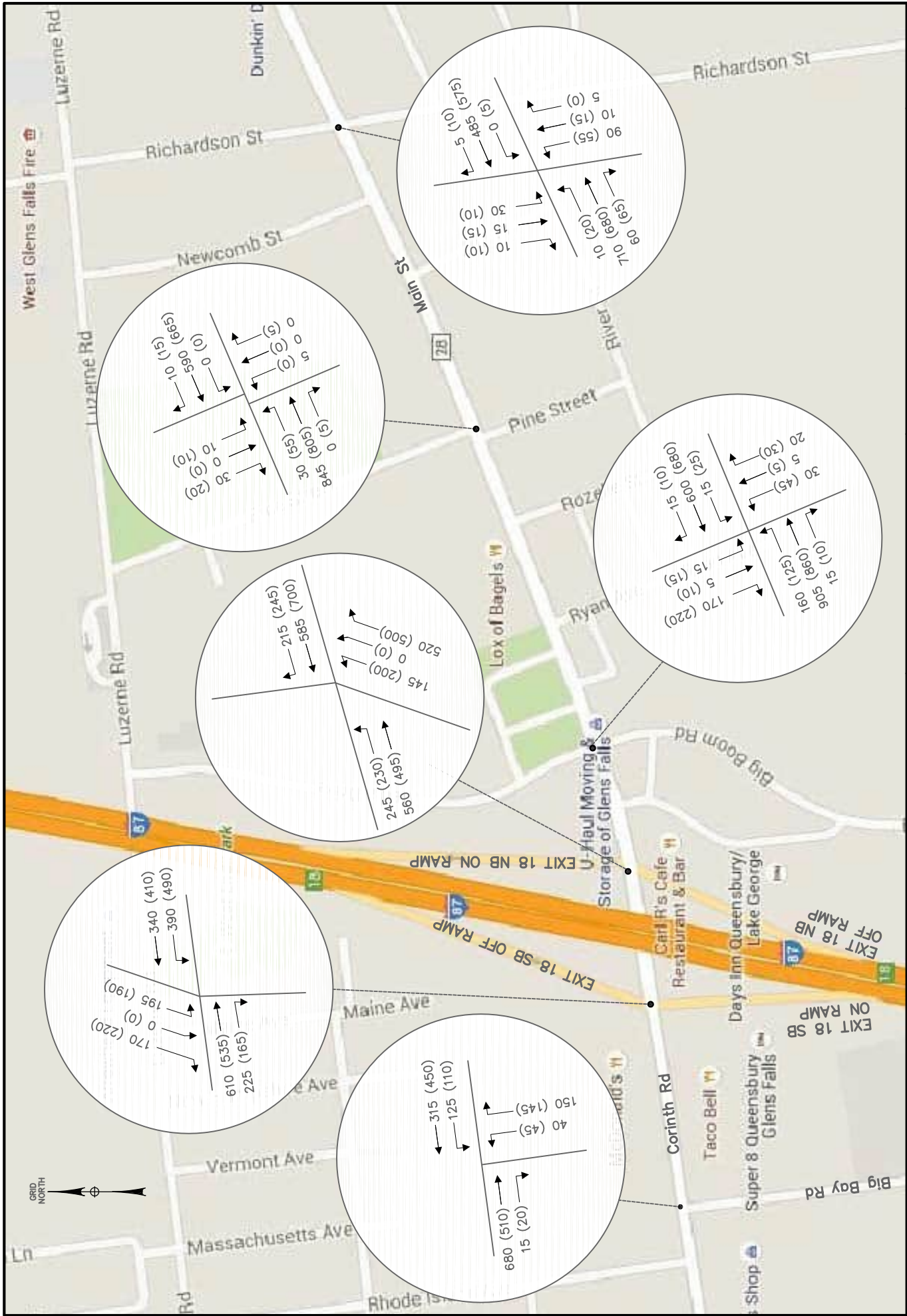
Location	From	To	Existing (2011) (vehicles per day)	Existing (2011) Peak Hour Volume (vehicles)		Forecasted (2013) (vehicles per day)
				AM	PM	
Corinth Rd.	Pinewood Rd.	I-87	8,020	664	711	8,011
Main St.	I-87	Richardson St.	Not provided	NA	NA	21,347
Main St.	Richardson St.	City Line	13,753	1,037	1,107	13,727
I-87	Southbound off ramp	Corinth Rd	6,500 (2009)	493	611	Not provided
I-87	Northbound off ramp	Corinth Road	5,021 (2009)	430	543	Not provided

Traffic volumes were counted at the six study intersections to document the current volumes and patterns of traffic movement during peak-hour conditions. These counts were conducted on Wednesday, May 20, 2015 and Thursday, May 21, 2015 for the weekday AM peak period (7 am to 9 am) and weekday PM peak period (4 pm to 6 pm). The existing traffic volumes were summarized and a monthly seasonal adjustment factor applied, based upon NYSDOT published factors, to reflect peak design conditions. The 2015 Existing Design Hour Volumes (DHV) are shown on Figure 4 (next page). The two-way traffic volumes on the study area roadways are shown on Table 2.

Table 2: 2015 Two-Way Design Hour Volumes

Segment		Two-Way Peak Hour Volume (vehicles)	
		AM	PM
West of Big Bay Rd. / Corinth Rd.	-	1,050	1,025
Big Bay Rd. / Corinth Rd.	Exit 18 SB ramps	1,345	1,330
Exit 18 SB ramps	Exit 18 NB ramps	1,535	1,625
Exit 18 NB ramps	Big Boom Rd. / Media Dr. / Main St.	1,880	1,940
Big Boom Rd. / Media Dr. / Main St.	Pine St. / Main St.	1,570	1,620
Pine St. / Main St.	Richardson St. / Main St.	1,545	1,500
East of Richardson St. / Main St.	-	1,235	1,280

Trucks and other heavy vehicles comprise 4-7% of the total traffic volumes on Corinth Road / Main Street during the AM peak hour and 3-5% during the PM peak hour. This count data is provided in Appendix A.



LEGEND  
 XX - AM PEAK HOUR  
 (XX) - PM PEAK HOUR

MAP IMAGE SOURCE: GOOGLE MAP

NOTE: NOT TO SCALE

WEEKDAY PEAK HOUR TRAFFIC VOLUMES  
 2015 - EXISTING CONDITIONS

EXIT 18 REZONE STUDY  
 QUEENSBURY, NY

FIGURE 4

DATE: 7/15

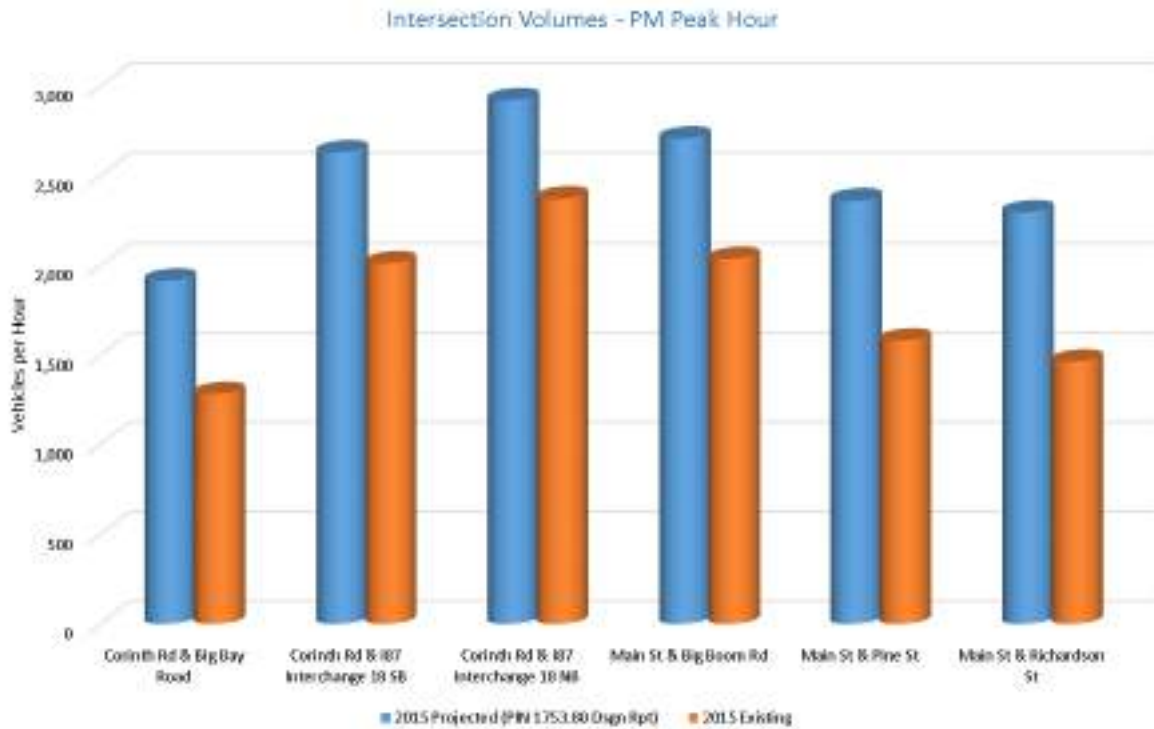


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The current 2015 DHV intersection volumes in the study area were compared to the forecasted 2015 Design Volumes that had been developed as the basis of design for the Corinth Road Reconstruction project. The data shows that the actual volumes are lower than the volumes that were used as the design condition for the reconstruction project. A comparison of volumes for the PM peak hour is provided in Figure 5.

Figure 5: 2015 Intersection Volume Comparison



### C. Transit Service

Greater Glens Falls Transit (GGFT) currently operates transit service in the study area via Bus Route 7 (West Glens Falls). The service operates weekdays from 7:00 a.m. to 5:05 p.m. and on Saturdays from 9:00 am to 5:10 pm, with average service headways of approximately 2 hours. A bus stop is located at the McDonald’s on Corinth Road, just west of the I-87 southbound ramps, although there is no shelter or bus turn-out.

Figure 6: GGFT Bus Route 7



## D. Pedestrians and Bicyclists

A sidewalk is provided along the north side of Corinth Road/Main Street throughout the limits of the study area. A sidewalk is also provided on the south side of the street from the I-87 southbound ramps to beyond the eastern limits of the study area. Crosswalks and pedestrian signals are provided at all of the signalized intersections, as noted in the intersection descriptions above. Pedestrian crossings of Main Street are also provided at two non-signalized intersections: at Ryan Avenue and at Rozelle Street.



Bicycles are accommodated in the shared 14-ft wide travel lanes on Main Street east of Big Boom Road. Because of the constraints of the interchange bridge structure, bicyclists either share the travel lanes or utilize the sidewalk to move through the interchange area. The facility was intentionally designed for this level of accommodation.

*Unsignalized pedestrian crossing at intersection of Main Street and Rozelle Street*

Counts of pedestrians and bicyclists were recorded at each study intersection during the weekday AM and PM study periods concurrently with the vehicle traffic counts in May 2015. The pedestrian/bicyclist volumes occurring during the AM and PM peak hours are shown in Table 3. The total number of pedestrians shown in the table includes the total number across all legs of the intersection. This summary shows there was minimal pedestrian and bicycle movements at the time of the counts. This is not to imply that the infrastructure supporting these transportation modes is not vital to the corridor, but these volumes provide a basis for understanding the effect of pedestrian and bicycle activity in the analysis of vehicle traffic operations.

**Table 3: 2015 Peak Hour Pedestrian and Bicycle Volumes**

Intersection	Pedestrians		Bicyclists	
	AM	PM	AM	PM
Big Bay Rd. / Corinth Rd.	0	0	0	0
Exit 18 SB ramps	2	1	0	0
Exit 18 NB ramps	1	1	2	2
Big Boom Rd. / Media Dr. / Main St.	0	1	0	1
Pine St. / Main St.	0	1	0	0
Richardson St. / Main St.	0	1	0	1

### 3.0 NO-BUILD TRAFFIC VOLUMES

In order to assess the traffic impacts associated with rezoning within the project area, it is first necessary to estimate the traffic volumes on the adjacent roadways for the future condition without the project (No-Build Condition) and then apply the traffic generated from the proposed project to obtain the future conditions with the project (Build Condition).

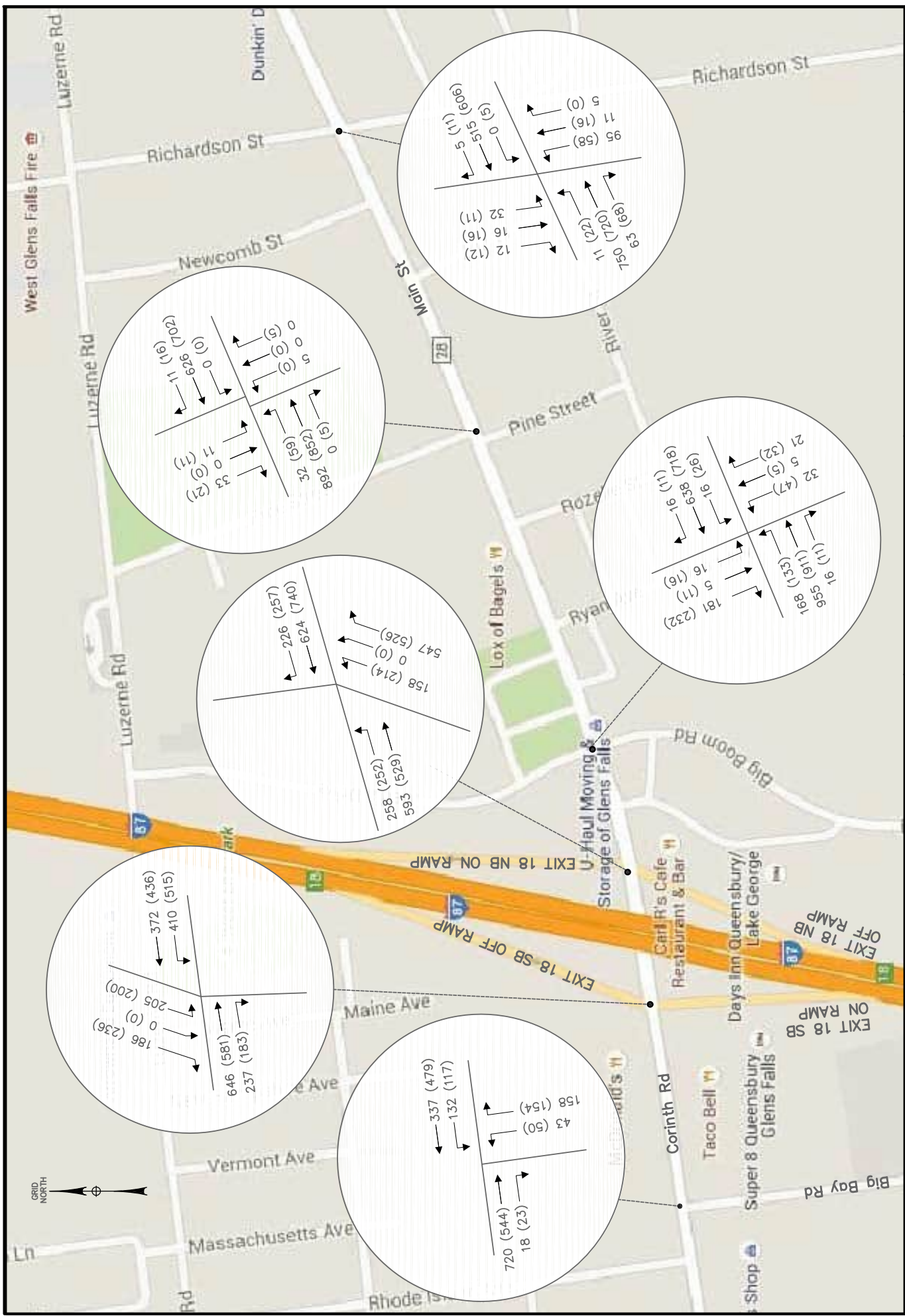
The Final Design Report (FDR) for the Corinth Road/Main Street Reconstruction project (PIN 1753.80), was reviewed to obtain historic baseline intersection traffic volumes for the project area. Comparison of the 2015 Existing Design Hour volumes and the 2004 traffic volumes contained in the FDR indicates that the traffic volumes within the project area have generally been relatively stable with 0% to 2% per year growth, depending on location. Intersections at the westerly project limits have experienced more growth than the intersections at the easterly project limit. For the purposes of this study, an annual growth rate of 1% was applied to adjust the 2015 Design Hour volumes to the 5-year 2020 planning horizon established for the study.

The Town Planning Department identified three approved development projects that would add future traffic volume to the study area:

- Parillo Mixed Use: 2,832 s.f. Fast Food and 20,000 s.f. of office/retail
- 30,300 s.f. expansion of existing 30,502 s.f. warehouse (approved 12/2013).
- Four (4) 200' x 30' self-storage buildings and associated site work (approved 4/15).

Based on the traffic projections developed for each of these projects, it is estimated they will add a combined 28 vehicle trips during the weekday AM peak hour and 39 vehicle trips during the weekday PM peak hour through the I-87 Exit 18 interchange.

The traffic generated by these developments were combined with the general background growth to represent the future No-Build volumes, which will be the basis for evaluating the impact of the projected development under the proposed CI-18 zoning. The resulting 2020 No-Build traffic volumes are shown on Figure 7 (next page). The No-Build intersection volumes for the PM peak hour are shown in comparison to the volumes that were used as the design condition for the Reconstruction project and the 2015 current volumes on Figure 8 (page 14).



LEGEND  
 XX - AM PEAK HOUR  
 (XX) - PM PEAK HOUR  
 MAP IMAGE SOURCE: GOOGLE MAP

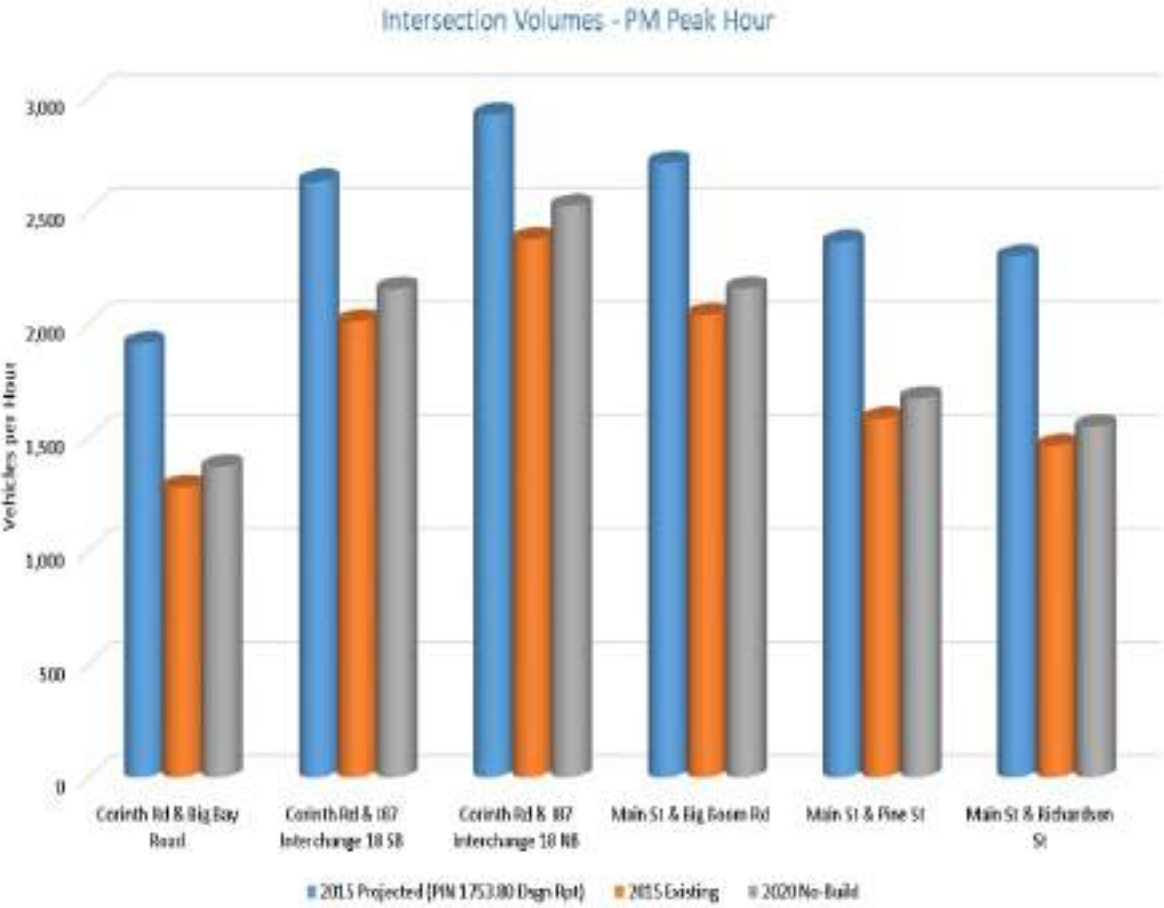
NOTE: NOT TO SCALE



WEEKDAY PEAK HOUR TRAFFIC VOLUMES  
 2020 - NO BUILD CONDITIONS  
 EXIT 18 REZONE STUDY  
 QUEENSBURY, NY

FIGURE 7  
 DATE: 7/15

Figure 8: Intersection Volume Comparison - Existing/No-Build



## 4.0 LAND USE

The proposed CI-18 rezone area is approximately 65.5 acres. Land use within the boundaries of the proposed CI-18 zone includes undeveloped parcels and a variety of small-scale commercial and service uses, as follows:

### Restaurants

Carl R's Café, Restaurant & Bar  
 McDonalds  
 Subway  
 Taco Bell

### General Commercial

U-Haul Moving and Storage

### Convenience/Fuel Services

Capital Food and Fuel  
 Cumberland Farms

### Lodging

Days Inn Queensbury/Lake George  
 Super 8 Queensbury



The current zoning of the proposed CI-18 district includes Commercial Intensive (CI), Commercial Light Industrial (CLI) and Main Street (MS) zones. The land area associated with each of the current zones is shown in Table 4:

**Table 4: Existing Zoning**

Zone	Size (acres)
Commercial Intensive (CI)	28.93
Commercial Light Industrial (CLI)	7.14
Main Street (MS)	29.43
Total	65.5

The statement of intent for the proposed CI-18 zone is to take advantage of an area of Queensbury that already has intense commercial development proximate to the Exit 18 Interchange with US Interstate 87 (Adirondack Northway) by allowing for flexible development opportunities on key sites, creating economic development while encouraging the overall improvement and appearance of these areas, including attractive building designs and enhanced pedestrian access

The CI and MS zones allow many of the same uses. One difference is the listing of Enclosed Shopping Center as an allowable use in the proposed CI-18 zone; a use that is not allowed in the existing zones in the study area. The second “new” use is Amusement Center which is allowed in the proposed CI-18 zone,

the existing CL but not in the CLI or MS zone. Many of the most intensive uses allowable only under the existing CLI zone are not included in the proposed CI-18 zone.

The proposed CI-18 zone also will allow buildings up to 70 feet depending on the building setback. Existing zoning allows for a maximum height of 40 in the CI and MS zone and 60 in the CLI zone. Finally to further encourage well planned and attractive projects, language to be included in 179-7-050 Design Districts has been developed for the proposed zone. This will address issues such as facades, rooflines entrance design and location, building materials within the context of overall site planning.

The development potential of the CI-18 zone was evaluated based on considerations of existing physical constraints (such as wetlands, steep slopes and floodplains) and the proposed zoning criteria. The evaluation also incorporated approved projects not yet built in the Study Area. A review of National Wetlands Inventory (NWI) wetlands mapping, U.S. Department of Agriculture (USDA) soils mapping and Federal Emergency Management Agency (FEMA) floodplain mapping did not identify resources that would constrain development within the proposed CI-18 zone.

The proposed CI-18 zone consists of approximately 20 separate parcels varying in size from approximately 1 acre to over 17 acres. The buildable acreage of the proposed CI-18 zone was determined by deducting land necessary to accommodate the infrastructure for roads (access and traffic circulation) and utilities, and considering the adjustments for zoning requirements related to lot coverage, landscaping/greenspace, and permeable surfaces. Typically the road and utility infrastructure for development will comprise 15-20% of a site. For the purposes of this analysis, 15% was used to provide a higher estimate of the development potential of the area.

The Town of Queensbury zoning code requires site development to provide a minimum of 30% landscaping/30% permeable surfaces. In addition, the use of permeable pavement earns a 50% bonus that is used to meet the landscaping/permeable pavement requirements. It is assumed that over the entire study area approximately 20% of parcels will utilize permeable pavement, reducing the required landscaping/permeable pavement requirements.

Based on these considerations of infrastructure and zoning criteria, it is estimated that the CI-18 rezone area will support approximately 38 buildable acres.

<b>Available acreage calculation</b>	<b>65.5 acres total</b>
Subtract roads, utilities (15%)	9.83
Subtract constraints (wetlands/steep slopes/floodplains)	0
Subtract landscaping/permeable surfaces requirements <sup>1</sup>	17.69
<b>Approximate acreage available for development</b>	<b>37.98</b>

<sup>1</sup> It is assumed that over the entire study area approximately 20% of parcels will utilize permeable pavement

A land use scenario for this buildable area was developed for a 2020 planning horizon for the purpose of the transportation analysis. Prior to identifying conceptual land uses for this development scenario, parcels within the study area were consolidated to ensure that parcels meet the acreage requirements of the proposed zoning and thus will be developable. This parcel consolidation concept is shown on Figure 9. It is noted that the geographic location of Parcel F (Capital Food and Fuel) does not allow it to be

combined with any other parcel. Because of this, Parcel F was considered to remain an undersized lot with a non-conforming use (convenience/fuel services) under the proposed zoning.

Gas stations are not identified as an allowable use in the proposed zoning language resulting in a second non-conforming use on the south side of Main Street (Parcel K). Again, for the purpose of this analysis, two undersized adjoining parcels are proposed to be combined. The undersized lots are not adjacent to any other parcels in the study area.

The Parcel Consolidation and Concept Development Table (Table 5) identifies the estimated maximum build-out focused on high traffic generators. Alternative uses have been identified for some parcels, which were also considered for the purpose of identifying a development scenario for the transportation analysis.



Figure 9: Parcel Consolidation Concept



**Table 5: Parcel Consolidation and Development Concept**

Parcel	Size (Acres)	Existing Zoning	Proposed Zoning	Estimated Buildable Area (Acres)	Estimated Build-out Land Use
A	16.59	CI	CI-18	9.62	Hotel with meeting rooms: 170 rooms Office: 60,000 sq. ft. Bank or other service use with drive-thru: 7,000 sq. ft.
B	3.14	CI	CI-18	1.82	Maintain existing use - fast food with drive thru: 4,000 sq. ft. <sup>1</sup>
C	1.25	CI	CI-18	0.73	Business commercial (service)/small retail/food strip: 12,000 sq. ft.
D	5.46	CI	CI-18	3.16	Commercial office: 50,000 sq. ft.
E	2.49	CI	CI-18	1.44	Expansion of existing Hotel: 110 added rooms
F	0.98	MS	CI-18	0.57	Existing use to remain
G	3.28	MS	CI-18	1.91	Expansion of existing Hotel: 120 rooms
H <sup>2</sup>	1.85	MS	CI-18	1.07	Commercial Office: 11,000 sq. ft.
I <sup>2</sup>	1.10	MS	CI-18	0.64	Commercial Office: 7,000 sq. ft.
J	2.41	MS	CI-18	1.40	Retail/fast food: 9,000 sq. ft.
K	2.35	MS	CI-18	1.36	Existing use to remain; redevelop as expanded convenience/fuel services or similar use & include adjoining non-conforming parcels <sup>3</sup>
L	17.46	MS	CI-18	10.12	Hotel w/meeting rooms & restaurant: 200 rooms Commercial office: 80,000 sq. ft. <sup>4</sup>
M	7.14	MS	CI-18	4.14	Retail Shopping Mall/Plaza: 80,000 sq. ft.
	<b>65.5</b>			<b>37.98</b>	

<sup>1</sup>Site currently does not meet proposed landscape or percent permeable requirements; site redevelopment to meet these requirements.

<sup>2</sup>H and I represent one parcel divided by Big Boom Road.

<sup>3</sup>Gas stations are not an allowable use in the proposed CI-18 zone; redevelopment/expansion of this use will require a variance. The 2 adjacent parcels do not meet minimum lot size in the CI-18 zone and therefore were combined and included in Parcel K.

<sup>4</sup>Alternate concept- possible 100,000 GLFA SF shopping mall/plaza with outparcel, 500-550 parking spaces.

## 5.0 BUILD TRAFFIC VOLUMES

### A. Trip Generation

The transportation impacts associated with development of the proposed CI-18 zone was based on a development scenario for the 2020 planning horizon established in coordination with the Town and A/GFTC. This Build development scenario consists of the following uses:

Land Use	Size
Hotel	294 rooms*
Office	128,000 sq. ft.
Bank with Drive-thru service	7,000 sq. ft.
Fast food Restaurant with Drive-thru service	4,000 sq. ft.
Specialty/Neighborhood Retail	17,000 sq. ft.
Shopping Center Retail	180,000 sq. ft.

\*this is in addition to the 106 existing hotel rooms in the zone

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th edition, is the industry standard for determining trip generation for various land uses and is based on data collected at case study sites throughout the United States. The applicable ITE Land Use Codes (LUC) corresponding to the land uses for the Build scenario are as follows:

- ITE LUC 310: Hotels
- ITE LUC 710: General Office
- ITE LUC 912: Bank with Drive-Thru
- ITE LUC 820: Retail
- ITE LUC 934: Fast Food Restaurant w/ Drive-Thru

The traffic generated by the development with the CI-18 zone will be composed of the following basic trip categories; primary trips and pass-by trips. **Primary trips** represent motorists whose primary destination is within the zone and travel along the adjacent road is not linked to additional purposes. **Pass-by trips** are secondary trips that are attracted from traffic passing the individual development sites on an adjacent street that offers direct access to the generator.

The ITE *Trip Generation Handbook, 3<sup>rd</sup> Edition*, which provides pass-by trip rates for the various land uses, was used to assess the number of new trips that would be associated with each of the proposed developments as pass-by trips. The following pass-by trip rates were estimated for the development, based on the ITE information and engineering experience/judgement:

- Bank with Drive-Thru: 30% pass-by trips
- Shopping Center retail: 35% pass-by trips
- Fast-food and smaller retail sites: 50% pass-by trips
- Hotels and offices: are not uses that would include pass-by trips.

Internal capture is another trip generation concept, which is related to travel between parcels within the CI-18 zone. ITE has limited information pertaining to this effect, but what information does exist shows that the interaction between the proposed uses would not be significant. In the case of the CI-18 zone, many of these trips would also still involve travel on the public street network. Consequently, the trip

generation estimates for the Build condition did not consider a trip reduction for these types of trips between parcels.

Based on the ITE information, it is estimated that the Build development scenario will generate 1,048 vehicle trips during the AM peak hour and 2,123 trips during the PM peak hour. Of these trips, 794 trips are estimated to be new to the network during the AM peak hour and 1,503 trips will be new during the PM peak hour. Although transit service is provided in the corridor, existing ridership characteristics discussed with GGFT suggest that transit will not significantly influence the trip generation characteristics of travel to the study area, so the trip generation estimates were not reduced for transit use for the purpose of this study.

Table 6 summarizes the estimated site traffic generated by the Build scenario, grouped by land use. Appendix B provides the detailed trip generation and distribution estimates for each parcel within the CI-18 zone.

**Table 6: CI-18 Development Trip Generation**

Parcel	Build Use	LUC	Size	Trip Type	Weekday			AM Peak Hour			PM Peak Hour		
					Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
<b>SUMMARY OF BUILD OUT USES</b>													
A, E, G, L	Hotel	310	294 rooms	Total	1,202	1,200	2,402	92	64	156	91	85	176
				Pass-By	0	0	0	0	0	0	0	0	0
				Primary	1,202	1,200	2,402	92	64	156	91	85	176
A, D, H, I	General Office	710	128,000 s.f.	Total	933	930	1,863	234	31	265	53	253	306
				Pass-By	0	0	0	0	0	0	0	0	0
				Primary	933	930	1,863	234	31	265	53	253	306
A	Bank w/ Drive-Thru	912	7,000 s.f.	Total	519	518	1,037	48	37	85	85	85	170
				Pass-By (30%)	155	156	311	13	13	26	25	26	51
				Primary	364	362	726	35	24	59	60	59	119
B, J	Fast Food Restaurant w/ Drive-Thru	934	4,000 s.f.	Total	992	992	1,984	93	89	182	68	63	131
				Pass-By (50%)	496	496	992	45	46	91	33	33	66
				Primary	496	496	992	48	43	91	35	30	65
C, J	Retail	820	17,000 s.f.	Total	1,341	1,341	2,682	42	26	68	108	117	225
				Pass-By (50%)	670	670	1,340	17	17	34	56	56	112
				Primary	671	671	1,342	25	9	34	52	61	113
L, M	Shopping Center	820	180,000 s.f.	Total	6,333	6,332	12,665	181	111	292	536	579	1,115
				Pass-By (35%)	2,216	2,217	4,433	51	52	103	195	196	391
				Primary	4,117	4,115	8,232	130	59	189	341	383	724
<b>TRIP GENERATION SUMMARY</b>													
Total of All Parcels				Total	11,320	11,313	22,633	690	358	1,048	941	1,182	2,123
				Pass-By	3,537	3,539	7,076	126	128	254	309	311	620
				Primary	7,783	7,774	15,557	564	230	794	632	871	1,503

## B. Site Trip Distribution

The traffic generated by the Build scenario was distributed to the network based on the overall traffic flow patterns in the study area and considering the type of use, and proximity of the site to other regional activity centers and residential populations. The trips were distributed to the network for each of the parcels. The overall distribution for all new primary trips resulted in the following general distribution:

To/From:	Main Street East .....	23%
	Corinth Road West:.....	23%
	I-87 North: .....	20%
	I-87 South: .....	20%
	Media Drive North: .....	13%
	Big Bay Rd South:.....	1%
	TOTAL.....	100%

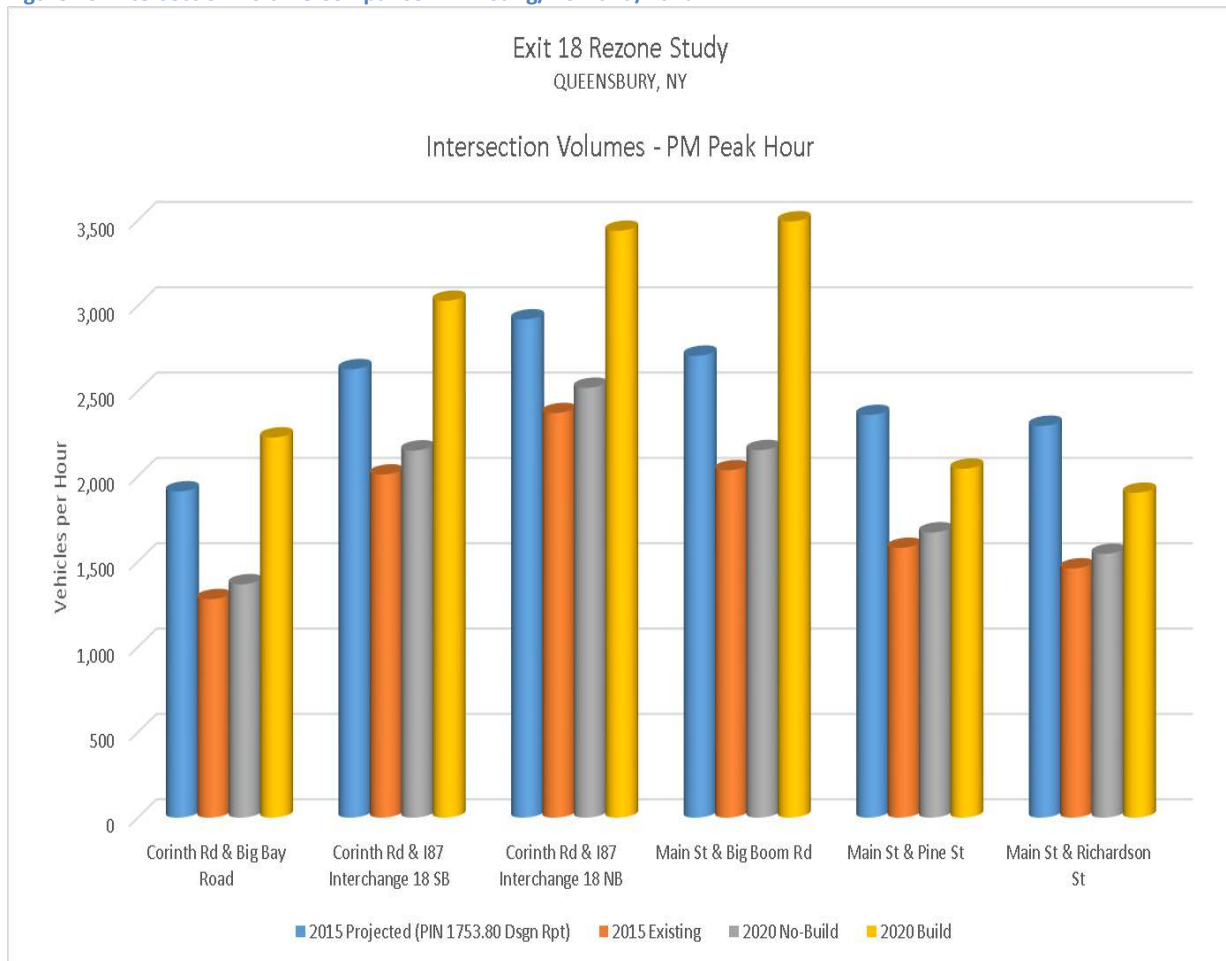
The distribution and turning movement assignments of site traffic to the study area roadways for pass-by and primary trips is provided in Appendix B.

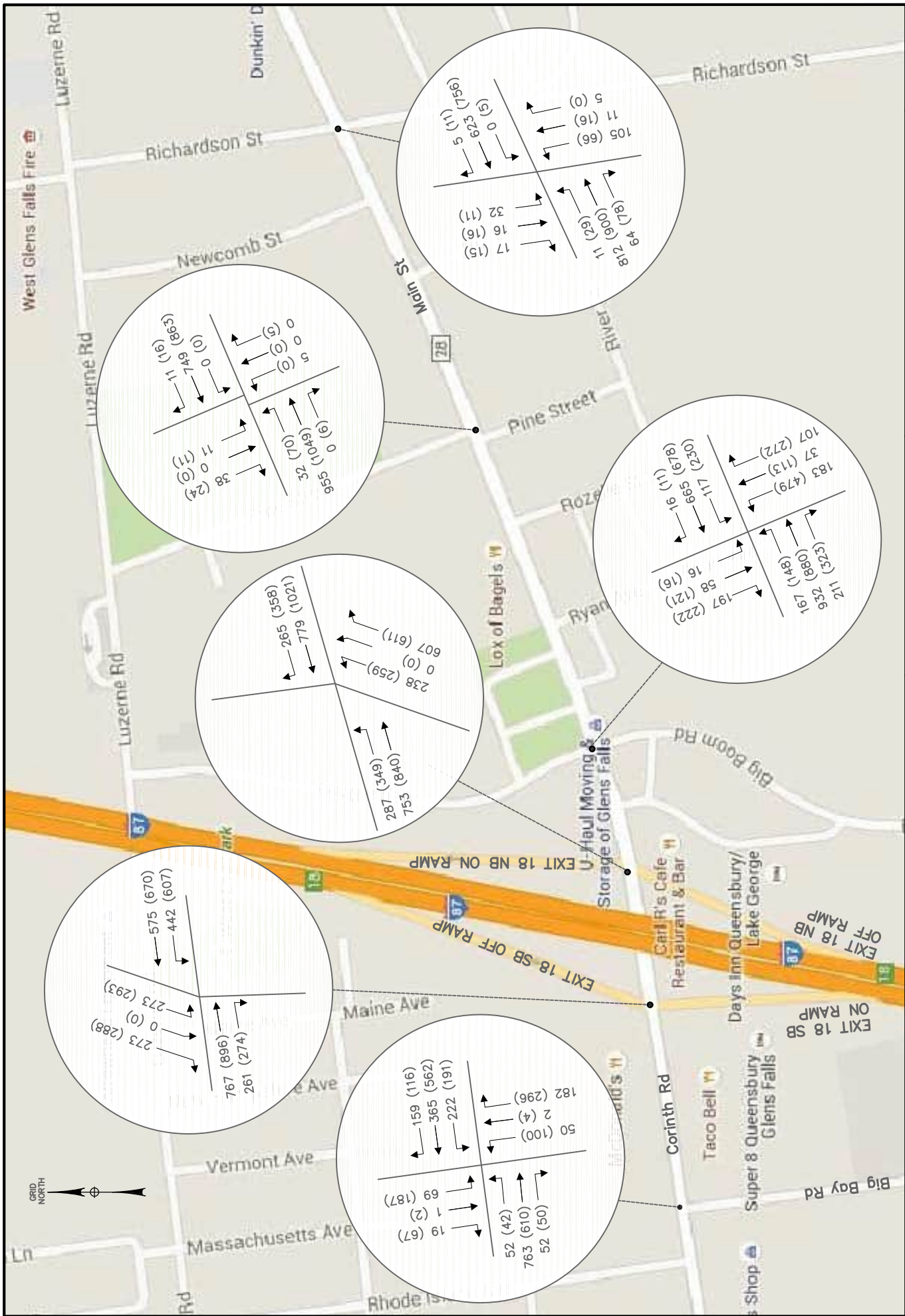
### C. Future Build Volumes

The site generated traffic was combined with the 2020 No-Build volumes to represent the estimated future volume conditions for the project area with the rezone development. The future 2020 Build volumes are shown on Figure 11 (next page).

A comparison of the intersection volumes for the 2020 Build Condition to the 2015 Design Volumes that had been developed for the Corinth Road Reconstruction project (FDR, 2004) are shown in Figure 10. This data shows that the 2020 Build volumes for the four intersections between Big Bay Road and Big Boom Road are substantially higher (15%-30%) than the volumes that were used as the design condition for the Reconstruction project. The Build volumes for the intersections east of Big Boom Road are projected to be lower than the design volumes used as the basis of the reconstruction project design.

Figure 10: Intersection Volume Comparison – Existing/No-Build/Build





**LEGEND**  
 XX - AM PEAK HOUR  
 (XX) - PM PEAK HOUR

**MAP IMAGE SOURCE:** GOOGLE MAP

**NOTE:** NOT TO SCALE

**CH2M**  
 111 Winers Circle, PO Box 5269, Albany, NY 12205-0269  
 Phone: (518) 453-4500 • www.ch2m.com

**WEEKDAY PEAK HOUR TRAFFIC VOLUMES 2020 - BUILD CONDITIONS**

**EXIT 18 REZONE STUDY QUEENSBURY, NY**

**FIGURE 11**

**DATE:** 7/15

## 6.0 CAPACITY ANALYSIS

The operating conditions of transportation facilities are evaluated based on the relationship of existing or projected traffic volumes to the theoretical capacity of the highway. Various factors affect highway capacity, including traffic volume, speed, roadway geometry, grade, number and width of travel lanes and intersection control. The current standards for evaluating capacity and operating conditions are contained in the Highway Capacity Manual 2010 (HCM 2010), published by the Transportation Research Board (TRB). The procedures describe operating conditions in terms of Level of Service (LOS). In general, LOS “A” represents the best operating conditions and LOS “F” represents the worst.

Level of Service (LOS) criteria are equated to average delay per vehicle (seconds), and range from LOS A to LOS F. An overall intersection LOS of D or better is generally considered to be acceptable during peak periods for signalized intersections. A LOS F represents levels of congestion that are generally considered to be unacceptable at any intersection; however, again, other metrics should also be considered in determining a need for improvements. Table 5 below presents the level of service thresholds for signalized intersections.

**Table 7: HCM Intersection LOS**

LOS	Control Delay per Vehicle (Seconds)
A	10 or less
B	10-20
C	20-35
D	35-55
E	55-80
F	greater than 80

Capacity analyses were performed for the following conditions using SYNCHRO 8 software:

- 2015 Existing
- 2020 No-Build
- 2020 Build

These analyses were completed using the HCM 2010 guidance on recommended practices for treatment of various data inputs to develop the models, such as considerations of peak hour factor adjustments, and heavy vehicle factors. However, the operational analysis models that were used to produce the level-of – service results used the computational methods from the earlier HCM 2000 version because of limitations in the HCM 2010 methodology for analyzing the signal phasing at some of the study area intersections, such as the clustered signal operations of the interchange.

Table 8 and Table 9 at the end of this Section summarize the LOS and delay results for each of the intersections for the weekday AM and PM peak periods, respectively. Summary reports of these analyses are provided in Appendix C.



## A. Existing Traffic Operations

The capacity analyses show that the overall intersection operations in the corridor are acceptable, with weekday AM and PM peak periods at all intersections operating at LOS D or better. In fact, the overall intersection levels of service for much of the study area is LOS B. Similarly, all approaches and lane groups operate at LOS D or better during peak hours, except at the Big Boom Road/Media Drive/ Main Street intersection where the northbound approach (Big Boom Road) operates at LOS F during both peak periods. The LOS F condition for this approach is not because of a high volume demand (55 veh/hr in the AM peak and 80 veh/hr in the PM peak), but is a result of the interaction of this traffic with the conflicting traffic entering the intersection at the same time from Media Drive.



Traffic moves along the corridor in long groups, or platoons, during the peak hours. Queue conditions that sometimes extend beyond the designated storage areas within the lanes and/or extend to an adjacent intersection can reduce the effective operations in the corridor. These factors will periodically produce congestion in the corridor that is not reflected by the intersection level of service results. The queue conditions in the corridor are discussed in Section 7.0 of this report.

It is noted that the Corinth Road Reconstruction project included the capability for the signal at the Big Boom Road/Media Drive/Main Street intersection to be operated in coordination with the signals at the I-87 Exit 18 interchange. However, the existing signal timing plans for these signals shows that this coordination is not currently being deployed by NYSDOT. NYSDOT has indicated that they will be making minor adjustments to some timing inputs to improve the efficiency of the signal operations, but they consider that the coordination would not have an overall benefit to corridor operations at this time.

The field observations of conditions at the Main Street/Richardson Street intersection indicate that the northbound approach of Richardson Street is operating in a 'Vehicle Recall' mode, which means that green time is allocated for this approach even when there are no vehicles present on Richardson Street to be served. In contrast, the southbound approach operates in a 'Vehicle Actuation' mode, so that a call for GREEN is not placed for this approach unless a vehicle is present. This current recall mode of operation for the northbound approach reduces the efficiency of traffic operations because of the unnecessary traffic stops on Main Street. The signal was designed so that both the northbound and southbound approaches would operate in 'Vehicle-actuation' mode.

Another characteristic of the signal operations at the Main Street/Richardson Street intersection is that the Richardson Street phases of the signal do not appear to be programmed for northbound and southbound approaches of Richardson Street to both receive a GREEN signal at the same time regardless of which direction activated the call (known as 'Dual Entry'). Instead, the current operations have the signals facing southbound traffic remain RED if there is no vehicle call on this approach even when the northbound approach is GREEN. This is not a common phasing treatment, and is not how the signal was designed to operate. While this does not negatively impact delays at the intersection, it may cause confusion for pedestrians. This is because the pedestrian signals to cross Main Street on the east side of the intersection are associated with the northbound traffic phase while the pedestrian signals to cross Main Street on the west side of the intersection are associated with the southbound traffic phase. Because the signal is not using the Dual Entry function, the pedestrian signals will display WALK for the east side crossing at the same time that the signals display DON'T WALK for the west side crossing.

## **B. No-Build Traffic Operations**

The No-Build capacity analysis identifies the traffic operations for the 2020 planning horizon considering status quo development and socio-economic trends for the area. This analysis provides the context for evaluating the impact of the development in the CI-18 zone. The analyses assumes the existing geometrics and signal phasing configurations, but with optimized signal cycle and green time allocations.

The analyses show similar operations as the Existing conditions, with all intersections operating at an overall LOS D or better during the weekday AM and PM peak periods. All approaches to each of the intersections continue to operate at acceptable LOS (LOS D or better) except for the Big Boom Road northbound approach (AM and PM periods) and the Main Street eastbound approach at Richardson Street (AM period). As with the Existing Conditions, the Big Boom northbound approach continues to experience long delays with unacceptable LOS (LOS F). The increase in traffic associated with background growth results in additional delay (16.3 seconds) to the Main Street eastbound approach at Richardson Street during the weekday AM peak period, such that the LOS deteriorates from LOS D to LOS E. This level of service also reflects the inefficiency created by the current recall mode operation of the Richardson Street approach.



### C. Build Traffic Operations

The analysis of the Build condition operations considered these operations in the context of the existing geometry and traffic control. However, for the purpose of analysis, it is assumed that the access to Parcel A will be provided from Corinth Road opposite Big Bay Road, which is the preferred access location. The initial base assumptions for the geometry needed at this intersection to support the access to Parcel A used in the Build analysis are as follows:

- Big Bay Road/Corinth Road –
  - Site access to Corinth Road opposite Big Bay Road, modifying this from a “T” intersection to a 4-way intersection.
  - Provide a single lane on the new southbound approach from Parcel A to provide a shared left-turn/through/right-turn lane.
  - Provide a separate left-turn lane on Corinth Road eastbound approach (for traffic entering Parcel A)

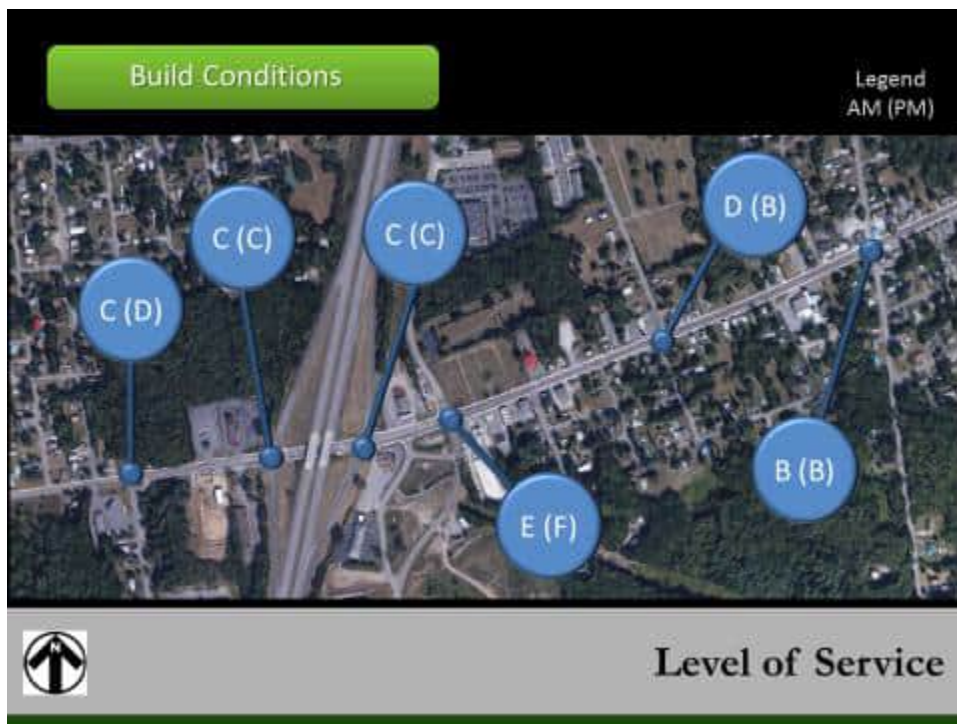
In addition to these geometric modifications, the Build capacity analyses assumes modified signal phasing to accommodate the new fourth leg of the Big Bay Road/Corinth Road intersection. The geometry and signal phasing at the other study intersections are the same as existing for this analysis.

The results of the capacity analyses show that the overall level of service for all the study intersections except Big Boom Road/Media Drive/Main Street will operate at LOS D or better. The intersection of Big Boom Road/Media Drive/Main Street will be LOS E in the AM peak hour and LOS F in the PM peak hour.

The Build analysis also shows LOS E/F operations at the following intersection approaches, even though the overall intersection operations are LOS D or better:

- Big Bay Road/Corinth Road: SB approach (AM & PM)
- Pine Street/Main Street: EB approach (AM)  
NB & SB approaches (PM)

It is noted that the analysis of the intersection of Main Street/Richardson Street shows an improvement in LOS from the No-Build condition to the Build condition. This is because the Build analysis is based on signal operations with both the northbound and southbound approaches operating in 'Vehicle Actuation' mode, and with associated signal timing re-optimization.



These analyses show that specific areas of the transportation system, particularly in the area of the Big Boom Road/Media Drive/Main Street intersection, will require improvements to accommodate the traffic increases associated with projected CI-18 rezone development. Consideration of these mitigation improvements are discussed in Section 8.0.

**Table 8: Level of Service Summary - AM Peak Hour**

Intersection	Street	Approach	Lane Group	2015 Existing		2020 No-Build		2020 Build		
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	
Corinth Rd (CR 28) & Big Bay Rd	Corinth Rd (Rte 28)	EB	Left-turn			A	8.3			
			Through/Right-turn	B	13.3	B	14.9	C	21.1	
			Overall Approach	B	13.3	B	14.9	C	20.3	
		WB	Left-turn	A	7.2	A	8.5	C	26.1	
			Through	A	3.2	A	3.2			
			Through/Right-turn					B	13.9	
	Overall Approach	A	4.3	A	4.7	B	17.5			
		Big Bay Rd	NB	Left-turn/Right-turn	C	23.1	C	23.5		
				Left-turn/Through/Right-turn					C	31.5
	Overall Approach		C	23.1	C	23.5	C	31.5		
	SB	Left-turn/Through/Right-turn					F	83.5		
		Overall Approach					F	83.5		
	<b>Overall Intersection</b>				<b>B</b>	<b>11.7</b>	<b>B</b>	<b>12.7</b>	<b>C</b>	<b>23.5</b>
	Corinth Rd (CR 28) & Exit 18-SB Ramps	Corinth Rd (Rte 28)	EB	Through	B	15.9	B	17.2	C	27.9
				Right-turn	B	13.5	B	14.4	C	20.6
Overall Approach				B	15.2	B	16.4	B	26.0	
WB			Left-turn	B	19.2	B	23.9	B	22.1	
		Through	A	2.7	A	2.9	A	3.2		
		Overall Approach	B	11.5	B	13.9	B	11.3		
Exit 18-SB Off Ramp		SB	Left-turn/Through	D	33.9	D	36.8	D	39.8	
			Right-turn	C	27.3	C	28.8	C	29.5	
			Overall Approach	C	30.8	C	33.0	C	34.4	
<b>Overall Intersection</b>				<b>B</b>	<b>16.8</b>	<b>B</b>	<b>18.6</b>	<b>C</b>	<b>22.0</b>	
Main St (CR 28) & Exit 18-NB Ramps	Main St (Rte 28)	EB	Left-turn	B	18.3	C	20.5	C	30.1	
			Through	A	3.7	A	4.1	A	7.3	
			Overall Approach	A	8.1	A	9.1	B	13.8	
		WB	Through/Right-turn	B	16.3	B	18.5	B	24.5	
	Overall Approach		B	16.3	B	18.5	C	24.5		
	Exit 18-NB Off Ramp	NB	Left-turn	C	29.9	C	32.4	D	40.0	
			Through/Right-turn	C	27.8	C	29.2	C	31.7	
			Overall Approach	C	28.2	C	29.9	C	34.0	
<b>Overall Intersection</b>				<b>B</b>	<b>16.9</b>	<b>B</b>	<b>18.5</b>	<b>C</b>	<b>23.5</b>	

**Table 8: Level of Service Summary - AM Peak Hour (continued)**

Intersection	Street	Approach	Lane Group	2015 Existing		2020 No-Build		2020 Build	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Main St (CR 28) & Big Boom Rd/Media Dr	Main St (Rte 28)	EB	Left-turn	B	18.4	C	20.2	F	107.3
			Through/Right-turn	A	8.9	B	10.6	D	43.7
			Overall Approach	B	10.3	B	12.0	D	52.1
		WB	Left-turn	B	16.7	B	15.2	D	41.7
			Through/Right-turn	C	26.2	C	24.1	E	63.5
			Overall Approach	C	26.0	C	23.9	E	60.6
	Big Boom Rd	NB	Left-turn/Through/Right-turn	F	106.9	F	163.5	F	104.7
			Overall Approach	F	106.9	F	163.5	F	104.7
	Media Dr	SB	Left-turn	C	31.8	D	35.3	D	36.2
			Through/Right-turn	C	31.4	C	34.4	C	28.4
			Overall Approach	C	31.4	C	34.5	C	28.8
	<b>Overall Intersection</b>				<b>C</b>	<b>20.1</b>	<b>C</b>	<b>22.3</b>	<b>E</b>
Main St (CR 28) & Pine St	Main St (Rte 28)	EB	Left-turn	B	13.4	B	15.0	C	20.4
			Through/Right-turn	C	29.0	D	43.4	E	62.6
			Overall Approach	C	28.5	D	42.4	E	61.2
		WB	Left-turn	C	23.9	C	26.6	C	26.5
			Through/Right-turn	B	12.7	B	14.0	B	19.9
			Overall Approach	B	12.7	B	14.1	B	19.9
	Pine St	NB	Left-turn/Through/Right-turn	C	29.6	C	29.3	C	29.2
			Overall Approach	C	29.6	C	29.3	C	29.2
		SB	Left-turn/Through/Right-turn	C	26.8	C	26.4	C	26.3
			Overall Approach	C	26.8	C	26.4	C	26.3
<b>Overall Intersection</b>				<b>C</b>	<b>22.2</b>	<b>C</b>	<b>30.7</b>	<b>D</b>	<b>42.8</b>
Main St (CR 28) & Richardson St	Main St (Rte 28)	EB	Left-turn	B	11.0	B	11.3	A	6.3
			Through/Right-turn	D	53.0	E	69.5	B	16.7
			Overall Approach	D	52.4	E	68.7	B	16.6
		WB	Left-turn	B	16.1	B	16.1	B	10.3
			Through/Right-turn	B	16.8	B	17.8	A	9.5
			Overall Approach	B	16.8	B	17.8	A	9.5
	Richardson St	NB	Left-turn/Through/Right-turn	C	20.8	C	21.2	D	35.5
			Overall Approach	C	20.8	C	21.2	D	35.5
		SB	Left-turn/Through/Right-turn	B	18.0	B	18.0	C	29.5
			Overall Approach	B	18.0	B	18.0	C	29.5
<b>Overall Intersection</b>				<b>D</b>	<b>36.5</b>	<b>D</b>	<b>45.7</b>	<b>B</b>	<b>15.9</b>

**Table 9: Level of Service Summary - PM Peak Hour**

Intersection	Street	Approach	Lane Group	2015 Existing		2020 No-Build		2020 Build	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Corinth Rd (CR 28) & Big Bay Rd	Corinth Rd (Rte 28)	EB	Left-turn					C	25.9
			Through/Right-turn	B	11.9	B	12.2	D	39.8
			Overall Approach	B	11.9	B	12.2	D	39.0
		WB	Left-turn	A	4.9	A	5.3	C	25.2
			Through	A	4.0	A	4.1		
			Through/Right-turn					C	31.9
	Overall Approach	A	4.2	A	4.3	C	30.4		
	Big Bay Rd	NB	Left-turn/Right-turn	B	17.7	B	18.6		
			Left-turn/Through/Right-turn					C	30.2
			Overall Approach	B	17.7	B	18.6	C	30.2
		SB	Left-turn/Through/Right-turn					F	81.7
			Overall Approach					F	81.7
Overall Intersection			A	9.4	A	9.7	D	39.0	
Corinth Rd (CR 28) & Exit 18-SB Ramps	Corinth Rd (Rte 28)	EB	Through	B	17.7	B	18.0	D	37.2
			Right-turn	B	15.3	B	15.5	C	21.6
			Overall Approach	B	17.1	B	17.4	C	33.5
		WB	Left-turn	B	13.2	B	18.4	D	46.5
			Through	A	2.2	A	2.5	A	2.6
			Overall Approach	A	8.2	B	11.1	C	23.2
	Exit 18-SB Off Ramp	SB	Left-turn/Through	C	32.5	C	33.9	D	37.5
			Right-turn	C	27.4	C	28.4	C	27.5
			Overall Approach	C	29.8	C	30.9	C	32.3
			Overall Intersection	B	15.7	B	17.4	C	28.9
Main St (CR 28) & Exit 18-NB Ramps	Main St (Rte 28)	EB	Left-turn	C	20.4	C	23.2	D	39.2
			Through	A	3.4	A	3.7	A	6.8
			Overall Approach	A	8.8	A	10.0	B	16.5
		WB	Through/Right-turn	B	16.3	B	18.4	D	38.6
			Overall Approach	B	16.3	B	18.4	D	38.6
			Overall Intersection	B	17.8	B	19.3	C	29.0
	Exit 18-NB Off Ramp	NB	Left-turn	C	32.5	C	34.4	C	34.6
			Through/Right-turn	C	27.6	C	28.6	C	29.2
			Overall Approach	C	29.0	C	30.3	C	30.8

Table 9: Level of Service Summary - PM Peak Hour (continued)

Intersection	Street	Approach	Lane Group	2015 Existing		2020 No-Build		2020 Build	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Main St (CR 28) & Big Boom Rd/Media Dr	Main St (Rte 28)	EB	Left-turn	B	19.1	C	21.6	F	325.4
			Through/Right-turn	B	11.3	B	11.3	F	183.6
			Overall Approach	B	12.2	B	12.6	F	199.8
		WB	Left-turn	B	13.4	B	14.0	F	377.3
			Through/Right-turn	C	23.5	C	24.1	F	210.3
			Overall Approach	C	23.2	C	23.8	F	250.7
	Big Boom Rd	NB	Left-turn/Through/Right-turn	F	216.0	F	278.5	F	319.6
			Overall Approach	F	216.0	F	278.5	F	319.6
	Media Dr	SB	Left-turn	C	32.5	D	35.2	C	29.7
			Through/Right-turn	C	31.1	C	33.3	B	17.5
			Overall Approach	C	31.2	C	33.5	B	18.1
	<b>Overall Intersection</b>				<b>C</b>	<b>26.3</b>	<b>C</b>	<b>29.3</b>	<b>F</b>
Main St (CR 28) & Pine St	Main St (Rte 28)	EB	Left-turn	B	12.3	B	13.9	C	20.9
			Through/Right-turn	B	14.5	B	16.9	B	13.4
			Overall Approach	B	14.3	B	16.7	B	13.9
		WB	Left-turn	C	20.2	C	22.6	C	31.7
			Through/Right-turn	B	17.6	B	19.9	B	19.5
			Overall Approach	B	17.6	B	19.9	B	19.5
	Pine St	NB	Left-turn/Through/Right-turn	C	30.3	C	30.2	E	56.3
			Overall Approach	C	30.3	C	30.2	E	56.3
		SB	Left-turn/Through/Right-turn	C	29.5	C	29.6	E	55.7
			Overall Approach	C	29.5	C	29.6	E	55.7
<b>Overall Intersection</b>				<b>B</b>	<b>16.1</b>	<b>B</b>	<b>18.4</b>	<b>B</b>	<b>17.2</b>
Main St (CR 28) & Richardson St	Main St (Rte 28)	EB	Left-turn	B	11.8	B	12.0	A	5.7
			Through/Right-turn	C	32.1	D	38.9	B	13.2
			Overall Approach	C	31.6	D	38.1	B	12.9
		WB	Left-turn	B	14.4	B	15.6	A	8.9
			Through/Right-turn	B	19.1	C	22.2	A	9.5
			Overall Approach	B	19.0	C	22.1	A	9.5
	Richardson St	NB	Left-turn/Through/Right-turn	B	18.9	B	19.6	D	36.5
			Overall Approach	B	18.9	B	19.6	D	36.5
		SB	Left-turn/Through/Right-turn	B	17.6	B	18.1	C	32.7
			Overall Approach	B	17.6	B	18.1	C	32.7
<b>Overall Intersection</b>				<b>C</b>	<b>25.6</b>	<b>C</b>	<b>30.3</b>	<b>B</b>	<b>13.0</b>



## 7.0 QUEUE ANALYSIS

Vehicle queue conditions are a factor in the quality of performance of the transportation system, where queues extend beyond the storage lengths of the turn lanes or where queues extend to the adjacent upstream intersection. In both these cases, the queue spillback can affect traffic mobility by impairing access to adjacent travel lanes. The queue analysis is presented in Table 10 for the AM peak hour and in Table 11 for the PM peak hour. These tables show the 50<sup>th</sup> percentile and 95<sup>th</sup> percentile queue lengths for each peak hour. The 95<sup>th</sup> percentile queue is defined to be the queue length that has only a 5-percent probability of being exceeded during the analysis time period. It is typically used in design to identify the appropriate length of turn-lanes, but it is not typical of what an average driver would experience. The 50<sup>th</sup> percentile queue length is a better characterization of the driver experiences. Queues that exceed the lane storage capacity are highlighted in red.

As shown in these tables, the 95<sup>th</sup> percentile queue nominally exceeds the available storage at the following locations in the 2015 existing condition:

I-87 Exit 18 NB Ramps:	NB left-turn (PM peak hour) EB through (AM peak hour) WB through (PM peak hour)
Big Boom Road/Media Drive:	EB through (AM and PM peak hour)

These queue conditions will periodically impede progression of traffic through these two intersections during the peak hours, adding to vehicle delay which is not reflected in the level of service analysis discussed in Section 6.0. It is noted that while the NB ramp approach to Main Street is shown to exceed the formally designated storage lane capacity, the queue is contained within the length of the ramp. The 50<sup>th</sup> percentile peak hour queues are shorter than the available storage capacity at the locations noted above. This indicates that the queue-related congestion that does occur at these intersections is of relatively short duration within the peak hours and does not significantly affect corridor mobility.

The analysis of future No-Build conditions shows that the 95<sup>th</sup> percentile queue will exceed the available storage at the following additional locations:

I-87 Exit 18 SB Ramps:	WB left-turn (PM peak hour)
Pine Street:	EB through (AM peak hour)

The 50<sup>th</sup> percentile queue conditions in the 2020 No-Build condition are shorter than the available storage capacity, indicating that the queue-related congestion will continue to be contained to short durations within the peak hours and that these conditions will not significantly affect mobility in the corridor.

The analysis of the 2020 Build condition shows that the queue demand at these intersections will increase substantially as a result of the projected development within the CI-18 zone. These changes are consistent with the changes in level of service noted in Section 6.0. Consideration of mitigation improvements are discussed in Section 8.0.

**Table 10: Queue Summary - AM Peak Hour**

Intersection	Street	Approach	Lane Group	Link Distance (ft)	Turn Bay Length (ft)	2015 Existing		2020 No-Build		2020 Build			
						50th	95th	50th	95th	50th	95th		
Corinth Rd (CR 28) & Big Bay Rd	Corinth Rd (Rte 28)	EB	Left-turn	800	100	-	-	-	-	12	36		
			Through/Right-turn			-	-	173	568	193	617	353	730
	Big Bay Rd	WB	Left-turn	650	247	9	45	10	47	83	222		
			Through			-	-	26	110	29	118	-	-
			Through/Right-turn			-	-	-	-	-	-	229	462
Big Bay Rd	NB	Left-turn/Right-turn	200	-	13	62	14	65	-	-			
		Left-turn/Through/Right-turn	200	-	-	-	-	-	30	100			
Corinth Rd (CR 28) & Exit 18-SB Ramps	Corinth Rd (Rte 28)	EB	Through	650	-	121	218	146	233	232	331		
			Right-turn			235	0	46	0	48	0	57	
	Exit 18-SB Off Ramp	WB	Left-turn	330	-	102	253	140	308	216	337		
			Through			330	-	44	72	52	79	100	136
Main St (CR 28) & Exit 18-NB Ramps	Main St (Rte 28)	EB	Left-turn	330	-	53	159	83	186	147	241		
			Through			330	-	84	460	95	494	486	665
	Exit 18-NB Off Ramp	NB	Left-turn	160	79	144	92	155	145	232			
Main St (CR 28) & Big Boom Rd/Media Dr	Main St (Rte 28)	EB	Left-turn	325	-	16	86	18	91	94	254		
			Through/Right-turn			60	383	68	413	427	570		
	Big Boom Rd	WB	Left-turn	1100	-	3	14	4	14	39	101		
			Through/Right-turn			215	686	247	757	542	873		
			Big Boom Rd			NB	Left-turn/Through/Right-turn	500	-	20	72	24	79
Media Dr	SB	Left-turn	500	100	7	26	8	27	9	26			
Main St (CR 28) & Pine St	Main St (Rte 28)	EB	Left-turn	1100	-	1	33	1	34	1	34		
			Through/Right-turn			132	1097	148	1163	169	1239		
	Pine St	WB	Left-turn	1100	-	0	4	0	4	0	4		
			Through/Right-turn			73	791	80	846	105	993		
			Pine St			NB	Left-turn/Through/Right-turn	500	-	2	14	2	14
Richardson St	SB	Left-turn/Through/Right-turn	500	-	3	32	3	34	3	35			
		Main St (Rte 28)	EB	Left-turn	50	2	8	2	9	1	8		
Main St (CR 28) & Richardson St	Main St (Rte 28)	WB	Through/Right-turn	1100	-	302	688	335	741	232	819		
			Left-turn	65	0	2	0	2	0	2			
	Richardson St	NB	Through/Right-turn	775	-	146	322	159	350	127	425		
			Left-turn/Through/Right-turn	500	-	33	86	35	91	52	117		
		SB	Left-turn/Through/Right-turn	500	-	14	46	15	48	20	59		

**Table 11: Queue Summary - PM Peak Hour**

Intersection	Street	Approach	Lane Group	Link Distance (ft)	Turn Bay Length (ft)	2015 Existing		2020 No-Build		2020 Build		
						50th	95th	50th	95th	50th	95th	
Corinth Rd (CR 28) & Big Bay Rd	Corinth Rd (Rte 28)	EB	Left-turn	800	100	-	-	-	15	40		
			Through/Right-turn		-	103	307	117	355	365	655	
	Big Bay Rd	WB	Left-turn	650	247	-	8	39	8	41	78	154
			Through		-	38	154	43	167	-	-	
			Through/Right-turn		650	-	-	-	-	-	383	686
Big Bay Rd	NB	Left-turn/Right-turn	200	-	10	61	12	65	-	-		
		Left-turn/Through/Right-turn	200	-	-	-	-	-	132	268		
Big Bay Rd	SB	Left-turn/Through/Right-turn	200	-	-	-	-	-	142	329		
		Corinth Rd (Rte 28)	EB	Through	650	-	99	174	119	190	237	395
Corinth Rd (Rte 28)	WB	Right-turn		-	235	0	39	0	41	0	58	
		Left-turn		-	330	117	290	165	357	301	*	
Exit 18-SB Ramps	Exit 18-SB Off Ramp	SB	Through	330	-	55	88	63	94	81	99	
			Left-turn/Through	400	-	98	173	111	182	134	214	
Main St (CR 28) & Exit 18-NB Ramps	Main St (Rte 28)	EB	Right-turn	-	260	0	57	0	59	16	81	
			Left-turn	330	-	47	148	82	177	159	251	
	Exit 18-NB Off Ramp	WB	Through	315	-	75	118	84	122	109	594	
Through/Right-turn			-	182	322	225	347	342	566			
Main St (CR 28) & Big Boom Rd/Media Dr	Main St (Rte 28)	EB	Left-turn	-	115	14	65	16	69	160	314	
			Through/Right-turn	325	-	62	326	71	356	778	920	
	Big Boom Rd	WB	Left-turn	-	100	5	18	5	19	277	458	
			Through/Right-turn	1100	-	227	726	259	802	921	1174	
	Media Dr	NB	Left-turn/Through/Right-turn	500	-	33	120	42	136	1180	1441	
Main St (CR 28) & Pine St	Main St (Rte 28)	EB	Left-turn	-	150	0	49	0	52	6	51	
			Through/Right-turn	1100	-	0	983	0	1047	195	1474	
	Pine St	WB	Left-turn	-	50	0	4	0	4	0	3	
			Through/Right-turn	1100	-	79	853	86	906	294	1209	
	Pine St	NB	Left-turn/Through/Right-turn	500	-	1	12	1	12	1	17	
SB			Left-turn/Through/Right-turn	500	-	3	28	3	29	7	48	
Main St (CR 28) & Richardson St	Main St (Rte 28)	EB	Left-turn	-	50	4	13	4	13	3	16	
			Through/Right-turn	1100	-	255	604	283	657	219	882	
	Richardson St	WB	Left-turn	-	65	1	5	1	5	1	5	
			Through/Right-turn	775	-	175	427	189	467	137	630	
	Richardson St	NB	Left-turn/Through/Right-turn	500	-	21	59	22	61	35	80	
Richardson St	SB	Left-turn/Through/Right-turn	500	-	7	31	8	32	11	40		

\* queue is metered by upstream signal

## 8.0 MITIGATION IMPROVEMENTS

The capacity and queue analyses of the 2020 Build condition shows that the CI-18 zone development will require new transportation system improvements at the following locations to support the projected traffic demand:

- Big Bay Road/Corinth Road intersection
- Big Boom Road/Media Drive/Main Street intersection
- I-87 Exit 18 NB Ramp/Main Street intersection

### **Big Bay Road/Corinth Road Intersection**

The improvements at this intersection are primarily associated with providing access to the Parcel A development in the northwest quadrant of the CI-18 zone. The recommended access configuration is to provide one lane for traffic entering the parcel and two lanes for exiting traffic. An eastbound left-turn lane on Corinth Road is also recommended.

The additional geometric improvement to address the cumulative development of Parcels A, C and D is to provide a separate right-turn lane on the northbound approach of Big Bay Road. Traffic signal improvements and/or replacement will also be required to accommodate the new geometry and signal phasing. Other improvements may also be needed at the intersection to address sidewalk, drainage and other ancillary roadway features that may be impacted by the design of the roadway improvements. Figure 12 shows a concept of these improvements.

Figure 12: Intersection Improvements - Big Bay Road & Corinth Road



**Big Boom Road/Media Drive/Main Street intersection**

The following geometric improvements have been identified for this intersection:

- Big Boom Road northbound approach: Provide two left-turn lanes  
Provide a separate right-turn lane  
Maintain a single through lane
- Media Drive southbound approach: Provide a median to align lanes with northbound approach  
Provide a separate right-turn lane  
Maintain a single through lane
- Main Street westbound approach: Provide an additional westbound travel lane  
Extend length of the left-turn lane

Figure 13 depicts these geometric improvements. The traffic signal equipment at this intersection will also need to be replaced to accommodate these geometric changes and the attendant changes to signal phasing. Other ancillary improvements will also be needed to relocate existing sidewalks, drainage and other roadway features to accommodate the widening needed for these roadway improvements. It is noted that the southbound left-turn movement will operate at LOS F in this condition because of the long cycle length; however, this involves a low volume of traffic and is not considered to be an unacceptable operating condition in this context.

#### **I-87 Exit 18 NB Ramps/Main Street Intersection**

The following geometric improvements have been identified for this intersection:

Main Street westbound approach:      Provide two through lanes for entire connecting link between this intersection and Media Drive  
Provide a separate right-turn lane

These geometric improvements are also depicted on Figure 13. The traffic signal equipment at this intersection will also need to be modified/replaced to accommodate these geometric changes and the attendant changes to signal phasing. Other ancillary improvements will also be needed to relocate existing sidewalks, drainage and other roadway features to accommodate the widening needed for these roadway improvements.

Table 12 summarizes the results of the capacity analysis for the 2020 Build Condition with this mitigation improvements.

The extent of improvements required to accommodate the projected development scenario under the CI-18 zoning is significant in the area of the Big Boom Road/Media Drive/Main Street area, including potential impact to the West Glens Falls Cemetery located along the north side of Main Street east of Media Drive. Because of these impacts, a sensitivity analysis was conducted to identify a threshold of development in the CI-18 zone that could be supported with a smaller package of mitigation improvements, which is discussed in Section 9.0.

Figure 13: Intersection Improvements - Big Boom Road/Media Drive/Main Street



Table 12: LOS Summary Build with Improvements

Intersection	Street	Approach	Lane Group	AM Peak Hour		PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Corinth Rd (CR 28) & Big Bay Rd	Corinth Rd (Rte 28)	EB	Left-turn	A	6.0	A	8.7
			Through/Right-turn	B	19.2	C	22.6
			Overall Approach	B	18.4	C	21.8
		WB	Left-turn	C	20.5	B	13.2
			Through/Right-turn	A	6.1	B	10.5
			Overall Approach	B	10.4	B	11.1
	Exit 18-SB Off Ramp	NB	Left-turn/Through	C	33.3	C	23.0
			Right-turn	C	24.6	B	17.2
			Overall Approach	C	26.6	B	18.7
		SB	Left-turn	C	34.9	C	31.6
			Through/Right-turn	C	30.7	C	20.6
			Overall Approach	C	33.9	C	28.6
<b>Overall Intersection</b>				<b>B</b>	<b>17.0</b>	<b>B</b>	<b>17.9</b>
Corinth Rd (CR 28) & Exit 18-SB Ramps	Corinth Rd (Rte 28)	EB	Through	C	28.7	D	37.2
			Right-turn	B	20.0	C	21.6
			Overall Approach	C	26.5	C	33.5
		WB	Left-turn	C	20.6	D	50.3
			Through	A	7.0	A	6.7
			Overall Approach	B	12.8	C	27.2
	Exit 18-SB Off Ramp	SB	Left-turn/Through	C	34.1	D	37.5
			Right-turn	C	26.5	C	27.4
			Overall Approach	C	30.1	C	32.3
			<b>Overall Intersection</b>				<b>C</b>
Main St (CR 28) & Exit 18-NB Ramps	Main St (Rte 28)	EB	Left-turn	B	10.8	C	28.9
			Through	A	2.4	A	2.0
			Overall Approach	A	4.8	B	10.1
		WB	Through/Right-turn	C	20.7	C	22.9
			Right-turn	B	16.5	B	16.7
			Overall Approach	B	19.7	C	21.3
	Exit 18-NB Off Ramp	NB	Left-turn	C	34.2	C	34.6
			Through/Right-turn	C	29.4	C	29.2
			Overall Approach	C	30.8	C	30.8
			<b>Overall Intersection</b>				<b>B</b>



Table 12: LOS Summary Build with Improvements (continued)

Intersection	Street	Approach	Lane Group	AM Peak Hour		PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Main St (CR 28) & Big Boom Rd/Media Dr	Main St (Rte 28)	EB	Left-turn	B	12.1	B	16.0
			Through/Right-turn	C	28.0	D	39.4
			Overall Approach	C	25.9	D	36.8
		WB	Left-turn	B	14.9	D	51.4
			Through/Right-turn	B	19.5	C	22.8
			Overall Approach	B	18.9	C	29.7
		NB	Left-turn	C	29.0	E	65.5
			Through	C	21.3	C	28.2
			Right-turn	B	17.3	C	20.2
			Overall Approach	C	23.9	D	45.6
	Media Dr	SB	Left-turn	F	93.0	D	50.4
			Through	C	28.6	D	39.1
			Right-turn	C	24.5	C	33.8
Overall Approach			C	29.5	D	36.3	
<b>Overall Intersection</b>				<b>C</b>	<b>23.9</b>	<b>D</b>	<b>36.9</b>
Main St (CR 28) & Pine St	Main St (Rte 28)	EB	Left-turn	B	14.9	C	21.3
			Through/Right-turn	B	17.3	B	18.2
			Overall Approach	B	17.2	B	18.4
		WB	Left-turn	C	28.8	C	33.6
			Through/Right-turn	B	15.0	C	22.2
			Overall Approach	B	15.0	C	22.2
	Pine St	NB	Left-turn/Through/Right-turn	D	46.1	D	43.7
			Overall Approach	D	46.1	D	43.7
		SB	Left-turn/Through/Right-turn	D	42.2	D	41.6
			Overall Approach	D	42.2	D	41.6
<b>Overall Intersection</b>				<b>B</b>	<b>17.1</b>	<b>C</b>	<b>20.6</b>
Main St (CR 28) & Richardson St	Main St (Rte 28)	EB	Left-turn	A	6.3	A	5.7
			Through/Right-turn	B	16.7	B	13.2
			Overall Approach	B	16.6	B	12.9
		WB	Left-turn	B	10.3	A	8.9
			Through/Right-turn	A	9.5	A	9.5
			Overall Approach	A	9.5	A	9.5
	Richardson St	NB	Left-turn/Through/Right-turn	D	35.5	D	36.5
			Overall Approach	D	35.5	D	36.5
		SB	Left-turn/Through/Right-turn	C	29.5	C	32.7
			Overall Approach	C	29.5	C	32.7
<b>Overall Intersection</b>				<b>B</b>	<b>15.9</b>	<b>B</b>	<b>13.0</b>

## 9.0 SENSITIVITY ANALYSIS

A sensitivity analysis was conducted to identify the threshold of reduced development in the CI-18 zone that would not require the extent of improvements that were identified for the development based on the proposed rezoning. In particular, the focus of this sensitivity analysis considered a reduced retail development scenario for parcels L and M. Based on the proposed zoning and the size of these parcels, it is estimated that 180,000 sq. ft. could be physically built on these two parcels (combined). The process used for this sensitivity analysis was to conduct capacity analysis of iteratively-reduced trip generation of these two parcels to identify the amount of traffic that could be supported by the following set of improvements, and then to correlate that level of traffic to the size of development:

### **Big Bay Road/Corinth Road intersection**

Same as recommended for Full-Build scenario (see Section 8.0)

### **Big Boom Road/Media Drive intersection**

- Northbound: Provide a separate left-turn lane
- Southbound: Convert the lane designations
  - from separate left-turn lane and shared through/right-turn lane
  - to shared left-turn/through lane and separate right-turn lane
- Eastbound: no changes from existing
- Westbound: no changes from existing

The improvement concept for the Big Boom Road/Media Drive/Main Street intersection is shown on Figure 14. These improvements will also require modification/replacement of the traffic signal at this intersection, and minor relocation/modification of other ancillary roadside elements such as sidewalks and drainage. There are no other improvements considered for the study area for this reduced development scenario.

Figure 14: Reduced Development Improvement Concept - Big Boom Road



The iterative capacity analysis identified that this improvement concept would support the traffic generated by the CI-18 rezone development with a 40% reduction of the number of primary and pass-by trips generated by parcels L and M. Because the traffic generation of retail uses is exponentially related to the size of the building, this equates generally to a combined size of approximately 85,000 square feet of retail building area on these properties.

The primary trips generated by each parcel within the CI-18 zone are shown in Table 13 for the original Build scenario and for the Reduced Build scenario for comparison.

**Table 13: Trip Generation Scenario Comparison**

AM Peak Hour							PM Peak Hour						
Parcel	Original Build Scenario			Reduced Build Scenario			Parcel	Original Build Scenario			Reduced Build Scenario		
	Enter	Exit	Total	Enter	Exit	Total		Enter	Exit	Total	Enter	Exit	Total
A	200	76	276	200	76	276	A	137	230	367	137	230	367
B	-	-	-	-	-	-	B	-	-	-	-	-	-
C	16	5	21	16	5	21	C	34	39	73	34	39	73
D	97	13	110	97	13	110	D	23	111	134	23	111	134
E	15	11	26	15	11	26	E	16	14	30	16	14	30
F	-	-	-	-	-	-	F	-	-	-	-	-	-
G	24	16	40	24	16	40	G	23	21	44	23	21	44
H	15	2	17	15	2	17	H	3	13	16	3	13	16
I	10	1	11	10	1	11	I	2	8	10	2	8	10
J	57	47	104	57	47	104	J	53	52	105	53	52	105
K	-	-	-	-	-	-	K	-	-	-	-	-	-
L	70	31	101	<b>42</b>	<b>19</b>	<b>61</b>	L	183	206	389	<b>110</b>	<b>124</b>	<b>234</b>
M	60	28	88	<b>35</b>	<b>17</b>	<b>52</b>	M	158	177	335	<b>94</b>	<b>108</b>	<b>202</b>
<b>Total</b>	<b>564</b>	<b>230</b>	<b>794</b>	<b>511</b>	<b>207</b>	<b>718</b>	<b>Total</b>	<b>632</b>	<b>871</b>	<b>1503</b>	<b>495</b>	<b>720</b>	<b>1215</b>



The capacity analysis of the 2020 Reduced Build scenario shows that the overall level of service for each study intersection will be LOS C or better during AM and PM peak hours in the 2020 Reduced Build scenario. Queue management will continue to be a factor that will contribute to periodic short-term congestion that is not reflected by the LOS analysis.

Table 14: LOS Summary - Reduced Build Scenario

Intersection	Street	Approach	Lane Group	AM Peak Hour		PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Corinth Rd (CR 28) & Big Bay Rd	Corinth Rd (Rte 28)	EB	Left-turn	A	6.3	B	10.2
			Through/Right-turn	B	19.6	C	22.1
			Overall Approach	B	18.8	C	21.4
		WB	Left-turn	B	18.7	B	10.8
			Through/Right-turn	A	7.6	B	14.5
			Overall Approach	B	10.9	B	13.7
	Exit 18-NB Off Ramp	NB	Left-turn/Through	C	33.4	C	25.3
			Right-turn	C	24.0	B	17.6
			Overall Approach	C	26.1	B	19.6
		SB	Left-turn	C	35.0	C	34.7
			Through/Right-turn	C	30.8	C	22.7
			Overall Approach	C	34.1	C	31.5
<b>Overall Intersection</b>				<b>B</b>	<b>17.4</b>	<b>B</b>	<b>19.3</b>
Corinth Rd (CR 28) & Exit 18-SB Ramps	Corinth Rd (Rte 28)	EB	Through	C	22.3	C	34.3
			Right-turn	B	16.4	C	21.6
			Overall Approach	C	20.8	C	31.2
		WB	Left-turn	D	44.3	C	33.9
			Through	A	4.8	A	2.5
			Overall Approach	C	21.8	B	17.5
	Exit 18-SB Off Ramp	SB	Left-turn/Through	C	27.6	C	34.3
			Right-turn	C	23.4	C	27.1
			Overall Approach	C	25.4	C	30.4
			<b>Overall Intersection</b>				<b>C</b>
Main St (CR 28) & Exit 18-NB Ramps	Main St (Rte 28)	EB	Left-turn	C	21.9	C	33.7
			Through	A	5.6	A	5.8
			Overall Approach	B	10.3	B	14.6
		WB	Through/Right-turn	C	28.9	C	34.0
			Overall Approach	C	28.9	C	34.0
			Exit 18-NB Off Ramp	NB	Left-turn	C	28.4
	Through/Right-turn	C			24.7	C	28.4
	<b>Overall Intersection</b>				<b>C</b>	<b>21.5</b>	<b>C</b>

Table 14: LOS Summary - Reduced Build Scenario (continued)

Intersection	Street	Approach	Lane Group	AM Peak Hour		PM Peak Hour	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Main St (CR 28) & Big Boom Rd/Media Dr	Main St (Rte 28)	EB	Left-turn	C	22.0	C	28.4
			Through/Right-turn	B	18.1	C	25.7
			Overall Approach	B	18.6	C	26.0
		WB	Left-turn	B	13.0	B	15.9
			Through/Right-turn	C	32.0	D	43.1
			Overall Approach	C	29.8	D	38.2
	Media Dr	NB	Left-turn	C	33.2	D	42.2
			Through/Right-turn	C	30.5	C	20.6
			Overall Approach	C	31.9	C	31.6
	Media Dr	SB	Left-turn/Through	D	47.5	C	31.3
			Right-turn	D	36.8	C	26.8
			Overall Approach	D	39.2	C	28.2
	<b>Overall Intersection</b>				<b>C</b>	<b>25.4</b>	<b>C</b>
Main St (CR 28) & Pine St	Main St (Rte 28)	EB	Left-turn	B	14.4	B	19.2
			Through/Right-turn	B	17.1	B	16.4
			Overall Approach	B	17.0	B	16.6
		WB	Left-turn	C	28.0	C	30.5
			Through/Right-turn	B	14.1	C	20.3
			Overall Approach	B	14.1	C	20.3
	Pine St	NB	Left-turn/Through/Right-turn	D	45.9	D	43.4
			Overall Approach	D	45.9	D	43.4
		SB	Left-turn/Through/Right-turn	D	42.0	D	41.3
			Overall Approach	D	42.0	D	41.3
<b>Overall Intersection</b>				<b>B</b>	<b>16.6</b>	<b>B</b>	<b>18.7</b>
Main St (CR 28) & Richardson St	Main St (Rte 28)	EB	Left-turn	A	6.1	A	5.4
			Through/Right-turn	B	16.3	B	12.0
			Overall Approach	B	16.2	B	11.8
		WB	Left-turn	A	10.0	A	8.0
			Through/Right-turn	A	9.3	A	9.1
			Overall Approach	A	9.3	A	9.1
	Richardson St	NB	Left-turn/Through/Right-turn	C	34.9	D	35.2
			Overall Approach	C	34.9	D	35.2
		SB	Left-turn/Through/Right-turn	C	29.4	C	31.9
			Overall Approach	C	29.4	C	31.9
<b>Overall Intersection</b>				<b>B</b>	<b>15.5</b>	<b>B</b>	<b>12.2</b>

## 10.0 PEDESTRIAN & BICYCLE CONSIDERATIONS

Although the documentation of existing conditions indicated relatively low pedestrian and bicycle activity in the corridor during periods of peak vehicular traffic volumes, the infrastructure supporting these transportation modes is vital for providing a sustainable multimodal corridor that is accessible to all users. The development within the CI-18 zone is also anticipated and encouraged to create uses that foster increased pedestrian and bicycle activity within the zone.

The impact of development within the CI-18 zone on the public transportation accommodations for pedestrian and bike activity were considered in the context of these factors:

- Impact of expanded roadway infrastructure on mobility and safety for pedestrians and bicyclists
- Connectivity for active transportation users generated by new development within the zone to existing pedestrian and bicycle facilities and destinations in the area.

### **Impact of expanded roadway infrastructure**

Section 8.0 – Mitigation Improvements described the roadway improvements identified to provide the additional capacity to accommodate the vehicular traffic generated by the projected Build condition. At the intersection of Corinth Road and Big Bay Road, these capacity enhancements are primarily associated with providing access to the development site at the northwest quadrant of Corinth Road and I-87 Interchange 18 (Parcel A). The extent of these improvements are relatively modest and do not substantially change the character of the intersection. These improvements will not significantly increase the walking distance for pedestrians to cross Corinth Road. While the construction of the access to Parcel A will create a new point of interaction of pedestrians/bicyclists with turning vehicular traffic, this interaction will be typical of other intersections in the corridor, and is not anticipated to have a significant impact to pedestrian/bicycle mobility or safety. Pedestrian signals should be provided for the crossing of the new Parcel A driveway as part of the signal improvements to accommodate this new access.

The vehicular capacity improvements identified at the Main Street/Big Boom Road/Media Drive intersection to accommodate the projected Build condition include the addition of multiple turn lanes and an additional through lane on Main Street (westbound). The large size of the intersection created by these improvements will increase the time required for pedestrians and bicyclists to cross the intersection. This added crossing distance, along with the added complexities of driver operations also increases safety risk for pedestrians and bicyclists crossing at the intersection and interacting with turning traffic from multiple lanes. This is not to say that the larger intersection would be unsafe for pedestrians and bicyclists, but it would change the character and complexity of navigation by these users. The more complex signal phasing associated with the geometry of this intersection would also increase the delay time for pedestrians waiting to cross the street.

The Reduced Build scenario for development within the CI-18 zone correspondingly reduces the extent of improvements for the Main Street/Big Boom Road/Media Drive intersection. In this scenario, the improvements consist of widening to provide a new left-turn lane on Big Boom Road (northbound). The southbound approach of Media Drive may also need to be widened (as shown on Figure 14 in Section 9.0) to properly align the northbound and southbound travel lanes, but the extent of this widening would be subject to detailed design. In any case, these improvements would add about 12-14 feet of additional crossing distance. The distance to cross Main Street would be the same as existing. This geometry is much

less complex than for the full Build scenario and is consistent with typical crossing situations on urban arterials.

### Connectivity

The increased pedestrian and bicycle activity generated by the new development within the CI-18 District will create new demand for infrastructure to support their mobility and access. The proposed zoning is designed to provide on-site amenities to support pedestrian and bicycle accommodation. Consideration should also be given in the site planning processes to provide for active transportation connections between parcels and to create spaces for public gathering.

A stated goal of the proposed CI-18 zone is to provide pedestrian connectivity to the Main Street District. Sidewalks and bicycle accommodations should also be provided along Big Boom Road and Big Bay Road through the CI-18 zone to connect the active transportation infrastructure at each site to the existing pedestrian and bike facilities along Corinth Road and Main Street. These accommodations along Big Boom Road would also facilitate bike connection to the Hudson River waterfront recreation area at the end of Big Boom Road.

## 11.0 ZONING CONSIDERATIONS

The Town’s proposed CI-18 zoning was reviewed to identify recommended modifications to meet the objectives of the zone and to maintain transportation mobility along the Corinth Road/Main Street corridor. This essentially involved considerations to reduce the density for larger retail uses within the zone. To achieve this result, it is recommended that a density requirement be incorporated into § 179-3-040, Section 8.B(b), as follows:

### [12] Density Requirements CI-18

(a) Buildings, or portions thereof, that are located greater than 400 feet from the centerline of County Route 28 (Corinth Road/Main Street), shall be limited in size to conform with the following maximum development densities, based on the parcel’s area greater than 400 feet from the centerline of Corinth Road:

- Retail (LUC 820): 4,000 square feet gross floor area per acre
- Fast Food/Convenience/Gas (LUC 934): 500 square feet gross floor area per acre
- Restaurant (LUC 932): 1,000 square feet gross floor area per acre
- General Office (LUC 710): 8,000 square feet gross floor area per acre
- Hotel (LUC 310): 20 rooms/acre

Land uses not listed above shall have a density limitation based on the most applicable ITE Land Use Code as equated to General Office (LUC 710).

Other recommended changes to the zoning code for the CI-18 district are as follows:

- Remove ‘Enclosed Shopping Center’ as an allowed use within the zone (Town of Queensbury Table 3, Summary of Allowed Uses on Commercial Districts).
- Recommend that parcels adjacent to residential uses be required to have a minimum 50’ side yard and rear yard setback with 25’ vegetated buffer.
- § 179-7-050. (A) Design Districts: remove reference to ‘large retail’ and replace with “supporting retail”.

The Town is also considering options to establish Special Use Permit criteria for the CI-18 District, and to establish certain uses as requiring a Special Use Permit. These requirements include provisions for additional traffic impact analysis, requirements for consistency with the findings and recommendations of this Exit 18 Rezone Study, and provision for the Town to utilize a Developer’s Agreement to memorialize the conditions of approval.

## 12.0 IMPLEMENTATION STRATEGIES

The recent Corinth Road/Main Street reconstruction project was a publicly financed project (80% Federal, 15% State and 5% County financing) which increased capacity in the corridor through geometric enhancements, multimodal accommodations and improved traffic system management technologies. The planning and design of these improvements included considerations for future growth of travel in the corridor associated with general socio-economic conditions in the region and with new development. The analysis of traffic operations shows that current and future No-Build levels of service in the corridor are comparable to or better than the level of service objectives established for the design of the reconstruction project.

The preceding analyses of the traffic impacts associated with development potential in the proposed CI-18 zone show that additional improvements will be required to the transportation system to accommodate the additional traffic generated by that development. Some of these improvements are directly related to providing site access to Parcel A. These improvements involve the construction of the site access road opposite Big Bay Road, construction of an eastbound left-turn lane (for traffic entering the site), modification/replacement of signal equipment, and other ancillary reconstruction/relocation of roadway elements (sidewalk, drainage) as may be affected by the design detail for providing the site access. These improvements are considered to be the responsible of that developer to fund and implement.

The other identified transportation improvements have similar correlation to specific groups of parcels. In identifying strategies to fund these improvements, the costs for these improvements are considered to be private-sector funded in light of the recent public investment in the corridor, considering the limited scope of additional improvements that are required, and the nexus of these improvements to specific groups of parcels in the zone.

The Generic Environmental Impact Statement (GEIS) process is the broadest and most comprehensive approach to provide a mechanism to fund the improvements and to equitably distribute these costs to all involved parties. The GEIS process also allows the community to look at the cumulative impacts of a variety of environmental and community issues in addition to transportation. The GEIS process is most



effective when it is used to study the implications of development over large land areas and where there are issues of public/private cost-sharing for the mitigation improvements. For example, the Town of Halfmoon's (Saratoga County) GEIS for the northern part of the Town encompassed almost 9,000 acres, and the Town of Colonie (Albany County) has prepared GEIS's for three areas of the Town totaling 15,000 acres. The larger the study area the more equitable and effective the process is in terms of the allocation of mitigation costs and the Town's administration of the program. The timeframe to complete the GEIS process and to implement a mitigation fee structure can take several years depending on the size of the study area and the complexity of issues. For the CI-18 rezone area it is expected that the process would take 9-12 months. There would also be an on-going commitment of Town resources to manage the mitigation fee program through the full development of the CI-18 zone.

The use of the GEIS process does not guarantee that the necessary funds will be available at the time that specific transportation improvements are needed. In these cases, or in cases where the required improvement is greater than a developer's calculated share, the Town would need to either front the difference and be reimbursed by future mitigation fees or to negotiate with that developer to fund the improvement so the project can move ahead, with later reimbursement of the difference to the developer once funds are collected from other projects in the GEIS study. The risk associated with this issue is that there is no guarantee of the timeline for recovery of these up-fronted costs (either to the Town or the developer) because that is tied to the pace and types of development that occurs.

The GEIS may not be a cost-effective or efficient mechanism to fund the transportation improvements for the CI-18 Rezone area because of the following considerations:

- The relatively small size of the study area (65 acres).
- The mitigation improvements identified to address the transportation impacts are focused on two locations in the corridor.
- The mitigation improvements are primarily associated with providing site access.
- There is no expected public participation requirement in the funding of the improvements.

Other broadly-based funding mechanisms like Tax Increment Financing (TIF) or Transportation Improvement Districts/Transportation Development Districts (TID/TDD) are similarly not considered to be applicable or feasible for the CI-18 rezone area due to the relatively small size of the zone and the limited transportation improvements required. These types of funding strategies are also more commonly used to stimulate investment for redevelopment in economically depressed areas.

In a traditional Direct Landowner Negotiation, each development undergoes a separate SEQR review as the project is submitted. If the project results in the need for the improvement, the developer can either pay for the improvement to address the identified impact or not receive the required approval. The advantage of this approach is that it is the simplest to administer by the Town; however the disadvantage is that there is not a formal mechanism to distribute the mitigation improvement costs to the involved developers. This typically leads to a scenario where either the first or last development finances a disproportionate share of the transportation mitigation cost relative to the traffic generated by their project. One way to address this would be for the Town to facilitate collective negotiations with the developers/property owners in the zone to establish a funding agreement. This strategy is most effective if the involved owners are actively pursuing a development approval/action. If this approach is not

successful or feasible due to local circumstances, then the recommended approach would be to engage the GEIS process.

## 13.0 CONCLUSION

The Exit 18 Rezone Study was prepared to identify the transportation impacts associated with the Town's proposal to rezone a 65-acre +/- area around I-87 Interchange 18 to a Commercial Intensive Exit 18 (CI-18) District to provide for flexible development opportunities on key sites, creating economic development while encouraging the overall improvement and appearance of these areas, including attractive building designs and enhanced pedestrian access.

This technical study involved an inventory of existing transportation and land use conditions, and environmental constraints; projections of future land use and transportation conditions; assessment of transportation impacts mitigation strategies; and, a review of potential funding and implementation strategies.

The study considered the transportation impacts associated with the projected CI-18 zone development Build scenario and a Reduced Build scenario. The Reduced Build scenario was established from a sensitivity analysis considering reduced retail development along Big Boom Road.

### ***Build Scenario Improvements***

The study identified that the following transportation system improvements to support the projected traffic demand of CI-18 zone development in the Build scenario:

#### **Big Bay Road/Corinth Road Intersection**

- Parcel A southbound approach: Provide new site access opposite Big Bay Road with two lanes for existing traffic
- Big Bay Road northbound approach: Provide a separate right-turn lane
- Corinth Road eastbound approach: Provide a separate left-turn lane

Modify/replace the traffic signal equipment to accommodate new geometry and signal phasing  
Modify/replace other ancillary roadway features as necessary to accommodate the new lane geometry

#### **Big Boom Road/Media Drive/Main Street intersection**

- Big Boom Road northbound approach: Provide two left-turn lanes  
Provide a separate right-turn lane  
Maintain a single through lane
- Media Drive southbound approach: Provide a median to align lanes with northbound approach  
Provide a separate right-turn lane  
Maintain a single through lane
- Main Street westbound approach: Provide an additional westbound travel lane  
Extend length of the left-turn lane

Modify/replace the traffic signal equipment to accommodate new geometry and signal phasing  
Modify/replace other ancillary roadway features as necessary to accommodate the new lane geometry

**I-87 Exit 18 NB Ramps/Main Street Intersection**

Main Street westbound approach: Provide two through lanes for entire connecting link between this intersection and Media Drive  
Provide a separate right-turn lane

Modify/replace the traffic signal equipment to accommodate new geometry and signal phasing  
Modify/replace other ancillary roadway features as necessary to accommodate the new lane geometry

***Reduced Build Scenario Improvements***

The study identified that the following transportation system improvements to support the projected traffic demand of CI-18 zone development in the Reduced Build scenario:

**Big Bay Road/Corinth Road Intersection**

Same improvements as identified for the Build scenario

**Big Boom Road/Media Drive/Main Street intersection**

Big Boom Road northbound approach: Provide one separate left-turn lane  
Maintain a single through/right-turn lane

Media Drive southbound approach: Convert lane-use designations  
From - separate left-turn lane & shared through/right-turn lane  
To- shared left-turn/through lane and separate right-turn lane

Main Street westbound approach: No changes from existing

Main Street eastbound approach: No changes from existing

Modify/replace the traffic signal equipment to accommodate new geometry and signal phasing  
Modify/replace other ancillary roadway features as necessary to accommodate the new lane geometry

The increased pedestrian and bicycle activity generated by the new development within the CI-18 zone will create new demand for infrastructure to support their mobility and access. Sidewalks and bicycle accommodations are recommended to be provided along Big Boom Road and Big Bay Road through the CI-18 zone to connect the active transportation infrastructure at each site to the existing pedestrian and bike facilities along Corinth Road and Main Street.

The Town’s proposed CI-18 zoning was reviewed to identify recommended modifications to meet the transportation and land use objectives of the zone for the Reduced Build scenario. The primary recommendation from this review is to include a density requirement into § 179-3-040, Section 8.B(b) to limit the size of development based on maximum densities for development that is located greater than 400 feet from the centerline of County Route 28 (Corinth Road/Main Street). The Town is also considering options to establish Special Use Permit criteria for the CI-18 District, and to establish certain uses as requiring a Special Use Permit. These requirements include provisions for additional traffic impact analysis, requirements for consistency with the findings and recommendations of this Exit 18 Rezone

Study, and provision for the Town to utilize a Developer's Agreement to memorialize the conditions of approval.

The recent Corinth Road/Main Street reconstruction project was a publicly financed project which increased capacity in the corridor through geometric enhancements, multimodal accommodations and improved traffic system management technologies. In consideration of this public investment and the types of improvements recommended to accommodate the future development with the CI-18 zone, the costs for these improvements are considered to be a private-sector responsibility for funding.

To provide a means to equitably allocate the costs for funding these improvements, the Town could facilitate collective negotiations with the developers/property owners in the zone to establish a funding agreement. This strategy is most effective if the involved owners are actively pursuing a development approval/action. If this approach is not successful or feasible due to local circumstances, then the recommended approach would be to engage in a formal Generic Environmental Impact Statement (GEIS) process.

# WARREN COUNTY PATHWAY CORRIDOR PROJECT



Pathway Corridor Project



By:



AUGUST 2019

Prepared for:



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# Table of Contents

	<u>Page</u>
Executive Summary.....	1
Existing and Future Conditions.....	1
The Plan.....	2
Chapter 1. Introduction.....	1
Study Area.....	2
Previous Studies.....	3
Chapter 2. Existing Conditions.....	7
Roadway Characteristics.....	7
Pedestrians.....	8
Transit.....	9
Land Use and Zoning.....	10
Accident History.....	11
Traffic Volumes.....	13
Traffic Operations.....	17
Chapter 3. Forecasts and Alternatives.....	19
Land Use and Trip Generation.....	19
Alternatives.....	22
Analysis.....	23
Stakeholder and Public Involvement.....	27
Summary.....	28
Chapter 4. Conclusions and Recommendations.....	29
The Plan.....	29
Implementation and Funding.....	32

## List of Tables

Table 2.1. Typical US Route 9 Cross Sections.....	7
Table 2.2. Summary of Crashes (October 1, 2014 to September 30, 2017).....	11
Table 2.3. Summary of Crash Rates (October 1, 2014 to September 30, 2017).....	11
Table 2.4. Summary of Available Crash Data (October 1, 2014 to September 30, 2017).....	12
Table 2.5. Daily Traffic Volumes.....	14
Table 2.6. Existing Level of Service.....	17



Table 2.7. US Route 9 Corridor Travel Times (Minutes) ..... 17

Table 3.1. Pending Projects..... 20

Table 3.2. Speculative Development ..... 20

Table 3.3. Outlet Area Alternatives..... 22

Table 3.4. Corridor Travel Times – Existing and Future Summer Conditions (Minutes)..... 23

Table 3.5. Summary of Signal Warrant Analysis – Gurney Lane / Exit 20 Southbound Ramp..... 25

Table 3.6. Summary of Signal Warrant Analysis – US Route 9 / Round Pond Road ..... 26

Table 3.7. Overall Levels of Service..... 28

Table 4.1. Implementation Plan and Costs ..... 33

**List of Figures**

Figure ES-1. Pathway Corridor Suggested Improvements ..... 3

Figure 1.1. Study Area ..... 2

Figure 2.1. Pedestrian Network ..... 8

Figure 2.2. Transit Network ..... 9

Figure 2.3. Existing Zoning ..... 10

Figure 2.4. Seasonal Traffic Variations..... 13

Figure 2.5. Hourly Traffic Variations – US Route 9 (500 Feet North of Exit 20)..... 14

Figure 3.1 Pending and Speculative Development ..... 19

Figure 3.2 Evaluation of Alternatives..... 24

Figure 4.1. Pathway Corridor Suggested Improvements ..... 37

Figure 4.2. Pathway Corridor Concept Plan ..... 39

Figure 4.3. Intersection Concepts ..... 41

**List of Appendices**

Appendix A ..... Traffic Volume Data

Appendix B ..... Travel Time Data

Appendix C ..... Accident Analysis

Appendix D ..... Traffic Signal Warrants

Appendix E ..... Traffic Analysis

Appendix F ..... Public Involvement





## Executive Summary



The Warren County Economic Development Corporation (EDC), Warren County, Town of Queensbury, and National Grid initiated this study to evaluate future transportation conditions with growth, and identify potential transportation improvements along the approximate two and one-half mile length of US Route 9 in the Town of Queensbury, from Sweet Road north to NY Route 149, known as the Pathway Corridor.

The Pathway Corridor is a key link for travel between Interstate 87 (the Northway) and regional attractions contributing significantly to the Upstate tourism, jobs, and economy. The year round success and growth of this corridor has led to traffic concerns beyond the normal seasonal peaks associated with the region's retail and tourism attractions. The concern is that existing congestion and the potential for additional traffic have and will continue to hamper mobility and deter existing and future customers and businesses from the area.



The goal of this study is to provide an assessment of the feasibility, benefits, and impacts of different transportation improvements in the corridor by evaluating alternatives that consider pedestrians and passenger vehicle operations and safety.

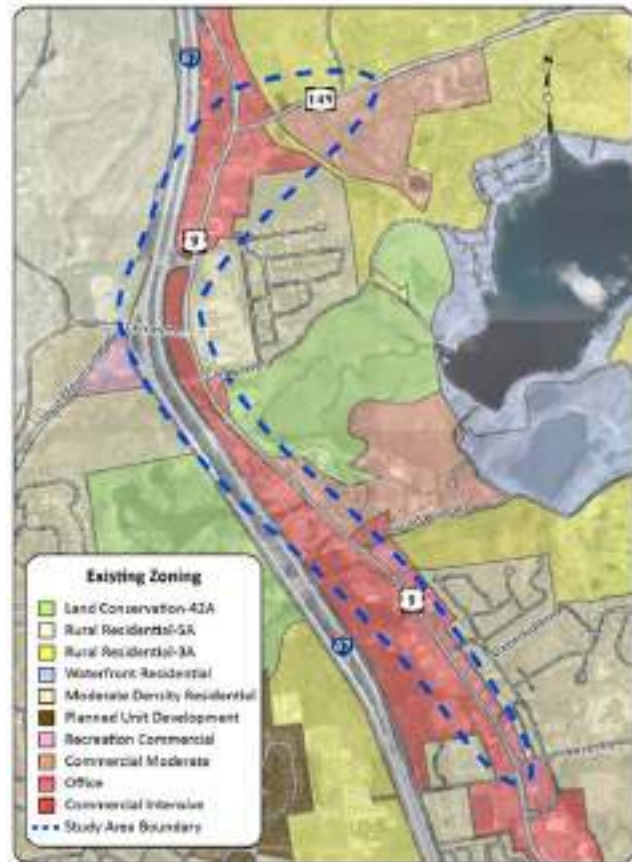
### Existing and Future Conditions

US Route 9 is classified as a Principal Arterial, meaning one of its primary functions is to serve longer distance trips and provide reasonable mobility for through traffic, while also providing access to local parcels. Traffic volumes in the Pathway Corridor are 20 to 25 percent higher during the summer as compared to average conditions. A review of travel times shows that it typically takes six to seven minutes longer to travel the corridor during the summer, than during average conditions in the month of April. While the area currently thrives economically, 65% of the people at the first public meeting indicated that they often avoid the area due to traffic congestion.



While the area may look fairly developed from the road, there are still large tracts of vacant developable or underutilized land and the area has been designated as a targeted growth area by the Warren County EDC. As the Pathway Corridor grows, traffic operations will be further affected by increased travel times and reduced mobility, unless the growth is managed and transportation improvements occur in line with development. The combined effect of the pending and speculative development shows that there are 14 parcels that could support approximately 600,000 square feet of additional development, and generate approximately 1,800 additional peak hour vehicle trips.

The results of the analysis indicates that if nothing is done to improve traffic conditions in the Pathway Corridor, then travel times could double. It is expected that people would avoid the area in ever greater amounts rather than experience delays at this level. Thus, the potential for additional economic development and jobs appears limited without transportation investment in the area. Ensuring that the transportation facilities are capable of accommodating the increased demand associated with the new development, achieving consensus about the needed transportation improvements, and finding a way to pay for the improvements are the fundamental objectives of this study.

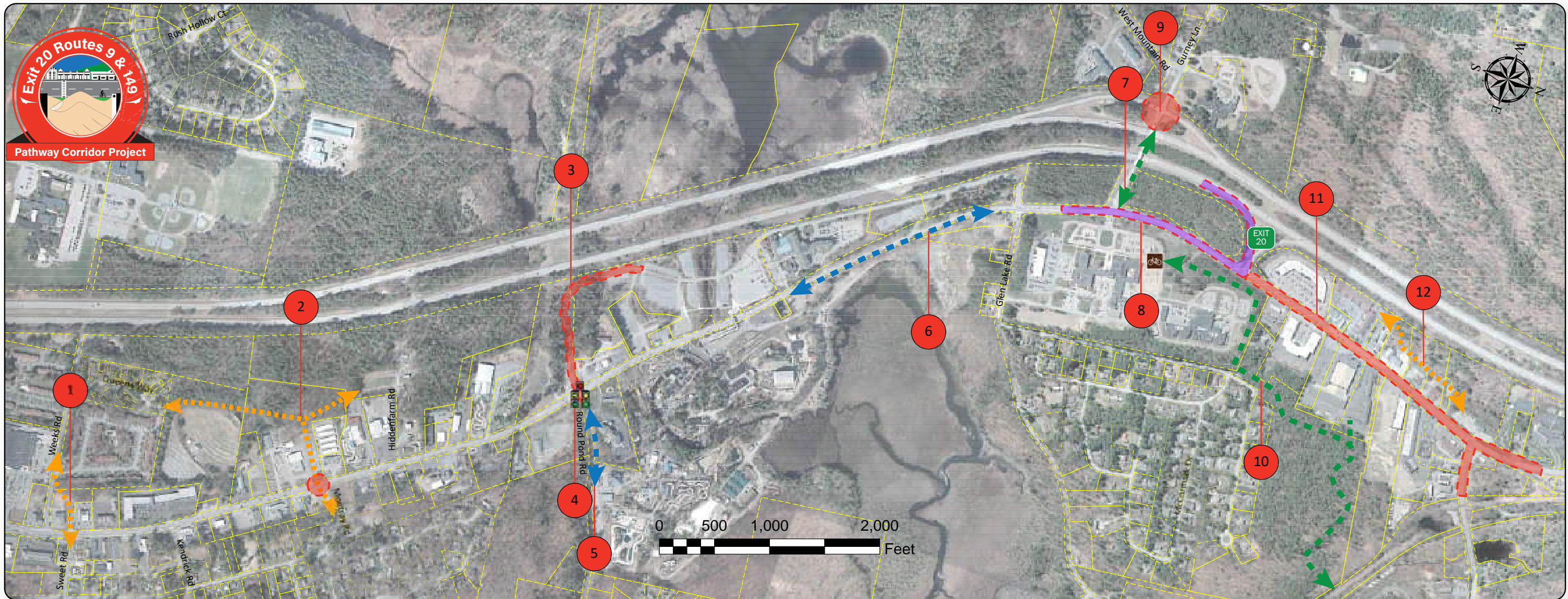


The results of the analysis indicates that if nothing is done to improve traffic conditions in the Pathway Corridor, then travel times could double. It is expected that people would avoid the area in ever greater amounts rather than experience delays at this level. Thus, the potential for additional economic development and jobs appears limited without transportation investment in the area. Ensuring that the transportation facilities are capable of accommodating the increased demand associated with the new development, achieving consensus about the needed transportation improvements, and finding a way to pay for the improvements are the fundamental objectives of this study.

## The Plan

The Plan is to provide good regional mobility and support and ensure the economic livelihood of the area, through context sensitive transportation improvements which upgrade existing roads rather than build new ones. The recommendations were developed based on the existing conditions, previous studies, input from the Pathway Corridor Committee, stakeholders, and the general public. Combined with appropriate multi-modal accommodations, the plan will also address the project objectives of safety and accommodating all users.

This plan also recommends that the Town and Warren County EDC work proactively to identify local funding sources to establish the local match and leverage funding for a larger public project (or projects), and to work with the Adirondack Glens Falls Transportation Council (A/GFTC) and the New York State Department of Transportation (NYSDOT) to get a Pathway Corridor Project on the local and Statewide Transportation Improvement Program (TIP). Having a project on the TIP is a first step toward obtaining State and Federal funds. The following figure summarizes the overall study recommendations.



- |   |   |
|---|---|
| <p><b>1</b> Realign Weeks Road to intersect US Route 9 opposite Sweet Road. (\$410,000)</p> <p><b>2</b> As redevelopment occurs on the west side of US Route 9, provide access opposite Montray Road to a potential future traffic signal or roundabout on US Route 9. Establish connector road to Queens Way and shared access to the new intersection. (Cost TBD public/private)</p> <p><b>3</b> Construct Great Escape Connector Road - (future improvement by Great Escape).</p> <p><b>4</b> Create a four-way intersection at Round Pond Road including a new traffic signal or roundabout and widening Round Pond Road to provide separate turn lanes. The new driveway stub on north side will tie into the future connection by Great Escape. Modify access to Martha's ice cream to provide access to the new signal or roundabout, and consolidate driveways on Route 9. (\$760,000 or \$1,820,000 if roundabout)</p> <p><b>5</b> Provide sidewalk connection between US Route 9 and Great Escape employee entrance. (\$510,000)</p> <p><b>6</b> Provide sidewalk on at least one side to fill gaps in pedestrian network. East side of road is preferred. (\$1,150,000)</p> <p><b>7</b> Widen Gurney Lane and provide bike accommodations when bridges are rehabilitated. (Cost TBD as part of bridge project)</p> | <p><b>8</b> Build improvements consistent with Great Escape mitigation level 3 (Lengthen Exit 20 Northbound ramp storage and add southbound through lane on US Route 9) – Pursue funding arrangement to complete the improvements prior to Great Escape Level 3 Thresholds being met. Facilitate future parcel access on west side of US Route 9. (\$3,640,000)</p> <p><b>9</b> Implement capacity improvement ( 1. Roundabout; 2. Turn prohibition with adjacent roundabout or; 3. Signal). Traffic Signal at Gurney Lane/Exit 20 Southbound Ramp intersection is the preferred short-term improvement. (\$240,000 or \$1,400,000 if roundabout)</p> <p><b>10</b> Establish trailhead parking at Warren County Municipal Center and provide multi-use path connection to Warren County Bikeway. Provide path connection from Outlets to Warren County Bikeway. (\$1,360,000)</p> <p><b>11</b> Construct roadway capacity and pedestrian crossing management project, including consideration of widening US Route 9 to provide two lanes in each direction with a center turn lane and signalized pedestrian crossings or roundabouts. (\$8,900,000 or \$13,400,000 if roundabouts)</p> <p><b>12</b> Establish connector road over time as parcels redevelop. (Cost TBD - Private)</p> <p><b>G</b> General Pathway Corridor Theme: Provide pedestrian accommodations at traffic signals, and establish transit stops at signals or where established pedestrian crossings exist.</p> |
|---|---|

Note: Improvements listed from south to north, not in order of importance

## Suggested Improvements Warren County Pathway Corridor





## Chapter 1. Introduction

The Warren County Economic Development Corporation (EDC), Warren County, Town of Queensbury, and National Grid initiated this study to evaluate future transportation conditions with growth, and identify potential transportation improvements along the approximate two and one-half mile length of US Route 9 in the Town of Queensbury, from Sweet Road north to NY Route 149, known as the Pathway Corridor.

### STUDY GOAL

Provide an assessment of the feasibility, benefits, and impacts of different transportation improvements in the corridor by evaluating alternatives that consider pedestrians and passenger vehicle operations and safety.

The Pathway Corridor is a key link for travel between Interstate 87 (the Northway) and regional attractions including the Adirondacks and Lake George, contributing significantly to the Upstate tourism, jobs and economy. The area is also home to many significant regional destinations and employment centers including Six Flags Great Escape, Davidson's/Northern Eagle Brewery, Sutton's Market, Martha's Ice Cream, various regional outlet centers, Warren County Municipal Center, and other destinations. In addition, the Pathway Corridor has been identified as a targeted growth area for investment

over the next ten years. While the corridor experiences seasonal traffic peaks in the summer and fall/winter seasons, the year round success and growth of this corridor has led to traffic concerns beyond the normal seasonal peaks associated with the region's retail and tourism attractions. The concern is that existing congestion and the potential for additional traffic will hamper mobility and will deter existing and future customers and businesses from the area.

As such, the study's Pathway Corridor Committee established the Study Goal above and Project Objectives below.

### PROJECT OBJECTIVES

- Identify and address existing traffic congestion and safety concerns
- Provide accommodations for all users
- Enable economic growth
- Develop recommendations that can be implemented and solidify consensus among stakeholders

The Pathway Corridor Committee (PCC) was established to help guide the study and facilitate the flow of information. In addition to reviewing technical information, the PCC provided input on public outreach and assisted in notifying citizens and businesses about public meetings and the study in general. PCC members include representatives from the Town of Queensbury, Warren County DPW, EDC Warren County, NYSDOT, A/GFTC, and National Grid.



## Study Area

The Pathway Corridor is located in the vicinity of Interchange 20 of the Adirondack Northway (I-87) and extends approximately 2.5 miles along US Route 9, from NY Route 149 to the intersection of Sweet Road, as shown on Figure 1.1.



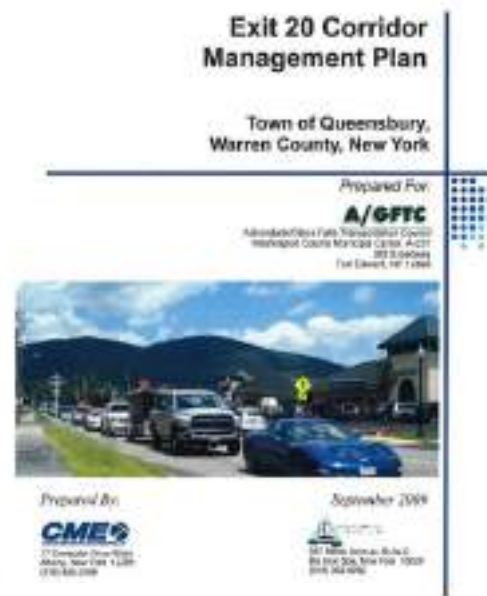
Figure 1.1. Study Area



### Previous Studies

In September 2009, the Adirondack/Glens Falls Transportation Council (A/GFTC) completed the *Corridor Management Study for the Exit 20 Interchange Area*, which encompassed the northern portion of the Pathway Corridor from Round Pond Road to NY Route 149. The stated goal of the study was to develop a comprehensive and implementable recommendation plan that includes evaluation and recommendations for signalized intersections, improved accommodations for pedestrians, bicyclists, and public transit, congestion and accident mitigation strategies.

An assessment of existing conditions indicated that vehicle operations in the corridor were relatively poor and that capacity and operational improvements within the corridor should be pursued, particularly along US Route 9 between I-87 Exit 20 NB Ramps and NY Route 149. Further, the study examined two potential growth scenarios in the corridor. It was concluded that over a 20 year period, traffic volumes could increase by approximately 25% under a low growth scenario, or as much as 50% under a high growth scenario.



In order to improve existing conditions and prepare for future growth, the following corridor wide improvements were identified:

- US Route 9 Median with roundabouts – This alternative included the installation of a raised median along the US Route 9 corridor from NY Route 149 to the I-87 Exit 20 northbound ramp, along with roundabouts at key study intersections. The median would provide a refuge for pedestrians and reduce driveway conflicts by restricting left turns. Motorists needing to change direction would use the roundabouts proposed in the corridor.
- Back Access Alternative – This alternative assumed the construction of a public road east of US Route 9 that connects NY Route 149 to the I-87 Exit 20 Northbound Ramp. This scenario resulted in increased capacity and improved operations on US Route 9; however, potential environmental impacts and ROW impacts would need to be overcome.
- Access Management – This alternative proposed to eliminate/consolidate driveways and improve cross-connectivity between parcels in order to improve the flow of traffic along US Route 9.
- New Interchange – The study evaluated three alternative interchange configurations to address traffic concerns in the area, and determined that an interchange at the Great Escape was not feasible due to environmental impacts. Likewise, construction of a new interchange at NY Route 149 was deemed not feasible due to topographical constraints and excessive costs. The study also examined reconstruction of Exit 20 as a Single Point Interchange, and concluded that despite ROW impacts, this was a feasible alternative.



In addition to the corridor-wide concepts, various recommendations included:

- US Route 9/NY Route 149 – Capacity improvements (signal or roundabout)
- US Route 9/Outlets – Centrally located roundabout
- US Route 9 / I-87 Exit 20 NB Ramp - Capacity improvements (signal or roundabout)
- Gurney Lane / I-87 Exit 20 SB Ramp – Capacity improvements (signal or turn prohibitions with adjacent roundabout)
- US Route 9/ Gurney Lane – Capacity improvements (Convert SB thru lane to a thru/right lane)
- US Route 9/Glen Lake Rd – Improves signal timing
- US Route 9/Round Pond Rd – Turn lanes or signal
- Additional lower cost improvements such as signing and transit improvements

An additional study that is significant to the area is the Great Escape EIS (2000), which identified the need for future transportations improvements as mitigation for projected growth. The EIS called for certain traffic improvements to be implemented over time as various traffic thresholds were met. The improvements include:

### Level 1 (completed)

- Grade Separated pedestrian bridge
- Removal of existing traffic signal at Great Escape Southern Driveway
- Optimize signal timings in the corridor

### Level 2 (completed)

- Create four-leg intersection at Route 9 and Glen Lake Road by constructing northern end of new access road and install traffic signal. Modify pavement markings to create a designated northbound left-turn lane on Route 9 at the new access road.
- Widen the west side of Route 9 to create a second southbound through lane between Exit 20 and Gurney Lane

### Level 3 (not completed)

- Create four-leg intersection at Route 9 and Round Pond Road by constructing southern end of the new access road and install a traffic signal. Modify pavement markings to create a designated northbound left-turn lane on Route 9 at the new access road.
- Widen the eastbound approach of the I-87 Exit 20 northbound off-ramp to create two 300-foot long turn lanes at Route 9.
- Modify islands at the Route 9/I-87 Exit 20 northbound intersection to designate the existing southbound right turn lane as a shared through/right turn lane. Widen the west side of Route 9 to create a second southbound through lane between Exit 20 and Gurney Lane.
- Designate the exclusive right turn lane at the Route 9/Gurney Lane intersection as a shared through/right turn lane. Widen Route 9 from Gurney Lane to Glen Lake Road to provide an additional southbound through lane for Great Escape traffic. This will connect to the existing exclusive right turn lane at the Route 9/Glen Lake Road intersection.



While the area would benefit from the level 3 improvements, it does not appear that they will be completed in the near future as part of the Great Escape EIS mitigation process. Traffic monitoring has been completed on an annual or bi-annual basis per the requirements of the EIS to see if the existing traffic volumes have met the thresholds established in the EIS. The last monitoring update was completed during 2018 and existing traffic volumes continue to fall well short of the thresholds.





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## Chapter 2. Existing Conditions

This Chapter summarizes the existing land use and multimodal transportation infrastructure and operations in the study area.

### Roadway Characteristics

US Route 9 extends in a north/south direction through the study area and is classified as a Principal Arterial, meaning one of its primary functions is to serve longer distance trips and provide reasonable mobility for through traffic, while also providing access to local parcels. Within the study area, the roadway is generally three lanes wide, except for the section between Glen Lake Road and Great Escape, which is two lanes wide. Table 2.1 summarizes the existing roadway cross sections along the corridor. The posted speed limit is 40 MPH.

Table 2.1. Typical US Route 9 Cross Sections

Intersecting Street	Number of Lanes	Lane Widths (ft)	Median	Shoulder Width (ft)	Pavement Width (ft)	TWLT Lane
Sweet Road to Great Escape	3	13	12	0	38	Yes
Great Escape to Glen Lake Road	2	12	N/A	6	36	No
Glen Lake Road to Exit 20 NB Ramps	2/3	13	Varies	0	48	No
Exit 20 NB Ramps NY Route 149 to	3	13	12	0	38	Yes

Although, there are no bicycle lanes on US Route 9, bicycles are accommodated on the roadway shoulders where present, or in the 13-foot wide curbside lane. The Warren County Bikeway is located east of the study area, with trail access off of Round Pond Road, and where the path crosses over NY Route 149.



## Pedestrians

Pedestrians are generally accommodated on sidewalks located on both sides of the road. Marked crosswalks are present across one or two legs at the signalized intersections, and at three midblock locations in the outlet area between Exit 20 and NY Route 149. Figure 2.1 shows gaps in the sidewalk network between Glen Lake Road and the Six Flags Great Escape.

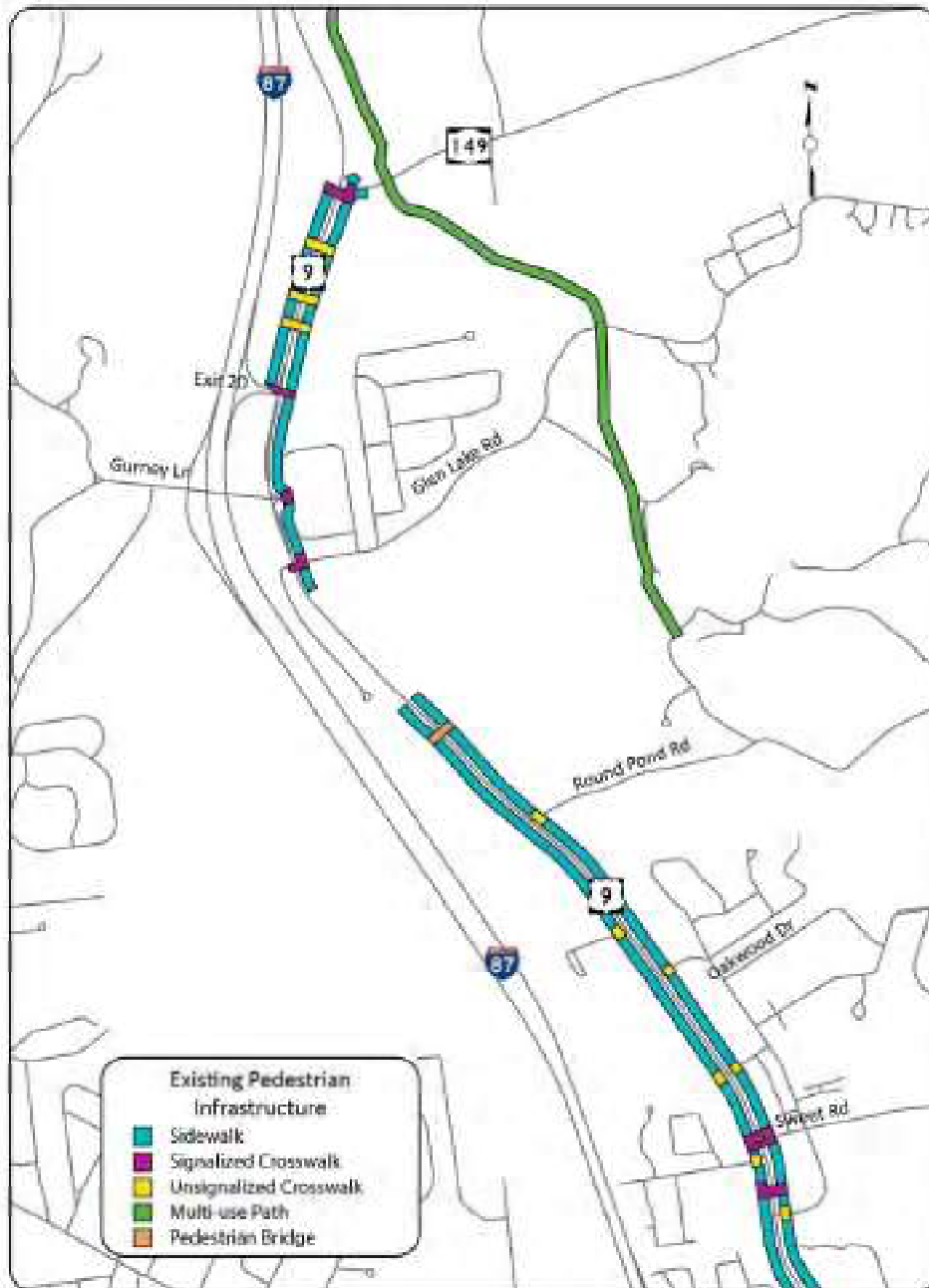


Figure 2.1. Pedestrian Network



## Transit

Greater Glens Falls Transit (GGFT) bus route 19 serves the study corridor with transfers available to other routes in Glens Falls and Lake George. Service is provided from Monday through Friday only with 10 trips per day operating on an approximate 90 minute headway. GGFT also provides a summer trolley service in the corridor which runs every half hour beginning the last Saturday in June and continuing through Labor Day. Figure 2.2 shows the GGFT routes and time points within the study area. In addition to the pictured time points, passengers can flag the bus to stop at any safe street corner. It is noted that the Lake George RV Park provides a trolley services that coincides with the operations of the GGFT summer trolley service. The RV Park service transports people from the RV Park to the Log Jam Outlet Center every 30 minutes.



Figure 2.2. Transit Network



## Land Use and Zoning

The majority of land along the corridor is commercial, recreation commercial, or institutional. Significant attractors include Six Flags Great Escape theme park, and the “Outlet Area” between Exit 20 and NY Route 149. Meanwhile the area is also home to the Warren County Municipal Center and offices.

Zoning is illustrated on Figure 2.3. The corridor is primarily zoned for commercial use (Moderate, Intensive, and Recreational) with residential neighborhoods of rural and moderate densities located further from US Route 9. While the area may look fairly developed from the road, there are still large tracts of vacant developable or underutilized land and the area has been designated as a targeted growth area by the Warren County EDC. Growth potential is discussed further in Chapter 3.

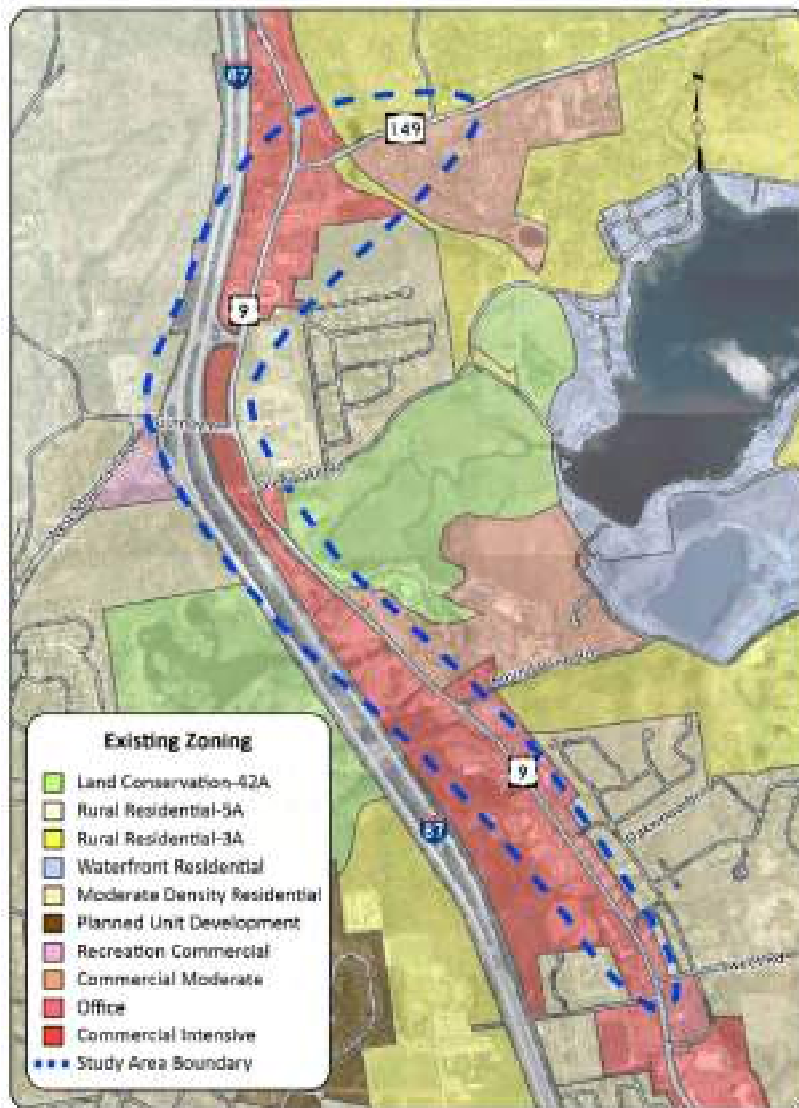


Figure 2.3. Existing Zoning



## Accident History

Crash data was provided by the NYSDOT from the Accident Location Information System (ALIS) for the most recent three years of available data (October 1, 2014 to September 30, 2017), for the 2.6 mile segment of US Route 9 from NY Route 149 to Sweet Road. In total, 201 crashes occurred over the three year period along US Route 9 in the study area. A safety screening was performed on the crash data including calculation of segment and intersection crash rates. Tables 2.2 through 2.4 summarize the crash analysis.

**Table 2.2. Summary of Crashes (October 1, 2014 to September 30, 2017)**

Type	Crashes
Vehicle	198
Pedestrian	1
Bicycle	2
Total	201

**Table 2.3. Summary of Crash Rates (October 1, 2014 to September 30, 2017)**

Accident Location	Number of Crashes	Crash Rate	
		Calculated	NYSDOT Average
<b>Roadway Segment (Acc/MVM)</b>			
US Route 9 from Sweet Road to Gurney Lane	87	2.43	3.50
US Route 9 from Gurney Lane to Exit 20	57	3.80	3.50
US Route 9 from Exit 20 to NY Route 149	84	4.74	4.31
<b>US Route 9 Intersections (Acc/MEV)</b>			
Sweet Road	6	0.28	0.52
Round Pond Road	11	0.60*	0.18
Glen Lake Road	5	0.22	0.52
Gurney Lane	18	0.70	0.52
Exit 20 NB Ramp	16	0.72*	0.32
NY Route 149	9	0.47	0.52

\* Crash rate > 1.5 statewide average

From a roadway segment standpoint, Table 2.3 shows that the corridor experiences crash rates generally comparable to the statewide average for similar facilities. From an intersection standpoint, three of the six intersections experienced crash rates above the statewide average for the most recent three year period. Typically, only areas exceeding the statewide average by a statistically significant margin are selected for further analysis. For this study, it is noted that the Round Pond Road and Exit 20 NB Ramp intersections experienced a crash rate of more than 1.5 times the statewide average. Table 2.4 summarizes all of the types of crashes in the corridor including the Round Pond Road intersection.



Table 2.4. Summary of Available Crash Data (October 1, 2014 to September 30, 2017)

Intersection or Segment	Collision Severity				Collision Type										Total
	Non-Reportable	Property Damage	Injury	Fatality	Rear-End	Right Angle	Left Turn	Overtaking/Sideswipe	Right Turn	Head On	Fixed Object	Animal	Ped	Bike	
US Route 9/Sweet Road	2	3	1	0	4	2	0	0	0	0	0	0	0	0	6
US Route 9/Round Pond Road *	5	3	3	0	3	3	0	0	1	2	2	0	0	0	11
US Route 9/Glen Lake Road	2	3	0	0	1	2	0	2	0	0	0	0	0	0	5
US Route 9/Gurney Lane	9	6	3	0	14	3	0	0	1	0	0	0	0	0	18
US Route 9/Exit 20 *	6	7	3	0	13	0	2	0	0	0	1	0	0	0	16
US Route 9/NY Route 149	7	2	0	0	6	0	1	2	0	0	0	0	0	0	9
<i>US Route 9 from Sweet Road to Gurney Lane</i>	14	21	8	0	13	10	6	5	1	0	5	0	1	2	41
<i>Gurney Lane from US Route 9 to Old West Mountain Road</i>	1	4	2	0	1	1	3	0	0	0	2	0	0	0	7
<i>US Route 9 from Gurney Lane to Exit 20</i>	1	6	2	0	5	3	0	0	0	1	0	0	0	0	9
<i>US Route 9 from Exit 20 to NY Route 149</i>	24	19	10	1	27	5	2	16	1	1	2	0	0	0	54
<i>NY Route 149 from US Route 9 to Ledgerview Circle</i>	9	11	3	0	7	0	2	2	0	2	5	5	0	0	23
<b>Study Area Total</b>	<b>80</b>	<b>85</b>	<b>35</b>	<b>1</b>	<b>94</b>	<b>29</b>	<b>16</b>	<b>27</b>	<b>4</b>	<b>6</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>201</b>

\* Crash rate > 1.5 statewide average

A review of this crash data shows a number of characteristics summarized below:

- There was one fatal crash located approximately 0.1 miles north of the US Route 9/NY Route 149 intersection. The crash, involving a motorcycle, occurred at 3:18 PM on 7/19/2017 during daylight on a dry road surface. Weather at the time of the crash was coded as “clear”. Passing or lane usage improperly was coded as a contributing factor.
- The data shows two bicycle crashes along US Route 9 within the last three years. Both crashes occurred on the segment of US Route 9 between Gurney Lane and Sweet Road, with one occurring just north of the Round Pond Road intersection and the other approximately 0.25 miles north of the Sweet Road intersection. Both crashes included turning vehicles traveling northbound. Both crashes occurred during daylight on a dry road surface with weather coded as clear.
- There was one crash involving a pedestrian within the study area that occurred approximately 0.1 miles north of the US Route 9/Round Pond Road intersection. The crash occurred during daylight on a dry road surface with weather coded as clear. The data indicates that the pedestrian was crossing with no signal or crosswalk. Pedestrian error/confusion was coded as a contributing factor.



- Rear end collisions are the most prevalent type of collision in the study area, composing nearly half of all collisions. Right angle collisions were the next most common collision type, constituting 15% of all crashes.

## Traffic Volumes

Traffic volumes vary throughout the area and seasonally with higher traffic volumes during the summer months. The following chart shows that traffic volumes are higher on area roadways from about May to October. Volumes on the Northway are approximately 35 to 45 percent higher during the summer as compared to average conditions, while daily volumes on US Route 4 are approximately 15 percent higher than average. The New York State Department of Transportation (NYSDOT) estimates that traffic volumes on US Route 9 in the Pathway Corridor are 20 to 25 percent higher in the summer (Factor Group 40 line in chart applicable to US Route 9).

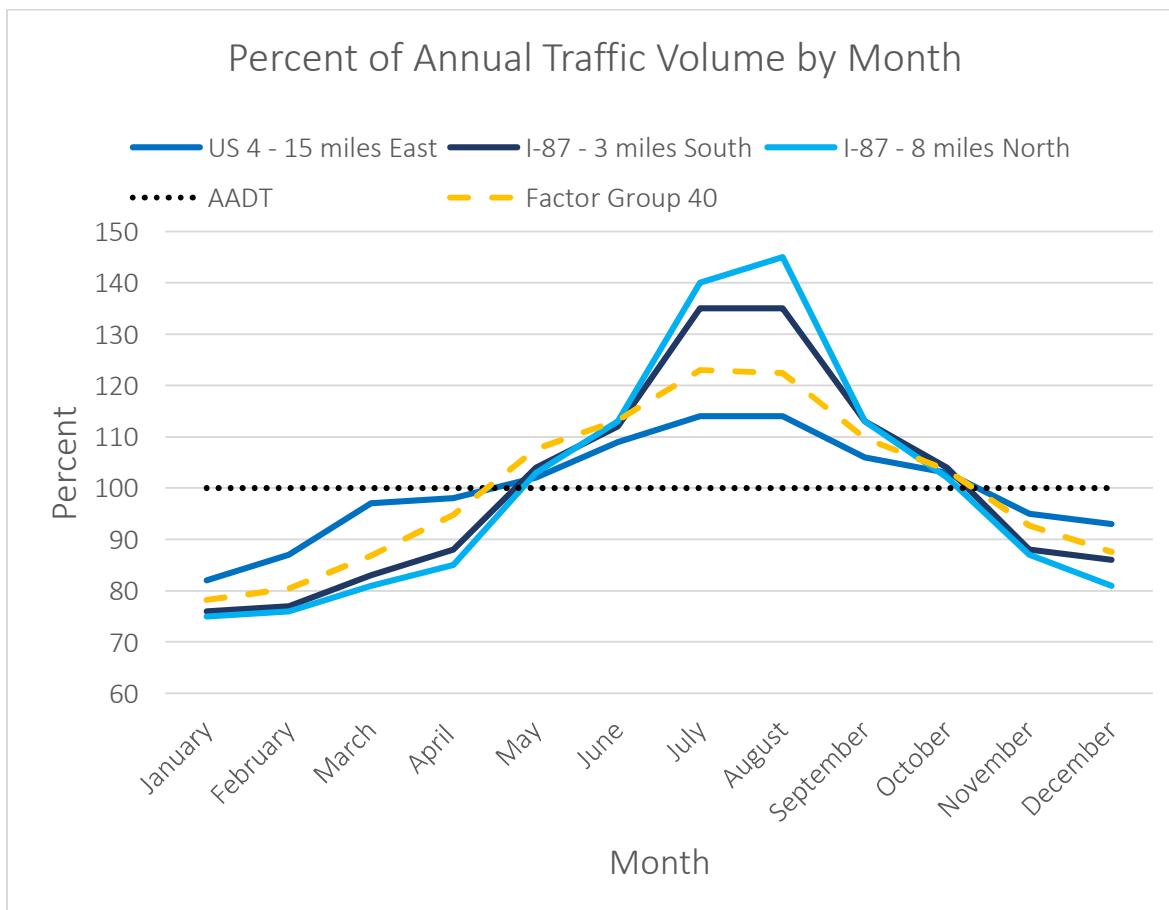


Figure 2.4. Seasonal Traffic Variations





Table 2.5 summarizes the Average Daily Traffic (ADT) volumes in the corridor from Automatic Traffic Recorder (ATR) counts taken during July and August of 2018.

Table 2.5. Daily Traffic Volumes

Location	2018	
	Summer	Average Annual
US Route 9: Sweet Road to Gurney Lane	15,700	13,070
US Route 9: Gurney Lane to Exit 20 NB Ramps	19,200	16,130
US Route 9: Exit 20 NB Ramps to NY Route 149	17,500	14,700
NY Route 149 East of US Route 9	11,500	9,660

The table shows that daily traffic volumes on US Route 9 range from 15,700 to 19,200 vehicles per day during the summer. A comparison to the latest NYSDOT count in the area (Station 170433, July 2014), showed peak summer volumes were somewhat higher at 20,000± cars per day.

The NYSDOT count is summarized in the chart below and shows that weekday and weekend traffic volumes are comparable; and that traffic volumes tend to peak in the late morning, then remain relatively stable until early evening, before dropping off.

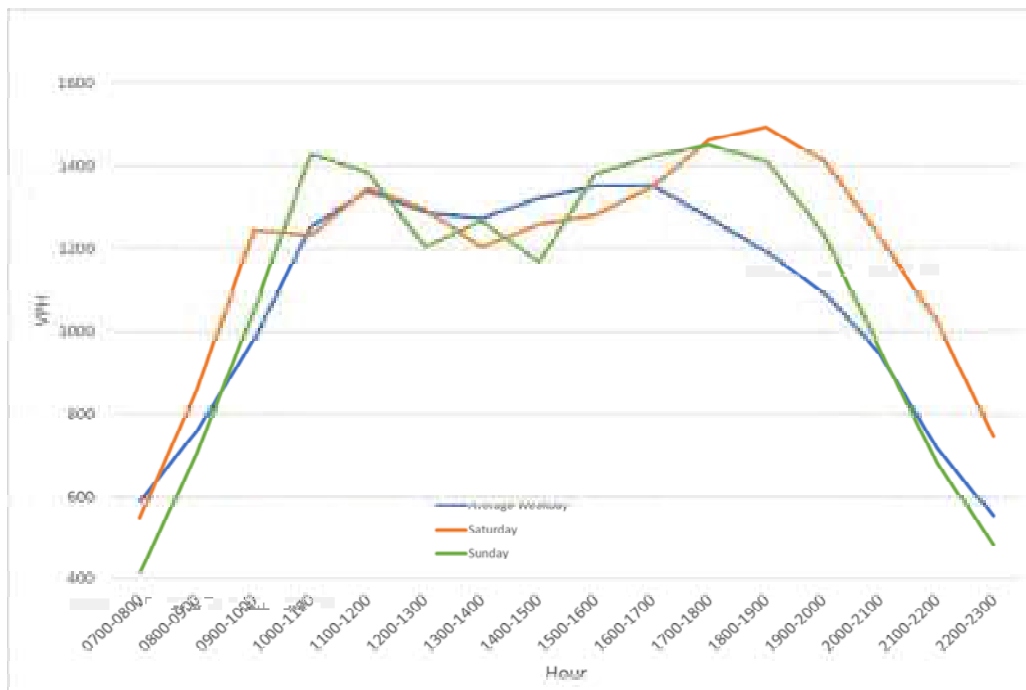
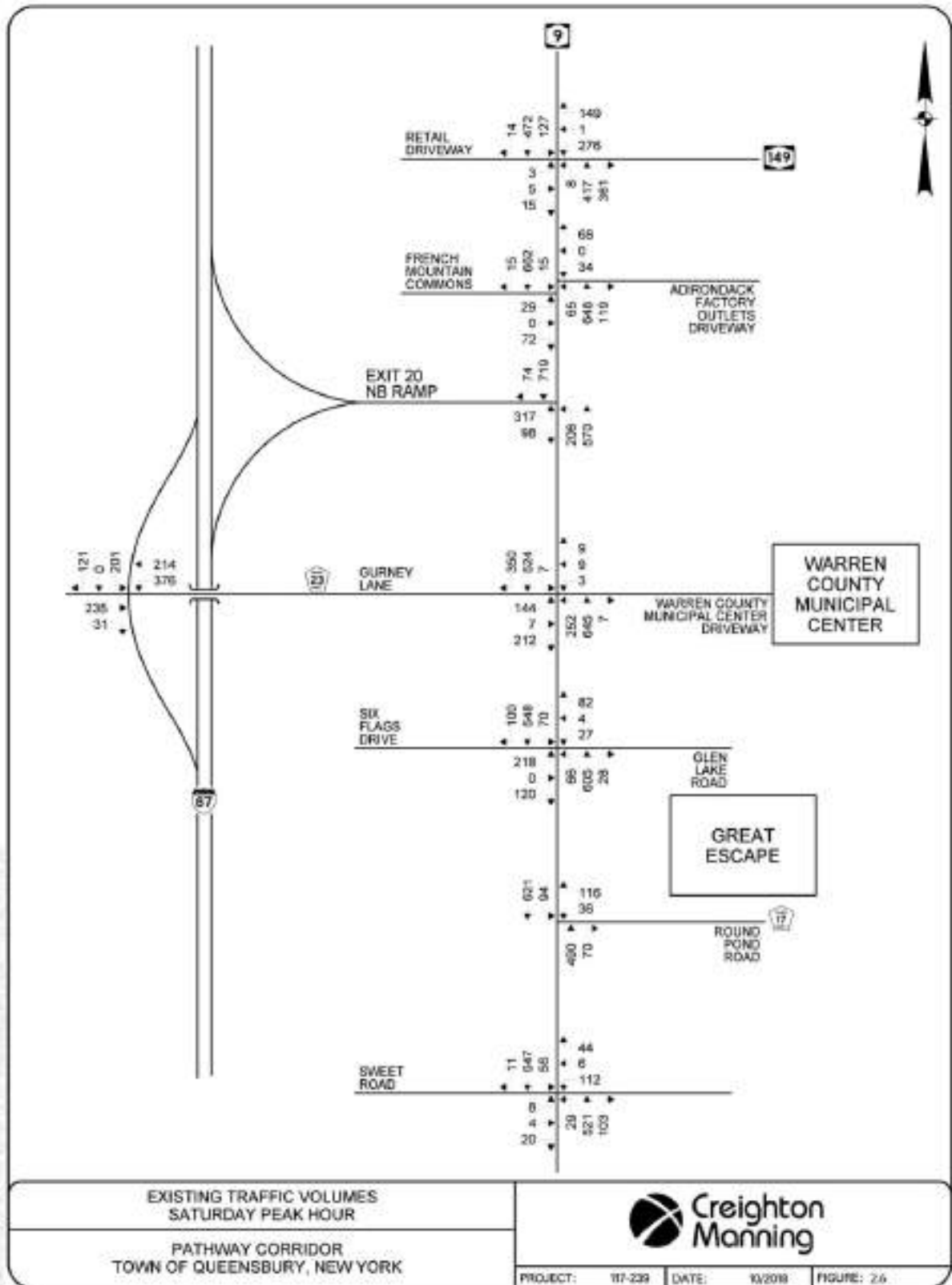


Figure 2.5. Hourly Traffic Variations – US Route 9 (500 Feet North of Exit 20)



A review and regression analysis of historic NYSDOT Automatic Traffic Recorder sites in the area shows that daily traffic volumes have increased slightly on I-87 over the past 10 years, while traffic in the immediate study area has remained stable or decreased slightly. Annual growth rates have been  $\pm \frac{1}{2}$  percent per year. Accordingly, the traffic counts from the previous study continue to be representative of existing conditions. Additional intersection counts were conducted at the intersection of Gurney Lane and the I-87 Exit 20 Southbound Ramps in August of 2018 to supplement available data. Volumes at the Sweet Road intersection were obtained from a previous study in the area. The existing peak hour traffic volumes are shown on Figure 2.6.

Supplemental pedestrian crossing counts were also conducted for pedestrians crossing US Route 9 in the Outlet area on Saturday, September 1, 2018 (Labor Day Weekend). The results showed approximately 870 pedestrians crossing per hour at the three uncontrolled marked crosswalks, with approximately 1,200 vehicles per hour traveling along US Route 9 during the same time period. The pedestrians in the marked crosswalks have the right of way and motorists must yield. Although the pedestrians often cross in groups, observations and data on increased travel times shows that there are enough pedestrian crossings during peak times for the number of pedestrians to contribute significantly to the traffic backups and delays along US Route 9 and approaches to the area.





## Traffic Operations

Traffic operations were evaluated using the VISSIM software to represent existing traffic conditions and levels-of-service (LOS). LOS is a measure of delay at intersections with good operations represented by short delays in the LOS A/B range, and poor operations represented by long delays in the LOS E/F range. Table 2.6 summarizes the results of the existing summertime levels of service analysis.

**Table 2.6. Existing Level of Service**

Intersection	Control	Saturday Peak Hour
Route 9 / Sweet Road	Signal	A (9.9)
Route 9 / Round Pond Road	Stop Sign	B (11.8)
Route 9 / Glen Lake Rd	Signal	C (23.2)
Route 9 / Gurney Ln	Signal	C (29.5)
I-87 Exit 20 SB Ramp at Gurney Ln	Stop Sign	F (186)
Route 9 / I-87 Exit 20 NB Ramps	Signal	E (76.5)
Route 9 / Route 149	Signal	E (61.9)

X (Y.Y) = Level of Service (Average delay in seconds per vehicle)

The analysis shows that the intersections in the vicinity of the outlets (Route 149 and Exit 20 northbound ramps), experience longer delays (LOS E). Motorists on the I-87 Exit 20 southbound off-ramp also experience long delays (LOS F). Anecdotally, various stakeholders have reported that they turn right at this ramp then complete a U-turn at the adjacent intersection, in order to avoid the long delays experienced turning left directly from the ramp. Other study area intersections operate fairly well, at LOS A to C.

In addition to the LOS analysis at intersections, corridor travel times were evaluated to illustrate the overall performance of the Pathway corridor, and are used later to compare alternatives. Based on the Federal Highway Administration’s National Performance Management Research Data Set (NPMRDS) as provided by the A/GFTC, travel times along US Route 9 are typically six to seven minutes longer during the summer, than during average conditions in the month of April. Table 2.7 summarizes the NPMRDS data.

**Table 2.7. US Route 9 Corridor Travel Times (Minutes)**

US Route 9 Segment	2017		Difference
	Non-summer (April)	Summer (July / August)	
between Route 9L and Round Pond Road			
Northbound	9.4	15.2	5.8
Southbound	12.6	19.5	6.9



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## Chapter 3. Forecasts and Alternatives

Land use patterns directly influence travel. As the Pathway Corridor grows, traffic operations will be affected by increased travel times and reduced mobility, unless the growth is managed and transportation improvements occur in line with development. This chapter summarizes the land development potential in the corridor and the implications that that development will have on traffic operations. This chapter then evaluates five major transportation alternatives, as well as several additional enhancements to support the study goals of maintaining mobility and supporting economic development.

### Land Use and Trip Generation

Land use forecasts were developed based on two categories of development; 1) projects that are known and are pending before the Town as of the Summer of 2018, and 2) speculative projects that could happen based on zoning, vacant or underutilized land. The Town of Queensbury provided the pending projects shown on Figure 3.1 and in Table 3.1 on the following page.



Figure 3.1 Pending and Speculative Development



Table 3.1. Pending Projects

ID	Name	Land Use	Size	Saturday Peak Hour Trips
1	Subway	Restaurant	0.9 KSF	11
2	Family Attraction	Recreation	15.5 Acres	74
3	Johnny Rockets	Restaurant	2.2 KSF	26
4	Harbor Freight	Hardware Store	16 KSF	36
5	Monty Lius Retail Store	Retail	5.4 KSF	33
6	Cumberland Farms	Gas Station/ Convenience Store	5.2 KSF	72
7	Adirondack Factory Outlet Mall	Retail	60 KSF	236

Table 3.1 shows that there are currently seven approved or pending projects before the Town. These includes more than 80 KSF of retail space and 3 KSF of dining space. There are no pending residential projects within the corridor. The zoning along the Pathway Corridor is primarily commercial and supportive of this type of growth.

As noted previously, the Pathway Corridor is a targeted growth area, and a number of parcels have the potential to develop, or redevelop to a higher use. Through coordination with the Study Advisory Committee, Warren County EDC, and the Town of Queensbury, the corridor was evaluated to identify the most likely locations for development. Table 3.2 summarizes this “speculative” or potential corridor growth which is also illustrated on Figure 3.1. The development type, size, and number of Saturday peak hour trips are shown for planning purposes only. The actual development in the corridor may vary significantly from those summarized in Table 3.2. The development potential was estimated utilizing the most recent GIS mapping data and information available from the Town and Warren County.

Table 3.2. Speculative Development

ID	Name	Assumed Development Type	Size	Saturday Peak Hour Trips
8	Oscap LTD 288.12-1-2	Retail	68 KSF	267
9	John McCormack 288.12-1-24	Single Family *	20 Units	19
10a	Warren County Annex 288.-1-49	Office	75 KSF	40
10b	Warren County Annex 288.-1-49	Multi-family Housing	130 Units	57
11	Warren County DPW288.-1-62	Retail	20 KSF	100
12	Frank Parillo 296.13-1-23	Retail	54 KSF 80 KSF	314
13	Unitarian Universal Con of GF 296.13-1-21	Retail Office	146 KSF	311
14	Turnpike Ent & Grand LLC 296.13-1-20	Office Park	146 KSF	31

\* Zoned residential. Town expects owner to seek variance for commercial.



The combined effect of the pending and speculative development shows that there are 14 parcels that could support approximately 600,000 square feet of additional development, and generate approximately 1,800 additional peak hour trips. For the purpose of this traffic planning study, to account for regional background traffic growth and study area growth over the next 20 years, the existing traffic volumes were increased by 30 percent. This estimate is generally consistent with the previous 2008 planning study which included growth projections ranging from 27 to 48 percent.





## Alternatives

There are three basic transportation alternatives for the Pathway Corridor which include doing nothing, improving the existing roads, or building new roads. The alternatives are broken down further for this study, but the premise is to keep the alternatives at a high level to enable consensus and pursue funding around major alternatives, and then refine the plan through engineering and design.

Several alternatives were developed for the Outlet Area, as well as various site specific improvements in the larger pathway corridor study area. The alternatives were developed based on the analysis of existing conditions, previous studies, and input from the Pathway Corridor Committee. Table 3.3 on the following page summarizes the primary alternatives for the outlet area.

**Table 3.3. Outlet Area Alternatives**

ID	Name	Description
A	Null or Do Nothing	Generally maintain existing transportation infrastructure. This would keep the existing roadways as they are and serves as a baseline for comparison of other alternatives.
B1	Improve Existing and Manage Pedestrian Crossings	Widen US Route 9 to five lanes between Exit 20 NB ramp intersection and NY Route 149. This alternative would provide additional vehicle capacity and improve traffic through put in the corridor. Pedestrian crossings would be managed by signalized pedestrian crossings that are coordinated with the adjacent signals.
B2	Improve Existing (Roundabouts)	Add a raised median on US Route 9 from I-87 Exit 20 NB ramp to NY Route 149 and incorporate roundabouts including a mid-corridor roundabout to enable U-turns. Roundabouts tend to keep traffic moving as compared to the stop and go operation of traffic signals.
C	Back Access	Construct a new road on the east side of US Route 9 that connects the I-87 Exit 20 NB ramp intersection to NY Route 149 and generally runs parallel to US Route 9. This alternative would provide access to the backside of the existing outlet buildings.
D	New Interchange	Construct a new interchange on I-87 at NY Route 149. The 2009 <i>Corridor Management Plan</i> deemed this concept not feasible. This alternative is carried forward for information purposes to communicate the trade-offs and costs.

Additional improvements were considered in the remainder of the Pathway Corridor as described later in this Chapter and also in Chapter 4. These additional layers of improvements establish the overall Plan when combined with the Outlet Area alternatives above.



## Analysis

Since congestion is one of the key concerns in the study area, travel time was used as one of the primary performance measure to compare the trade-offs of the Outlet area alternatives. It is the recurring delay in the summer months that is a deterrent to motorists and could threaten the future economic vitality of the area. Alternatives that minimize travel time are better suited to address the project objectives of alleviating traffic congestion and supporting economic growth. Combined with appropriate multi-modal accommodations, the alternatives will also address the project objectives of safety and accommodating all users.

Vissim traffic simulation models were developed for the outlet area alternatives to compute and compare the overall travel times in the area. For the purpose of this comparison, travel times are reported along US Route 9 between Bloody Pond Road and Round Pond Road, and along Route 149 between Oxbow Hill Road and Round Pond Road, a distance of approximately three miles. It is noted that these segments are different than the NPMRDS data summarized in Section 2, because the NPMRDS extends well beyond the Pathway Corridor study area. The end points for this travel time summary were selected based on discussions with the Advisory Committee to capture conditions within 1.5 to 2 miles north and east of the US Route 9 / NY Route 149 intersection.

**Table 3.4. Corridor Travel Times – Existing and Future Summer Conditions (Minutes)**

Description / Condition	Alternative				
	2018	Future 2038			
	Existing	A	B1	B2	C
Route 149/Oxbow Hill Road to US Route 9 / Round Pond Road	12	24	5	14	7
US Route 9/Bloody Pond Road to US Route 9/Round Pond Road	11	21	6	17	11

Table 3.4 shows that travel times through the area are on the order of 11 to 12 minutes during existing summer conditions. If nothing is done to improve traffic conditions, then travel times could double assuming the area continues to grow. Realistically, it is expected that people would avoid the area rather than experience delays at this level. Table 3.4 also shows the Alternative B1 (Improve Existing and Manage Pedestrian Crossings) has the greatest potential to reduce travel times through the area. Alternatives B2 (roundabouts), and C (Back access) could also improve travel times over the “Do Nothing” alternative, but to a lesser degree. All of the alternatives are considered feasible and would have different levels of impact to private property from widening Route 9, constructing roundabouts, or building a back access road.



It should be noted that Alternative D (New Interchange) was not modeled in detail. Although a new interchange would reduce through traffic in the outlet area to/from Route 149, this would be offset by increased traffic to/from the south and the Great Escape area. The net effect is that traffic volumes through the outlet area would remain relatively unchanged with a new interchange, and some other improvements would still be needed to address congestion issues.

The following Figure compares the proposed alternatives against several performance measures including travel time, vehicle operations, pedestrian friendliness, property impacts, and cost. Travel time is also a proxy for reduced queuing and vehicle emissions

		Evaluation of Alternatives				
		<b>A</b>	<b>B1</b>	<b>B2</b>	<b>C</b>	<b>D</b>
		Null	Improve Existing 5-Lanes	Improve Existing Roundabouts	Back Access	New Interchange
Performance Measure \ Alternative	Improves Travel Time	● ○ ○ ○ ○	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ○ ○ ○ ○
	Reduces Signal LOS/Queuing/Emissions	● ○ ○ ○ ○	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ○ ○ ○ ○
	Pedestrian Friendliness	● ● ● ● ○	● ● ● ● ○	● ● ● ● ●	● ● ● ● ●	● ● ● ● ○
	Minimizes Property Impacts	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ○ ○ ○ ○
	Minimizes Cost of Alternative	● ● ● ● ●	● ● ● ● ○	● ● ● ● ●	● ● ● ● ●	● ○ ○ ○ ○
	Alternative					

Figure 3.2 Evaluation of Alternatives

Figure 3.2 shows that the two “Improve Existing” Alternatives (B1 and B2) appear to be the most cost effective at addressing the majority of the corridor performance measures. Alternatives A and D are rejected as not satisfying the project objectives. Alternative A (the do nothing alternative) is unresponsive to the mobility, growth and economic development objectives of this study. Alternative D (a new Interchange) is not considered feasible, and it would not obviously address the outlet area congestion, pedestrian management and capacity constrained issues identified. While Alternative C appears to have merit, it is an idea that has been around for over twenty years and has not progressed, even when the new jail was built and there was a prime opportunity to construct the southern portion of it, the involved agencies decided against it. Some residents of the nearby Courthouse Drive neighborhood also oppose it. Based on this assessment, and public and stakeholder input discussed later, some form of “Improve



Existing” (B1/B2) is the preferred alternative. This would be road widening along US Route 9 with managed pedestrian crossings and could include a combination of roundabouts and/or traffic signals at major intersections. NYSDOT policy requires roundabouts to be considered as an alternative during a project’s design phase. All transportation concepts require further engineering and review, and the final details of the “Improve Existing” alternative will be documented during the design process and with additional public involvement.

Aside from the Alternatives above that address congestion in outlet area, there is a need to explore improvements in other parts of the Pathway Corridor as well. Long delays exist at two unsignalized study area intersections during the summer months including the Gurney Lane/Exit 20 southbound ramp intersection, and the US Route 9/Round Pond Road intersection. Independent stakeholder, Advisory Committee and public comments also pointed to concerns at these two locations. As such, detailed traffic signal warrants analyses were completed as summarized below.

The National *Manual on Uniform Traffic Control Devices* (NMUTCD) specifies the minimum criteria that must be met in order for a traffic signal to be justified. The satisfaction of a signal warrant in itself is not necessarily justification for a traffic signal. Other engineering and operational factors must be considered. The National MUTCD contains eight warrants, three of which were applied and evaluated in detail. Tables 3.5 and 3.6 summarize the signal warrants analysis for these two intersections based on counts conducted during the summer of 2018.

**Table 3.5. Summary of Signal Warrant Analysis – Gurney Lane / Exit 20 Southbound Ramp**

Hour Beginning	Existing 2018 Volumes		Signal Warrants Met?			
	Gurney Lane	Exit 20 Southbound off ramp	#1		#2	#3
			Cond. A	Cond. B		
6:00 AM	311	100	No	No	No	No
7:00 AM	501	210	Yes	No	No	No
8:00 AM	573	237	Yes	No	Yes	No
9:00 AM	604	258	Yes	No	Yes	No
10:00 AM	683	321	Yes	No	Yes	No
11:00 AM	747	313	Yes	No	Yes	Yes
12:00 PM	752	298	Yes	Yes	Yes	No
1:00 PM	724	306	Yes	No	Yes	No
2:00 PM	731	287	Yes	No	Yes	No
3:00 PM	786	295	Yes	Yes	Yes	Yes
4:00 PM	839	304	Yes	Yes	Yes	Yes
5:00 PM	770	277	Yes	Yes	Yes	No
6:00 PM	590	219	Yes	No	No	No
7:00 PM	590	219	Yes	No	No	No
Required Volumes	Two Lane Major Street		500	750	MUTCD 4C-1	MUTCD 4C-3
	Two Lane Minor Street		150	75		
Overall Warrant Met?			Yes	No	Yes	Yes



Table 3.6. Summary of Signal Warrant Analysis – US Route 9 / Round Pond Road

Hour Beginning	Existing 2018 Volumes		Signal Warrants Met?			
	US Route 9	Round Pond Road	#1		#2	#3
			Cond. A	Cond. B		
7:00 AM	517	115	No	No	No	No
8:00 AM	713	137	No	No	No	No
9:00 AM	857	168	Yes	No	No	No
10:00 AM	979	162	Yes	Yes	Yes	No
11:00 AM	1174	185	Yes	Yes	Yes	No
12:00 PM	1246	172	Yes	Yes	Yes	No
1:00 PM	1310	165	Yes	Yes	Yes	No
2:00 PM	1313	171	Yes	Yes	Yes	No
3:00 PM	1326	218	Yes	Yes	Yes	Yes
4:00 PM	1238	207	Yes	Yes	Yes	No
5:00 PM	1096	169	Yes	Yes	Yes	No
6:00 PM	946	135	No	Yes	No	No
7:00 PM	841	132	No	No	No	No
8:00 PM	784	75	No	No	No	No
Required Volumes	Two Lane Major Street		500	750	See	See
	Two Lane Minor Street		150	75	MUTCD 4C-1	MUTCD 4C-3
Overall Warrant Met?			Yes	Yes	Yes	Yes

The analysis shows that traffic signals are currently warranted at both locations, subject to NYSDOT review and approval. According to the MUTCD, Warrant 1 Condition A requires eight hours above the required volume thresholds, and is intended for application where a large volume of intersecting traffic is the principal reason to consider installing a signal. Warrant 1 Condition B is for application where Condition A is not met, and the traffic volume on the major street is so heavy that traffic on the minor street suffers excessive delay. Warrant 2 requires four hours above the required volume thresholds and is intended where the volume of intersecting traffic is the principal reason to consider a signal. Warrant 3 is the peak hour warrant, requires only a single hour above the volume thresholds and is intended for use where the minor-street approach suffer undue delay when entering or crossing the major street.

Anecdotally, several public comments reported long delays and queuing on the Exit 20 southbound off-ramp, and that motorists will bypass the queue, then turn right at the top of the ramp, then complete a U-turn at the adjacent intersection to continue east on Gurney Lane. Additional public comment reported difficulty getting in and out of Weeks Road between the two closely spaced traffic signals at Sweet Road and Walmart. Weeks Road provides access to a densely developed residential area leading to a recommendation described in the next Chapter to realign Weeks Road opposite Sweet Road. Public and stakeholder comments are discussed further in the following section.



### Stakeholder and Public Involvement

Public participation for this study to date has included six stakeholder meetings and one public meeting. Meeting summaries for all meetings are provided on the project website [WCPathway.com](http://WCPathway.com). The six stakeholder meetings included:

- Property owners in the outlet area (3)
- Six Flags Great Escape
- NYSDOT
- Warren County Emergency Services (Police/Fire/EMS)

While a synopsis of the Stakeholder comments is provided here, readers are encouraged to read the entire record of comments for a full understanding. The major take-aways from the stakeholder meetings are listed below:

- NYSDOT has not been funding capacity related projects, without other compelling reasons. Programming is focused on a “Preservation First” policy and that their limited available funding is better dedicated to maintaining existing transportation infrastructure. If capacity improvements are identified as part of this study, the sponsors will also need to find some funding outside NYSDOT channels.
- NYSDOT noted that other municipalities are pursuing road diets (reduced capacity) rather than increasing vehicular capacity. The outlet area of the Pathway corridor already exhibits many of the characteristics that communities are striving for, including slow moving traffic where it is relatively convenient for pedestrians to cross the street.
- EMS generally supported Alternative B1 (5-lanes) recognizing that this option would improve travel times, but would be less pedestrian friendly as compared to existing conditions. It was noted that pedestrians would be more apt to cross at signals and in groups, and that the corridor might function more like Route 9 through the Village of Lake George.
- EMS was generally opposed to the raised medians combined with a single travel lane in Alternative B2, noting that the median reduces the ability for emergency vehicles to pass standstill traffic. They also believed Back Access (Alternative C) was not possible due to construction of the jail.
- Six Flags Great Escape supported the need for improvements at Round Pond Road and additional enhanced pedestrian crossings coordinated with bus stop locations.
- Two of three outlet owners were somewhat open to a transportation project in the outlet area that includes some widening and pedestrian crossing management. There are concerns about property impacts such as loss of parking, loss of visibility, impacts to truck deliveries, and impacts to storm water ponds among others.
- One outlet owner was strongly opposed to a roadway widening transportation project through the outlet area, noting that it will increase accidents and be less safe.
- Two of three outlet owners were opposed to the Back Access (Alternative C)
- Outlet owners supported less intense improvements, such as signing alternate routes, and providing a crossing guard a peak times to facilitate pedestrian crossings.



- Outlet owners also noted that this corridor creates very large tax revenue and jobs. It’s important to maintain a continued successful business environment.

The first public meeting was held on September 27, 2018 to present the corridor conditions and alternatives, and to receive input on the alternatives.

As part of the meeting, attendees participated in a ranking exercise to understand the extent to which existing traffic congestion in the outlet area influenced their travel behavior. Most people (65%) indicated that they “often” avoid the area due to traffic congestion. Some indicated that they could not avoid the area since they lived nearby. Taken together, travelers often avoid the area due to traffic and were interested in exploring transportation improvement alternatives. Although this was a relatively small sample, other stakeholders have made the same comment over the course of the study. The concern is that people and potential future growth will continue to avoid the area to the detriment of economic vitality.



## Summary

Considering all public comments, it appears that a majority of people support a transportation improvement project through the outlet area that includes some roadway widening, and managing pedestrian crossings at signals. Other improvements such as a capacity improvement at the Gurney Lane/I-87 Southbound ramps intersection, completing pedestrian connections, and providing a traffic signal or roundabout at Round Pond Road are also supported. The following Table (3.7) summarizes the intersection levels of service that would be experienced in the Pathway corridor as a result of these improvements which form the basis of the recommended Plan discussed in the next Chapter. The analysis also shows that widening US Route 9 and managing the pedestrian crossings will provide good traffic operations and intersection levels of service in the outlet area.

**Table 3.7. Overall Levels of Service**

Intersection	Do Nothing	The Plan	
Route 9 / Round Pond Road	F (69.7) <sup>U</sup>	B (13.5) <sup>S</sup>	B (12.9) <sup>R</sup>
Route 9 / Glen Lake Rd	E (71.4) <sup>S</sup>	E (71.4) <sup>S</sup>	-
Route 9 / Gurney Ln	E (70.5) <sup>S</sup>	B (19.5) <sup>S</sup>	-
I-87 Exit 20 SB Ramp at Gurney Ln	F (234) <sup>U</sup>	E (76.6) <sup>S</sup>	B (12.5) <sup>R</sup>
Route 9 / I-87 Exit 20 NB Ramps	F (93.2) <sup>S</sup>	B (15.8) <sup>S</sup>	B (11.3) <sup>R</sup>
Route 9 / Route 149	E (78.2) <sup>S</sup>	C (29.9) <sup>S</sup>	A (8.8) <sup>R</sup>

X (Y.Y) = Level of Service (Average delay in seconds per vehicle)

U Unsignalized, S Signal, R Roundabout



## Chapter 4. Conclusions and Recommendations

The Pathway Corridor is a vital commercial area with local and regional mobility needs that is hampered by recurring congestion. While the area currently thrives economically, sixty five percent of the attendees at the first public meeting indicated that they “often” avoid the area due to traffic congestion. This includes would-be shoppers and regional travelers as well. The potential for additional economic development and jobs appears limited without transportation investment in the area. Meanwhile, the corridor is targeted for additional growth. Ensuring that the transportation facilities are capable of accommodating the increased demand associated with the new development, achieving consensus about the needed transportation improvements, and finding a way to pay for the improvements are the fundamental challenges of this study. The following Plan describes the way forward to achieve the goals and objectives of this study.

65% of the people at the public meeting indicated they often avoid the area due to traffic congestion.

### The Plan

The Plan is to provide good regional mobility and support and ensure the economic livelihood of the area, through context sensitive transportation improvements. The analysis has shown that traffic signals or roundabouts may be provided at the major intersections. Based on the NYSDOT Highway Design Manual (Section 5.9.1) “*when a project includes reconstructing or constructing new intersections, a roundabout alternative is to be analyzed to determine if it is a feasible solution based on site constraints, including ROW, environmental factors, and other design constraints.*” and “*When the analysis shows that a single lane roundabout is a reasonable alternative, it should be considered the Department’s preferred alternative.*” The type of intersection control (signal vs roundabout) needs to be evaluated further and the decision documented during the design process. Figure 4.1 at the end of this Section summarizes the overall study recommendations as described in more detail below. It should be noted that the following descriptions begin at the southern end of the corridor and then continue north. The improvements are not listed in priority order.

- 1 Beginning at the south end of the Pathway corridor, the recommendation is to realign Weeks Road opposite Sweet Road to provide a four-way signalized intersection. This would improve access to/from US Route 9 for the residents of Queensway, Robert Gardens, and Needle Point Circle. Some private property acquisition will be needed for the new road adjacent to Outback Steakhouse. This could be a stand-alone project.
- 2 Continuing north, there are several parcels on the west side of US Route 9 that could develop or redevelop in the foreseeable future. Planning for a single point of access for these parcels opposite a public street (Montray Road), will maximize the value of a potential future traffic signal on US Route 9. The new signal would provide good spacing (approximately half mile) to adjacent intersections including the existing traffic signal at Sweet Road, and a potential future signal at





Round Pond Road. The new signal would also facilitate access management improvements along property frontages in the area. The Town will need to insure access agreements and cross connections between parcels during site plan approval process. As it is currently envisioned, the Town will need to facilitate the new 4-way intersection including property acquisition for a small realignment of Montray Road to the south. The new signal would include all necessary pedestrian crossing accommodations, and a possible future transit stop.

- 3 In the vicinity of Round Pond Road, the Plan calls for a number of improvements including constructing a driveway stub opposite Round Pond Road to create a 4-way intersection (signal or roundabout). This will facilitate the future construction of the southern access road by Great Escape to the Great Escape Parking areas. Access to Martha's Ice Cream will be provided to the new side road, allowing at least the southern-most Martha's Ice Cream driveway to be closed and reducing conflicts on US Route 9. Improvements also include widening Round Pond Road to provide separate left and right turn lanes under the signal option, completing pedestrian crossing improvements, and constructing a sidewalk along Round Pond Road to the Great Escape Employee entrance. Creating a 4-way signalized intersection at Round Pond Road, is one of the Great Escape Level 3 improvements discussed on page 4 of this study. This study recommends advancing the project sooner as a public private partnership and confirming the intersection control (roundabout vs signal) through further study. The crash analysis in Chapter 2 showed that the crash rates at this intersection are above the statewide average for similar intersections, so the project might be eligible for funding through the Highway Safety Improvement Program (HSIP).
- 4
- 5
- 6 Between Great Escape and Glen Lake Road there is a gap in the existing sidewalk network that extends for a distance of approximately 2000 feet. The Plan recommends a sidewalk in this area on at least one side of US Route 9. Initial indications are that the new sidewalk should be on the east side of the road to serve pedestrian movements in the area, which should be confirmed during design. It is noted that summer employees at the Great Escape often walk this section of road.
- 7 The recommendation along Gurney Lane (County Road 149) is to provide bicycle accommodations when the bridges over the Northway are rehabilitated. Two separate bridges carry the road over the Northway (BIN 1095860 is over the northbound lanes, and BIN 1033510 is over southbound lanes. Based on the latest NYSDOT inventory and inspection reports (August, 2018), both bridges are in decent condition receiving general ratings of 4.9 (NB) and 4.6 (SB), out of a 7 point scale. They were built in 1960 and underwent a major rehabilitation in 1992. Judging by the deterioration noted in the inspection reports, as well as, the fact that the last major rehab was 26 years ago, it is reasonable to think that they will be due in the next 10 years or so for another rehabilitation. Warren County should monitor the bridge rehabilitation schedule to facilitate implementation of this bike lane recommendation.
- 8 In the area of Interchange 20, the Plan is to build the improvements generally consistent with the Great Escape Level 3 mitigation, which includes providing two southbound through lanes on U.S Route 9 from the Exit 20 northbound off-ramps to Glen Lake Road. Further analysis during design



will determine if the Exit 20 northbound off-ramp should be controlled by a traffic signal or roundabout.

- 9 There is a need for capacity improvements at the Gurney Lane/ Exit 20 southbound off-ramp intersection. A short term relatively cost effective improvement is to install a traffic signal subject to NYSDOT review and approval. While this would address the existing traffic concerns, the traffic analysis shows that the signal would eventually operate near capacity after the 30% growth discussed in Chapter 3 potentially with long queues on Gurney Lane extending back to US Route 9. An alternative to the signal is to fund a larger longer term capacity improvement that could include a roundabout, or turn restrictions at the ramp termini (right turns only), combined with a roundabout at the adjacent intersection to facilitate U-turns. The short term recommendation is to fund a “Capacity Improvement” at the intersection and that the decision for a roundabout vs traffic signal can be confirmed during preliminary design.
- 10 Off road recommendations include the development of a trail head parking area at the Warren County Municipal Center with a multi-use path connection to the Warren County Bikeway. The path would also connect to the back of the outlets in the area of the Adirondack Factory Outlet Mall for employees, shoppers and tourists.
- 11 There would be additional capacity at the Exit 20 northbound ramp intersection beyond what is proposed in the Great Escape Level 3 improvements (including double left turn lanes on the ramp, and two northbound through lanes under the signal option). North of Interchange 20, the Plan calls for a roadway capacity and pedestrian crossing management project. Pedestrian crossing volumes are currently at the level to justify Pedestrian Hybrid Beacons or signalized pedestrian crossings. The recommendation is to include several signalized pedestrian crossings at or near where they exist today, and to coordinate the pedestrian signals with the adjacent signals at the Exit 20 northbound ramp and NY Route 149. The Plan also includes widening US Route 9 to four or five lanes in this area, which will be evaluated further during design. These improvements will provide controlled pedestrian crossings and the additional capacity needed in the corridor to address existing congestion and accommodate future growth.
- 12 Access management improvements include the connector road concept shown on Figure 4.1 as well as driveway modifications, consolidations, other shared access or cross connections between parcels. Reducing and consolidating driveways can reduce overall crash rates.
- G The General corridor theme also includes coordinating with Greater Glens Falls Transit (GGFT) to locate future transit stops at traffic signals or other locations with enhanced pedestrian crossings.

The Plan will provide good overall multi-modal traffic operations and supports the goals and objectives of this study.



## Implementation and Funding

This plan recommends that the Town and Warren County EDC work proactively to identify local funding sources to establish the local match for a larger public project (or projects), and to work with the AGFTC and the NYSDOT to get a Pathway Corridor Project on the local and Statewide Transportation Improvement Program (TIP). To be proactive, the Town or EDC could bond the local match prior to seeking funding to demonstrate the local commitment. In addition, smaller projects like the Round Lake Road Signal improvement may be funded and implemented separate from a larger roadway capacity project in the outlet area. The same goes for the proposed sidewalk and path projects, which could be eligible for separate bicycle and pedestrian funding sources. Private funding through cooperative arrangements, site plan approval and SEQR mitigation should also play a role. The proposed driveway improvements opposite Round Pond Road are a good example of this, where conversations with local land owners have indicated a willingness to participate in the project and share in the cost. The following table (4.1) summarizes the Implementation Plan and costs, including proposed projects, partners, and potential funding sources. The costs include right-of-way where anticipated and all design and construction inspection. EDC, Warren County, and the Town of Queensbury have the primary responsibility of following through on the Plan to seek and secure funding for implementation. The projects are listed from south to north and are not in priority order.



Table 4.1. Implementation Plan and Costs

ID	Description	Partners	Cost (Millions)	Potential Funding Sources
1	Realign Weeks Road opposite Sweet Road	Town, County NYSDOT	\$0.41M	Town / County, private
2	Provide shared access opposite Montray Rd	Public/private	TBD	Town / County, Developer
3	Construct Great Escape southern connector	Great Escape	TBD	Great Escape
4	Create 4-way intersection at Round Pond Rd and complete access management improvements at Martha's Ice Cream	Town, County, Great Escape, Martha's	\$0.76M to \$1.82M	Town, County, Private, State (HSIP)
5	Extend sidewalk along Round Pond Road between US Route 9 and Great Escape employee entrance	Town, County	\$0.51	Town, County, State (TA)
6	Fill gap in sidewalk network on US Route 9 between Great Escape and Glen Lake Rd	Town, County, NYSDOT	\$1.15M	Town, County, State, (TA)
7	Widen Gurney Lane to provide bike accommodations	Town, County, NYSDOT	TBD	Town, County, State (NHPP)
8	Build capacity improvements at Exit 20 northbound ramps and along US Route 9 generally consistent with Great Escape Level 3 mitigation	Town, County, NYSDOT, Great Escape	\$3.64M	Town, County State (TIP / HSIP/ BUILD)
9	Implement capacity improvement (Signal or roundabout)	Town, County, NYSDOT	\$0.24M to \$1.4M	Town, County, State
10	Establish trailhead parking at Warren County Municipal Center and provide path connection to Warren County Bikeway	Town, County	\$1.36M	Town, County, State (TA)
11	Construct roadway capacity and pedestrian management project between Exit 20 northbound ramps and NY Route 149.	Town, County, NYSDOT	\$8.9M or \$13.4M	Town, County State (TIP / BUILD)
12	Establish connector road / cross connections between parcels in the outlet area	Town, private	TBD	Private
G	Provide pedestrian accommodations at signals, and establish transit stops where established pedestrian crossings exist.	Various	TBD	Within other projects
<b>Total of all Projects</b>			<b>\$17.0M to \$23.7M</b>	



It is acknowledged that State's transportation resources are constrained. The current public funding policy for transportation projects in New York is focused on “preservation first” to keep the existing transportation system and bridges in a state of good repair. The State generally does not have the ability to address congestion and capacity issues, and funding for those types of projects is rare. Projects that address identified safety needs or that are shown to create new jobs, have a better chance when competing for the limited public funds that are available. Similarly projects that show a local funding commitment also have a better chance to leverage State funds.

Below is a description of the available Federal, State and Local funding sources.

### Federal

TIP – The Transportation Improvement Program (TIP) is a five-year capital improvement program that allocates federal highway funds to surface transportation projects that have been selected through A/GFTC’s planning process. A/GFTC updates the TIP every two years to maintain a current list of projects. Below are several federal funding sources typically found on the TIP:

- HSIP – Highway Safety Improvement Program funding is for projects designed to achieve significant reductions in traffic fatalities and serious injuries on all public roads.
- NHPP – National Highway Performance Program funding for projects that support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility. Although mostly used for maintenance, some funding can be eligible for capacity projects.
- TA – Transportation Alternatives funding is a set-aside of funds under the Surface Transportation Block Grant (STGB) Program for on and off road pedestrian and bicycle facilities, non-driver access to public transportation, and safe routes to schools. States have flexibility in how the TA program is administered and the New York State program is run through the state level TAP office.
- BUILD – Better Utilizing Investments to Leverage Development grants (formerly TIGER) are for investments in surface transportation infrastructure. Grants are awarded on a competitive basis for projects that will have a significant local or regional impact.

### State

- State Dedicated Funds – Programmed at the discretion of the NYSDOT.
- CFA/REDC – The Consolidated Funding Application is an efficient, streamlined tool to apply for State economic development funds. The application examines funding for transportation infrastructure from multiple State sources including NYSDOT.
  - The Local Waterfront Revitalization Program (LWRP) is one of the grant sources under the CFA, and although not intuitively tied to the transportation projects in the Pathway corridor, funding is available for resource protection and storm water improvements. It is noted that the study area storm water eventually outlets to Lake Champlain.



- CHIPS – The Consolidated Local Street and Highway Improvement Program provides State funds to municipalities to support the construction and repair of highways on the State highway system. In order to be eligible for CHIPS funding, the project must be undertaken by a municipality (i.e. Town of Queensbury), be for a highway-related purpose, and have a service life of 10 years or more.

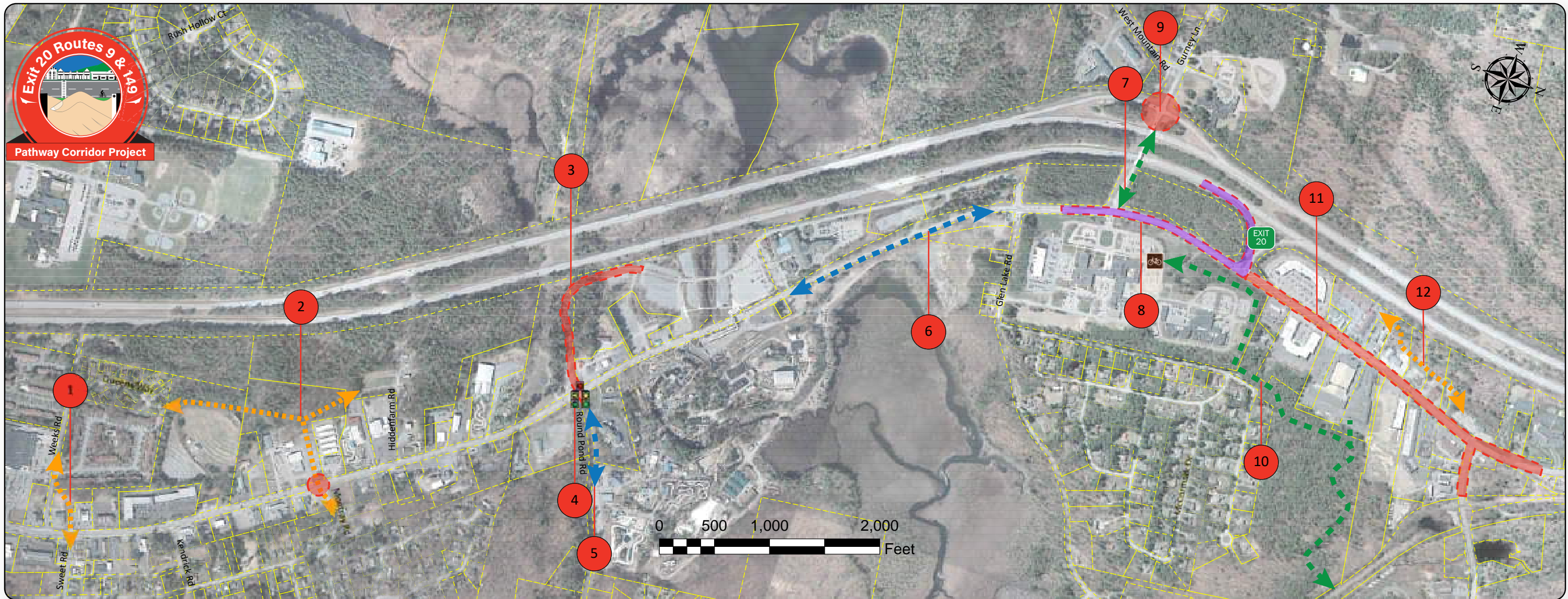
### Local

- As discussed previously, federal transportation programs typically require a 20% local match. The Town or Warren County should plan to cover a portion of the project's cost through their general fund or bonding.
- Private mitigation funding through traffic impact studies and SEQR documentation can be used for access management changes, sidewalk and landscaping along site frontages.

In conclusion, the Town of Queensbury should adopt or formally acknowledge the findings of this Planning Study as a first step to pursue funding and ultimately to implement the recommendations of this study.



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- |   |   |
|---|---|
| <p><b>1</b> Realign Weeks Road to intersect US Route 9 opposite Sweet Road. (\$410,000)</p> <p><b>2</b> As redevelopment occurs on the west side of US Route 9, provide access opposite Montray Road to a potential future traffic signal or roundabout on US Route 9. Establish connector road to Queens Way and shared access to the new intersection. (Cost TBD public/private)</p> <p><b>3</b> Construct Great Escape Connector Road - (future improvement by Great Escape).</p> <p><b>4</b> Create a four-way intersection at Round Pond Road including a new traffic signal or roundabout and widening Round Pond Road to provide separate turn lanes. The new driveway stub on north side will tie into the future connection by Great Escape. Modify access to Martha's ice cream to provide access to the new signal or roundabout, and consolidate driveways on Route 9. (\$760,000 or \$1,820,000 if roundabout)</p> <p><b>5</b> Provide sidewalk connection between US Route 9 and Great Escape employee entrance. (\$510,000)</p> <p><b>6</b> Provide sidewalk on at least one side to fill gaps in pedestrian network. East side of road is preferred. (\$1,150,000)</p> <p><b>7</b> Widen Gurney Lane and provide bike accommodations when bridges are rehabilitated. (Cost TBD as part of bridge project)</p> | <p><b>8</b> Build improvements consistent with Great Escape mitigation level 3 (Lengthen Exit 20 Northbound ramp storage and add southbound through lane on US Route 9) – Pursue funding arrangement to complete the improvements prior to Great Escape Level 3 Thresholds being met. Facilitate future parcel access on west side of US Route 9. (\$3,640,000)</p> <p><b>9</b> Implement capacity improvement ( 1. Roundabout; 2. Turn prohibition with adjacent roundabout or; 3. Signal). Traffic Signal at Gurney Lane/Exit 20 Southbound Ramp intersection is the preferred short-term improvement. (\$240,000 or \$1,400,000 if roundabout)</p> <p><b>10</b> Establish trailhead parking at Warren County Municipal Center and provide multi-use path connection to Warren County Bikeway. Provide path connection from Outlets to Warren County Bikeway. (\$1,360,000)</p> <p><b>11</b> Construct roadway capacity and pedestrian crossing management project, including consideration of widening US Route 9 to provide two lanes in each direction with a center turn lane and signalized pedestrian crossings or roundabouts. (\$8,900,000 or \$13,400,000 if roundabouts)</p> <p><b>12</b> Establish connector road over time as parcels redevelop. (Cost TBD - Private)</p> <p><b>G</b> General Pathway Corridor Theme: Provide pedestrian accommodations at traffic signals, and establish transit stops at signals or where established pedestrian crossings exist.</p> |
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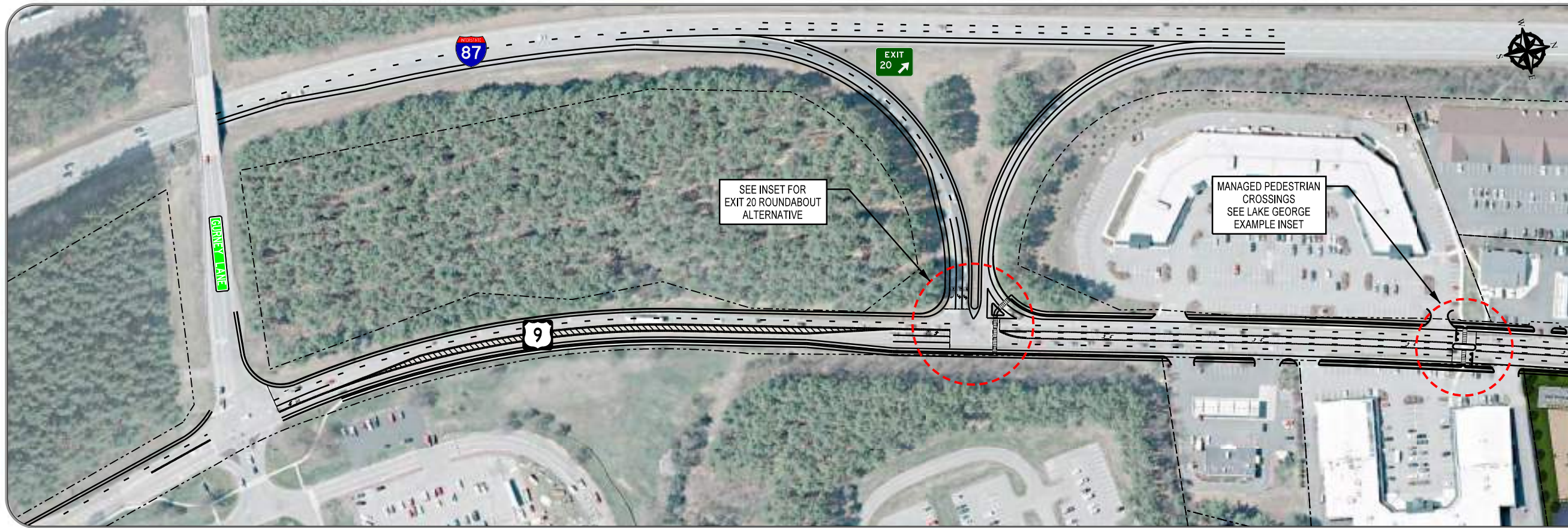
Note: Improvements listed from south to north, not in order of importance

## Suggested Improvements Warren County Pathway Corridor

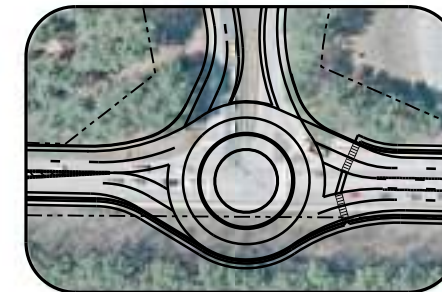
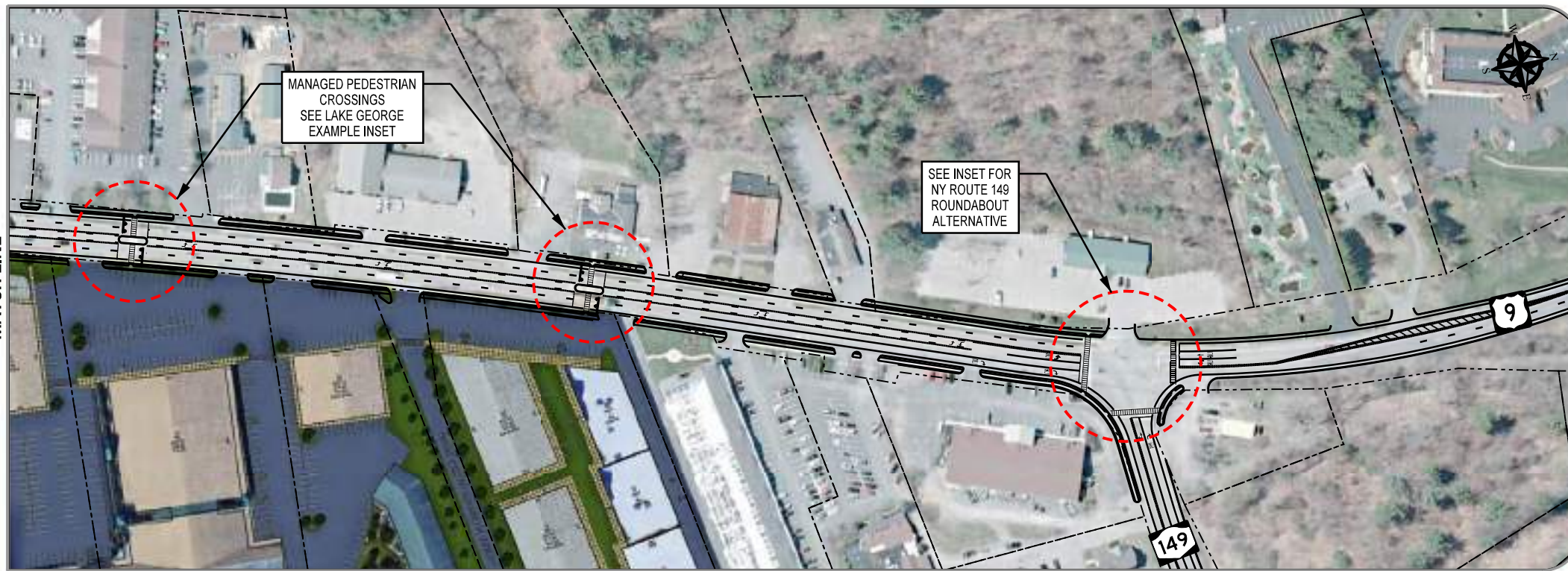


Figure 4.1 August, 2019

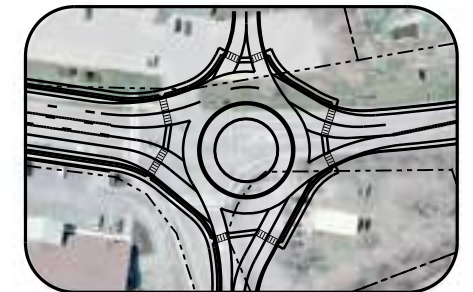




- ### KEY FINDINGS
- Addresses long standing concerns about traffic congestion
  - Adds capacity to existing Route 9
  - Manages pedestrians at enhanced crossings
  - Avoids need for new connector road
  - Consensus from a majority of stakeholders
  - Supports tourism and economic development
  - Reduces travel times
  - Improves regional mobility and safety
  - Accommodates all Users



EXIT 20



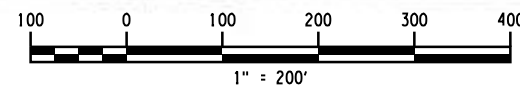
NY ROUTE 149

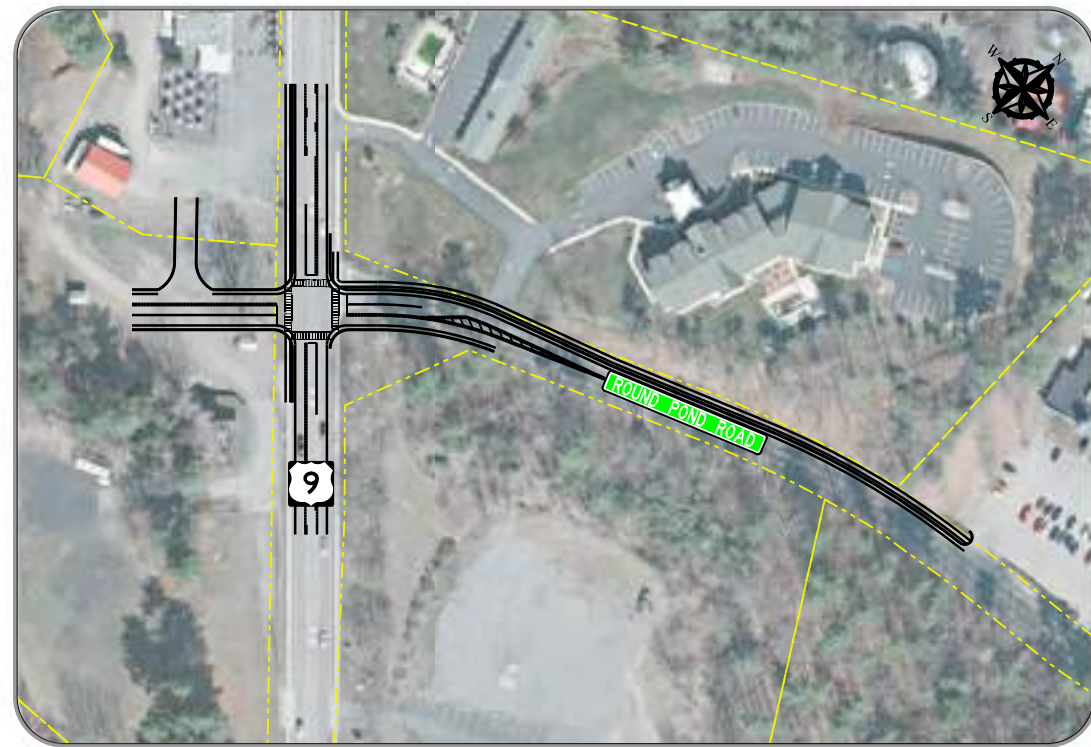
ROUNDABOUT ALTERNATIVES

MANAGED PEDESTRIAN CROSSING

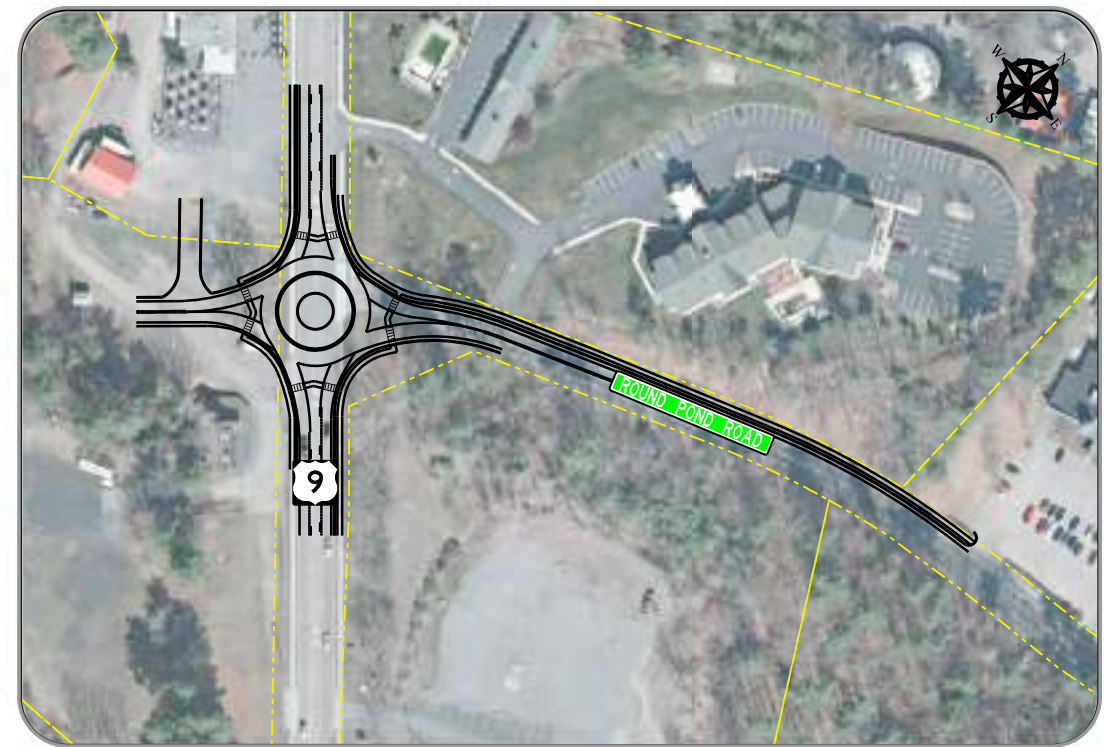


LAKE GEORGE EXAMPLE





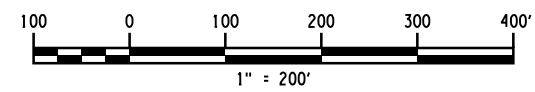
Round Pond Road Signal Concept



Round Pond Road Roundabout Concept



Weeks Road Realignment at Sweet Road





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**AFFORDABLE HOUSING STRATEGY**  
**TOWN OF QUEENSBURY**  
**STATE OF NEW YORK**  
JANUARY 18, 2019

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Submitted to:



Prepared by:





## Table of Contents

Introduction .....	1
Why this Study Was Undertaken .....	1
Study Approach.....	2
Funding Support for This Study.....	3
Acknowledgements.....	4
1. The Context for this Study .....	6
The Importance of Having a Variety of Housing Choices and Quality of Life. ....	6
Applicability to the Town.....	8
Overview of the U.S. Economic/Housing Market Context.....	9
Study Overview and Key Findings .....	16
Summary of Key Findings.....	18
Key Finding #1—The Population is Aging and Is Likely to Continue to Grow Older. ....	18
Key Finding #2—Future Population Growth Will be Driven by Economic Migration. ....	20
Key Finding #3—The Town’s Historical Role as an Economic Center and a Provider of Regional Workforce Housing Will Continue in the Future.....	22
Key Finding #4—Current Housing Cost Stress in the Town Appears Manageable—But This Will Worsen Over the Next Decade Without Action.....	23
Key Finding #5—Many Single Wage Earner Households Are Housing Cost Stressed with Few Signs of Relief Forthcoming.....	26
Why Workforce Housing? .....	28
Summary of Policy Options-Opportunities. ....	29
Selecting the Right Recommendations for Queensbury.....	29
Strategy Option 1: Re-focus/Re-orient the Town’s Housing Rehabilitation Program to Adapt to Evolving Funding/Support Services Realities .....	30
Strategy Option 2: Use the Power of the Town’s Zoning—including Planned Unit Development Zoning (PUD)—to Encourage Quality-of-Life Enhancing, Non-Intrusive Workforce Housing Development.....	32
Strategy Option 3: Modernize Zoning for a More Resilient Economy .....	35
Strategy Option 4: Undertake Steps to Facilitate the Funding and Completion of a Collaborative and Detailed Housing Market Preference Study .....	37
Strategy Option 5: Consider Undertaking a Unique Collaborative Project Opportunity to Develop Affordable Student Housing to Support Full-Time Students at SUNY Adirondack Community College .....	39
Strategy Option 6: Hold a Workforce Housing Summit .....	41
Strategy Option 7: Consider Creating a Workforce Housing Advisory Committee (or Commission) as the Central Coordinating Body to Oversee Affordable Workforce Housing Policies in the Town .....	41
A Final Word.....	45
2. Socioeconomic Trends .....	46
3. Housing Supply and Demand .....	58
4. Affordability Gap Analysis Summary.....	59
5. Population Forecast Methodology .....	64
6. Policy Perspective on Affordable Workforce Housing.....	67

## Table of Figures

Figure 1.1 Tracking Current and Historical Business Cycles in the U.S. Economy .....	9
Figure 1.2 Existing Single Family Homes Sales in U.S. ....	10
Figure 1.3 New Single Family Home Sales in U.S. ....	11
Figure 1.4 Housing Starts Index for U.S. and Glens Falls MSA .....	13
Figure 1.5 Weekly 30-Yr. Fixed Mortgage Rates (2000-2018).....	14
Figure 1.6 Percent of U.S. Economists Who Believe the U.S. Will Fall Into Recession within 12 Months (as of October 2018).....	15
Figure 1.7 Historical and Forecasted Shares of the Town Population by Age Category .....	19
Figure 1.8 Components of Population Change in Queensbury, 1990-2017 .....	21
Figure 1.9 Components of Population Change History (2000-2016) and Forecasted 2017-2027.....	22
Figure 1.10 Household Change in the Town of Queensbury and Warren County .....	23
Figure 1.11 Owner Household Income and Housing Cost Growth .....	26
Figure 1.12 Renter Household Income and Housing Cost Growth.....	26
Figure 1.13 Median Wages by Sector and Renter/Owner Housing Wages .....	27
Figure 1.14 Median Gross Rent by Town in 2016.....	44
Figure 2.1 Historical and Forecasted Shares of the Town Population by Age Category .....	47
Figure 2.2 Components of Population Change in Queensbury, 1990-2017 .....	48
Figure 2.3 Components of Population Change-History and Forecasted 2000-2027 .....	49
Figure 2.4 Household Change in the Town of Queensbury and Warren County .....	50
Figure 2.5 Employment in the County and Town (1190-2017).....	51
Figure 2.6 Residents below the Poverty Level, 2010 through 2016.....	52
Figure 2.7 Housing Supply in Queensbury in 2000, 2005, 2010, and 2016.....	53
Figure 2.8 Monthly Median Sales Prices of Single Family Homes (and 12-Month Moving Average), 1994-2018 .....	55
Figure 2.9 Single Family Housing Units by Year Built .....	55
Figure 2.10 Seasonal Home Median Price by Year (1994-2017).....	56
Figure 2.11 Seasonal Home Construction by Decade Built.....	57
Figure 2.12 Number of Seasonal Homes by Full Market Value .....	57
Figure 4.1 Median Wages by Sector and Renter/Owner Housing Wages .....	60
Figure 5.1 Glens Falls MSA Population Forecast – EPR Adjusted Forecast for Glens Falls MSA (Blue) vs the Moody’s Analytics Baseline Population Forecast for Glens Falls MSA (Gray) .....	66
Table 1.1 Existing Housing Cost Affordability Gap in the Town of Queensbury (2016).....	24
Table 1.2 2027 Forecasted Affordable Gaps by Tenure in Queensbury .....	25
Table 2.1 Housing Supply in Queensbury, Glens Falls City and Warren County: 1990, 2000-2016 ...	53
Table 2.2 Housing Supply in Kingsbury, Washington County, and Glens Falls Metropolitan Area: 1990, 2000-2016 .....	54
Table 3.1 Queensbury Housing Unites .....	59
Table 4.1 2016 Affordable House Price for Owners: Town of Queensbury, NY.....	61
Table 4.2 2016 Affordable House Price for Renters: Town of Queensbury, NY .....	62
Table 4.3 Existing Housing Cost Affordability Gap in the Town of Queensbury (2016).....	62
Table 4.4 2017 Forecasted Affordability Gaps by Tenure in Queensbury .....	63

# INTRODUCTION

## *Why this Study Was Undertaken*

This study is intended to identify and document the evolving regional economy in the greater Glens Falls, New York region and the developing needs for the full range of affordable workforce housing options for both the Town of Queensbury (hereafter the “Town”)—as the sponsor of this study and a key municipality in the regional housing market—and for the region. The study describes the current economic, demographic, and housing situation for the Town and region, includes a forward-looking regional and Town economic and demographic forecast, and forward-looking forecasts of the future workforce housing needs of the Town. The study discusses key factors driving housing markets in the Town and region, and offers a set of “best practices” options for pre-emptively heading off what looks to be increasing housing cost pressures, both with respect to current and prospective future Town residents and for current and prospective employers of the Town.

Over the 1990’s and to the present, the regional economy and the economic base of the Town has evolved from a resource-based/manufacturing-based, goods-producing economy to one that is integrating digital technology into a high-value added goods-based/service-based economy with a vibrant visitor sector. In addition to its changing economic composition, the regional and Town populations have also been aging—much like the population of the State and the nation as a whole—and the entire region has been facing challenges from other demographic shifts in the aftermath of the recent “Great Recession” and current recovery/expansion in the U.S. economy. These recent shifts in the demographic and economic base of the region have changed the economy, the growth dynamics, and housing demand and supply in the region and Town in significant ways.

The 2007 Town of Queensbury Comprehensive Plan recognizes that “creating housing choice is an important part of creating a vibrant community.” It also recognizes that different demographic groups require different types of housing and needs have been and will continue to keep evolving as the population ages and workforce demographics continue to shift. This study seeks to address many developing concerns within the community. For example, what are the options for addressing the evolving growth of the workforce and its housing needs of the Town? What tools are available to assist the Town in meeting the expected new housing demand? What role should the Town play in meeting the housing needs of not just the Town but also the regional workforce?

With this study, the Town seeks to bring new, important information that could be used to inform these on-going concerns within the community and also within the context of the region. As new housing, and neighborhoods develop within the Town’s landscape, what should the Town do in order to help answer the above concerns and the many other important questions relating to the workforce housing issues in the Town, but also within the greater Glens Falls region given the

Town's past and expected leading economic development, economic performance, and housing market role in the broader region.

### *Study Approach*

The study's approach compiles and analyzes a wide range of objective economic, demographic, and housing data—including data from both primary and secondary data sources relating to the regional and Town economy, the regional and Town workforce, regional and Town housing demand, regional and Town real estate markets, and the characteristics of the regional and Town population that may impact the demand for housing. The study draws on information from the latest decennial Censuses, national economic databases, and data from the following key sources: (1) the U.S. Bureau of Labor Statistics for the Glens Fall MSA, (2) the U.S. Bureau of Economic Analysis of the U.S. Department of Commerce, (3) the U.S. Bureau of the Census, (4) the New York State Office of Real Property Services, (5) New York Empire State Development; (6) the Town Assessor's Office; (7) data from the Town Planning Department on local building permits; (8) local real estate sales data from the Southern Adirondack Realtors Association; (9) interviews with key stakeholders, regional and community development officials; and (10) other data and information sources—including leading nonprofits throughout the region involved in regional and Town housing services and policy. These data were then assembled in various ways to help integrate the economic development needs of the region and Town with housing demand and supply. Also included in this study are baseline 11-year forecasts of regional economy, the region's and Town's demographics, the Town's jobs/employment base, the Town's housing demand and supply, and the affordability of its current and forecasted housing stock by tenure category and household income category, among other important variables of significance to developing affordable workforce housing policy (including a range of workforce housing options) for the calendar year 2017-2027 time period.<sup>1</sup>

It is hoped that the results of this study will provide interested stakeholders with a historic economic and demographic context, a recognition of the similarities and differences that exist between the Town, the Town's peer communities in the region, a forecast of the regional housing demand and supply specific to the Town and region, Town-specific estimates regarding trends in affordable housing, a "gap analysis" (e.g. that measures the difference between current and prospective supply and demand in the study region), and an inventory of plausible alternatives for addressing the workforce growth-housing needs of the Town and region using "best practices" approaches. This study focusses on information and analysis on a range of options that can be pursued and employed to guide development in each of the Town's three residential areas—including the higher-density, urban-like character neighborhoods around the Town's border with Glens Falls, the more suburban-type housing character that is typical of developments and neighborhoods near the center of the Town, and the largely rural areas that characterize the western and northern regions of the Town—which also includes many of the Town's second homes that are vital to supporting the Town's vibrant visitor sector.

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<sup>1</sup> With calendar year 2016 having been agreed-to as the base year for this study.



The Town and members of the Town Community Development Department staff, Housing Assessment Study Steering Committee, and the consulting group also welcome all questions, comments, and additional suggestions pertaining to this study and any other issues of concern relating to access to a wide range of housing options in the Town and region. Copies of this study are available from the Queensbury Community Development Department Office, 742 Bay Road, Queensbury, New York 12804. It can also be downloaded in electronic format at the Queensbury Community Development Department's website (see <https://www.queensbury.net/departments/planning/>). The study can also be downloaded at the website of Economic & Policy Resources, Inc. (see <https://www.epreconomics.com>) and from the website of Crane Associates, Inc. (see <https://www.craneassociates.us>).

### ***Funding Support for This Study***

This project was funded by the Town of Queensbury and a U.S. Department of the Housing and Urban Development (HUD) Community Development Block Grant (CDBG) through the New York State Housing Trust Fund Corporation's Office of Community Renewal. Without that support, this project would not have been possible. Economic & Policy Resources, Inc. and Crane Associates, Inc. (hereafter the "EPR/CA Team"), as the principal investigators, gratefully acknowledge that funding support which enabled this study to be undertaken and completed.

## *Acknowledgements*

Before delving into the details of this effort, we need to acknowledge the assistance of many individuals involved with this study. We want to acknowledge the members of the Housing Assessment Study Steering Committee, and also the many other individuals throughout the region who made significant contributions to this work.

Regarding the former, our thanks go to the steering Committee members who kept us grounded during the study process as we slugged through the wealth of data and information we consulted during the completion of the study. Members included: **Ms. Jennifer Switzer**, Councilwoman—Ward 4 of the Queensbury Town Board, **Ms. Catherine Atherden**, Councilwoman—Ward 2 of the Queensbury Town Board, and **Ms. Jessica Fraser**, Director of Care Management, Hudson Headwaters Health Network. Special thanks also goes to **Mr. Stuart G. Baker**, Senior Planner at the Town’s Community Development Department. He was both a member of the study Steering Committee and a thoughtful project manager, who also made substantial contributions to the substance of this study which were crucial to its completion.

Regarding the latter, many individuals in the Town and broader Glens Falls MSA region also contributed to this study by participating in a series of focus group meetings and interviews. Special thanks goes to: the **Southern Adirondack Board of Realtors**, who provided insight from eight of their members about what they saw going on within the regional housing market and to offer constructive suggestions for the recommendations included in this study; **Mr. Chris Hunsinger**, Employment & Training Director for Warren County, a Member of the Planning Board, and a Member of the Board of The Open Door, who provided this study with important insight into the workforce needs, the current workforce housing situation of the region, and the status and needs of the region’s poor and homeless; **Mr. Marc Monahan**, Vice President of NBT Bank, who providing information about the current housing market situation in the region with an emphasis on credit market conditions and financing trends; **Ms. Kristine Duffy**, President of SUNY Adirondack; four members of the SUNY Adirondack staff; and a member of the SUNY Adirondack Board, who provided insights into student housing needs in the study area and some suggestions for helping to address those needs (in cooperation with the Town); **Mr. Richard Schermerhorn**, Owner of Schermerhorn Properties, who helped us to understand the perspective of a private developer providing housing options in the region; **Ms. Sharron Reynolds**, Director of Homefront Development Corporation, and a private, non-profit organization which works to encourage many types of affordable housing in the Washington County and Warren County region for low-income residents; **Ms. Kim Cook**, President and CEO of The Open Door, for her insight regarding the important issues affecting the poor and homeless in the region (including housing) and the various programs available to impacted residents; **Ms. Margaret Devries**, Executive Director of Wait House, a nonprofit organization that assists youth in transition in the greater Warren County and Washington County region, for her perspective on the housing needs of youth and adolescents who are in transition; **Mr. Davis Yohe**, Executive Director of Liberty Affordable Housing, Inc., a non-profit organization whose mission is to expand affordable housing options through acquisition, developing, and rehabilitating of housing to preserve its

affordability, for his perspective on the increased need for affordable housing in the region and the organization's desire to build more units in Queensbury; **Robert J. Landry**, Executive Director of the City of Glens Falls Housing Authority, for his information regarding the Authority's programs and housing assets, what his organization saw as significant demand in the Town for affordable housing options, along with information regarding Queensbury residents' participation in the Authority's senior (e.g. the Authority's three senior housing projects), low income (e.g. Section 8), and other programs (such as the First Time Homebuyers Program); and **Mr. Adam Feldman**, Executive Director of Habitat for Humanity of Northern Saratoga, Warren, and Washington Counties, who described his organization's desire to build in the Town to meet growing needs and to stay in touch with study stakeholders in order to possibly forge strategic partnerships to expand housing.

Lastly, we are certainly indebted to the Town staff, the Town Supervisor, the Town Council, and many staff members of organizations through the Glens Falls region for their assistance in assembling data and providing important qualitative information to this study. This input was important to be able to tell the story within the data, historical statistical trends, and the study's long-term forecast. In short, our sincere thanks go out to all who helped the EPR/CA Team to complete this important study.

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# 1. THE CONTEXT FOR THIS STUDY

The U.S., the State of New York, and the whole rural upstate region are currently dealing with a myriad of changes in the demographic and economic composition of, and in the performance of, the economy which also effect the Town and Glens Falls metropolitan statistical area (hereafter the “MSA”) region. The economic and demographic disruptions associated with the globalization of the economy (including currently pending major international trade issues), the rapid and more ubiquitous use of new technologies (particularly information technologies for personal devices and for various social media formats), and rapidly-evolving workforce development needs have been presenting major challenges to the way many municipalities strive to achieve safe, vibrant, and livable communities.<sup>2</sup> An important part of safe and livable communities is that every individual or family unit should have choices in terms of their access to decent and affordable housing—regardless of their socio-economic status, gender, and ethnic background.

Over the past four decades, there have been many national, state, and regional/local studies and plans that have undertaken the task of investigating the means to, and recommending ways to, provide access to decent quality, workforce housing that is within the financial reach and capabilities of individuals and households who work in the area. The Town, back in December of 2003, also completed a more traditional affordable housing needs assessment which resulted in a living framework for a Town affordable housing strategy.<sup>3</sup>

This effort is intended to build upon that substantial body of previous work in the Town, in the region, and with regard to recent advances in “best practices” for advancing affordable workforce housing options for the community. This study hopes to achieve that by focusing on the many cross-cutting issues as they apply to that objective, relative to the situation in the Town and regionally, and using a reasonable forecast of the economy, demographics, and housing markets for the future of both the Town and the Glens Falls region as a whole.

## *The Importance of Having a Variety of Housing Choices and Quality of Life.*

From the outset of this study, the EPR/CA Team notes that the study working committee approached this effort from the perspective of promoting the Town as “...a good place to live...”<sup>4</sup> The Town’s Comprehensive Plan clearly articulated a clear vision and a broad set of goals for the Town to move that vision towards that consensus objective back in 2007.<sup>5</sup> The adopted vision noted that the members of the community wanted a Town that:

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<sup>2</sup> With balanced development and quality services that are funded by affordable tax rates.

<sup>3</sup> See Town of Queensbury Affordable Housing Strategy, December 2003.

<sup>4</sup> See the Queensbury Comprehensive Plan; Queensbury’s Comprehensive Vision, page 8 (2007).

<sup>5</sup> The EPR/CA team notes that the Town’s Comprehensive Plan is now more than 11 years old. It may be beneficial to for the Town to consider undertaking an effort to update the Town’s Comprehensive Plan for the changes that have occurred over that period and those that are likely to occur in the near-term future.

*“...offers an excellent quality of life for families, that features public safety, clean water, pure air, a **variety of housing options [Emphasis added]**, excellent schools, a growing library, state-of-the-art health care, facilities, community-minded businesses of all sizes from all sectors, parks, bike paths and an impressive array of museums, arts organizations and historic preservation initiatives...”*

The Comprehensive Plan further noted that the community also strives:

*“...to protect and encourage neighborhoods that promote relationships, healthy lifestyles and community involvement. We endeavor to balance the needs of our growing community with local and regional economic development initiatives, which can support our town-wide goals...”*

From that vision for the Town’s vision came the development of a number of goals that were designed to achieve it. The goals in fact reflected a number of integrated objectives. Many goals were and still are designed to position the Town to take advantage of the community’s high quality of life and experience the benefits of economic development without losing the community’s special features that make the Town “distinctive” and “attractive” to live, work, and recreate to support sustainable, quality economic development. The goals also speak to having safe and livable neighborhoods (including “...walkability, affordability, and access to local services...”) and preserving important natural areas and view sheds. The goals state clearly the community’s collective view of the importance of having a stable, predictable, and timely development process and business development environment. All are consistent with the Town’s long-recognized leading regional role as a center for commerce, housing, and “high quality” recreational assets for the region.

Although the concept of what constitutes “livable, high-quality communities” is at times a moving target, the concept of livable communities typically involves a number of key dimensions, including: (1) increased vitality, and creating or reinforcing a sense of place and/or community, (2) support of architecture that is appropriate to the history and culture of the community or region, (3) pedestrian-friendliness and accessibility, (4) people living and recreating near to where they work, (5) preservation and/or enhancement of environmental quality—including open spaces and high-quality recreational amenities, and (6) access to a full variety of housing options for residents that combine housing, shopping, access to affordable private-public services, and reasonable proximity to employment centers.

From a housing perspective, offering a range or variety of housing options—and particularly those which support affordable workforce housing—in a community is a key part of promoting a high quality of life as the Town has defined it. There are several aspects to quality of life, and many are intuitive. Perhaps the most important of those involve efforts to increase sustainable economic activity and improve the standard of living in a community. For example, having a variety of housing options has shown over time that it can act as a stabilizing influence for the Town as a whole by reducing the housing turnover rate. A reduced housing turnover rate has,

over time, been shown through past experience to provide: (1) a more stable foundation of regular customers and patrons for a community's or a region's businesses in commercial centers, which develops a greater sense of being connected and even more committed to the quality of life and services that are offered in the community; and (2) a more stable and predictable base of population (for municipal services) and students (for a community's or regional schools). The first also has been shown to assist in building a more predictable business environment in a community (which can result in better local employment options-opportunities), and that—in turn—helps to provide a demand climate of stability-predictability for the provision of essential municipal and educational services.<sup>6</sup>

In addition, having a variety of housing options—and particularly workforce housing—configured in a proper density and in a community-friendly manner also has been shown in other areas over time to: (1) reduce vehicle trips, (2) encourage biking and walking, and (3) provide “critical population mass” needed to support services such as transit—where population density reaches the level needed to make such services more commercially viable. Increasing density in certain circumstances has also been found to positively reduce the rate of vehicles per miles traveled (VMT) in a specific area, thereby contributing to improved environmental quality and a reduced level of traffic congestion. Having access to a variety of housing options, including affordable workforce housing, also has been shown to foster diversity in an area or region, and the inherent strength that a broad range of opinion can add to community dialogue on important issues and for shaping the Town's future. Finally, having access to a variety of housing options, including affordable workforce housing, has been shown to help life-long residents to continue to live out their retirement years—and young families to begin their lives—in the same community that their parents did.<sup>7</sup>

### ***Applicability to the Town.***

Such benefits can likewise be expected to be realized in the Town, and even neighborhoods within the community as well, under such a “broad range of housing options” umbrella.<sup>8</sup> If families in Queensbury working at local and regional employers have access to quality housing across a broad range of housing options, they can likewise be expected to take more active roles in the many issues of importance to the municipality (e.g. safety, education, pursuing commercial endeavors, etc.). In addition, the greater level of community stability also would likely be a positive factor in providing greater predictability in the demand for services from the Town and its schools, and at the same time provide a more reliable commercial base of households to support Town and regional retail (including eating and drinking places) and other businesses.

As a result, this study approaches the issue of affordable workforce housing recognizing the Town's regional role in economic development and housing markets while at the same time

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<sup>6</sup> *Strengthening our Workforce and our Communities through Housing Solutions*. 2005. JCHS Harvard University and U.S. Chamber of Commerce.

<sup>7</sup> *Myths and Facts about Affordable & High Density Housing*. 2002. California Planning Roundtable and California Department of Housing & Community Development

<sup>8</sup> As alluded to in the Town's Comprehensive Plan.

meeting the vision and goals embodied within its 2007 comprehensive plan. The Housing Assessment Study Steering Committee approached this from the vantage point of promoting “healthy communities,” or what can be done to encourage each of the five dimensions of a healthy community. The five dimensions include: (1) good jobs, (2) good schools, (3) a safe environment, (4) a full range of housing options—including workforce housing, and (5) a good range of retail-amusement options with a pedestrian-friendly orientation and access to affordable transit. Looking at dimensions 1-3 and 5 of a prototypical healthy community, housing obviously plays a pivotal and crosscutting role in a community that is seeking to promote “livability.” Put simply, access to a broad range of quality housing options—including affordable workforce housing—across the price range spectrum is a pro-family, pro-livable community, and it’s pro-flexibility for supporting a cohesive mosaic of policies that will promote a high-performing Town and regional economy. In fact, experience has shown that a relative lack of quality housing options across the price range spectrum for the regional work force can result in greater instability in a community. Less stable families means a higher housing turnover, and all of the negative aspects on a community that such a dynamic engenders.

**Overview of the U.S. Economic/Housing Market Context.**

As of the date of the discussion draft of this study (or November 21, 2018), the U.S economy overall was continuing to expand. The combination of economic stimulus from the recently passed Tax Cuts and Jobs Act of 2017—which is providing stimulus of approximately \$1.0 trillion over the next 10 years—and a U.S. economy that has already neared its maximum potential will create accelerating near-term growth. The forecast also includes the possibility of higher rates of inflation as activity in the U.S. economy nears its full capacity and the likelihood of a more pronounced boom/bust business character to the current U.S. economic upcycle takes over. Even so, at 112 months and counting through November 2018 (see Figure 1.1 below), the current expansion is the second longest in U.S. history. If sustained through July of 2019, as expected, the current U.S. upturn will then become the longest ever in recorded U.S. economic history.

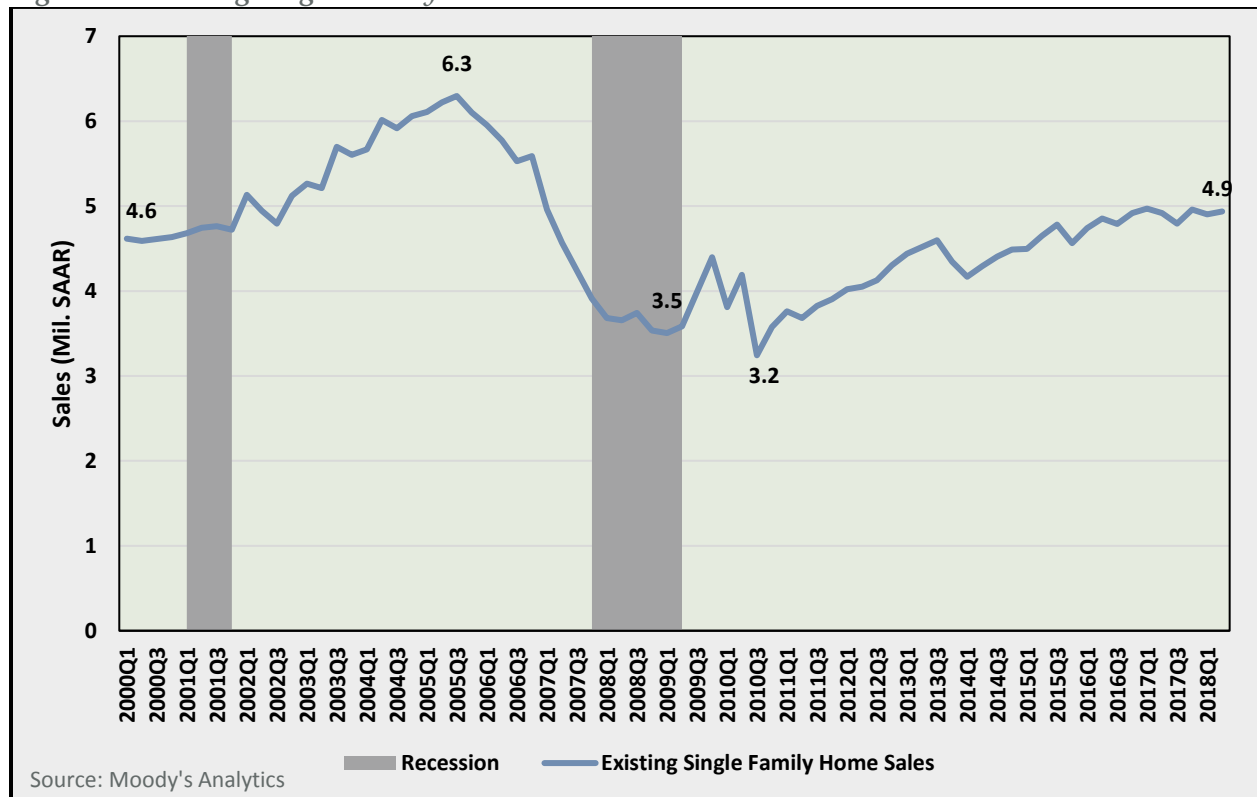
*Figure 1.1 Tracking Current and Historical Business Cycles in the U.S. Economy*



But at the same time the U.S. economy has been moving past milestones for longevity, the U.S. economy as of the Fall of 2018 looked to also be finally starting to exhibit some characteristics of an aging economic expansion. For example, activity indicators in the U.S. housing sector showed an industry that was slowing, including a deceleration in the rate of housing price increases over several months in many markets around the country. In addition, recent housing unit sales indicators showed that the volume of existing housing unit sales over the late Spring and through the Summer had also declined—compared to year earlier levels—for six straight months (or through September 2018).

In September of 2018, sales of previously-owned or existing U.S. housing units also fell 3.4% to an annual rate of 5.15 million (seasonally-adjusted).<sup>9</sup> Sales of existing units in September were down by 4.1% from year earlier levels, the seventh straight month of sales declines (see Figure 1.2 below). Those seven straight months of previously-owned unit sales declines corresponded to the longest period of falling month-to-month sales of existing homes dating back to the calendar year 2014 period. For perspective, calendar year 2014 marked part of a sluggish period of housing sales activity when U.S. housing markets were recovering from the mid-2000s housing market crash and resulting financial crisis that led to the so-called “Great Recession” in the U.S economy.

Figure 1.2 Existing Single Family Homes Sales in U.S.

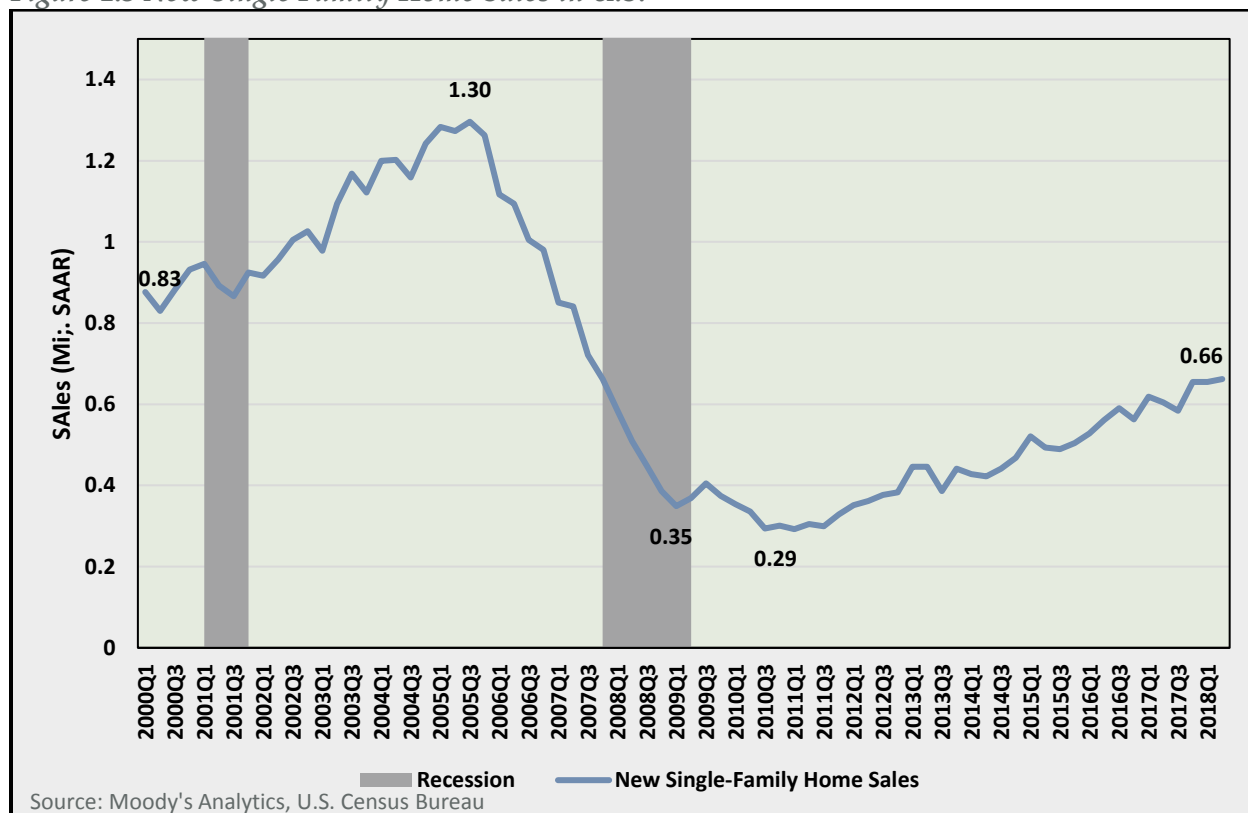


<sup>9</sup> National Association of Realtors, monthly reports.



The recent sales data (shown above), taken together with the recent slowing in the number of new housing units built),<sup>10</sup> indicated that the housing sector overall had slowed despite the still strong performing U.S. economy overall (See Figure 1.3 below). However, even though activity was decelerating, the slowdown in the housing sector through that period had not exhibited any of the characteristics that led to the historic housing and financial market collapse that essentially took down the whole U.S. economy during the mid-2000s.

Figure 1.3 New Single Family Home Sales in U.S.



For example, during that historic and steep housing market decline in the mid-2000s, prices overall fell roughly 25 percent, and single-family housing unit starts<sup>11</sup> fell by more than two thirds (from a peak of more than 1.7 million units<sup>12</sup> to a seasonally-adjusted level of just over 430,000 units). In fact, housing prices across the U.S. during the “Great Recession” experienced a historically unique decline in terms of its geographically scope, where housing prices fell in 49 of 50 states and in the District of Columbia **for the first time in modern, U.S. post World War II economic history**.<sup>13</sup> U.S. housing prices on average also fell very sharply as well. This

<sup>10</sup> For example, the three-month moving average of starts of new single-family housing units was 870,000 units in September, down somewhat from the nearly 900,000 unit average at the beginning of calendar year 2018.

<sup>11</sup> Housing unit starts means the number of new housing units that began construction during the survey period, typically monthly or quarterly.

<sup>12</sup> At a seasonally adjusted rate.

<sup>13</sup> In past U.S. recessions, housing price declines were narrower in geographic scope, and were not as deep (in terms of their magnitude of the housing price decline) as they were during the period in and around the “Great Recession.”

combination of sharp and broadly-felt housing price declines were highly unusual given the typically highly-localized nature of housing-real estate markets.<sup>14</sup>

With respect to the recovery from the U.S. “Great Recession” of the mid-2000s, the negative effects of that historic downturn still do not appear to have “completely healed,” despite the unusually long period of recovery/expansion. The dynamics of the U.S. recovery/expansion through November 2018 from the unusually long and deep downturn of the late-2000s have been atypical, with activity that has been more restrained in character. For example, this cycle has been different because building activity never rebounded in the aftermath of the last downturn—even as prices recovered and moved to new highs in nearly all markets.<sup>15</sup> Explanations vary, but many analysts have pointed to a large number of construction workers exiting from the industry altogether, including large losses in many specialty trades that are critically important to housing construction. The harsh aspects of the late-2000s downturn also resulted in many developers and builders leaving the industry as well. Those developments left the home building industry short of workers, and the result has been an industry with a constrained productive capacity overall.<sup>16</sup>

As a result, housing construction activity levels overall have never really fully recovered during the current period of economic expansion. The housing unit construction activity data, even more than eight years into the current U.S. economic upturn, has remained well below levels that are usually observed during economic upcycles—including the Glens Falls MSA (see Figure 1.4 below)—and has been more characteristic of new housing construction activity levels that appear more during typical periods of U.S. economic recession.

In addition to labor shortages, higher construction materials costs<sup>17</sup> has also been adversely impacting housing construction activity levels. In addition and with respect to local and regional housing markets, there also has been evidence that increased, and many times tighter, land use and building regulations have had an effect of holding back the construction of new housing units.<sup>18</sup>

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<sup>14</sup> Even though credit conditions and interest rate levels can be determined by national and sometimes global conditions.

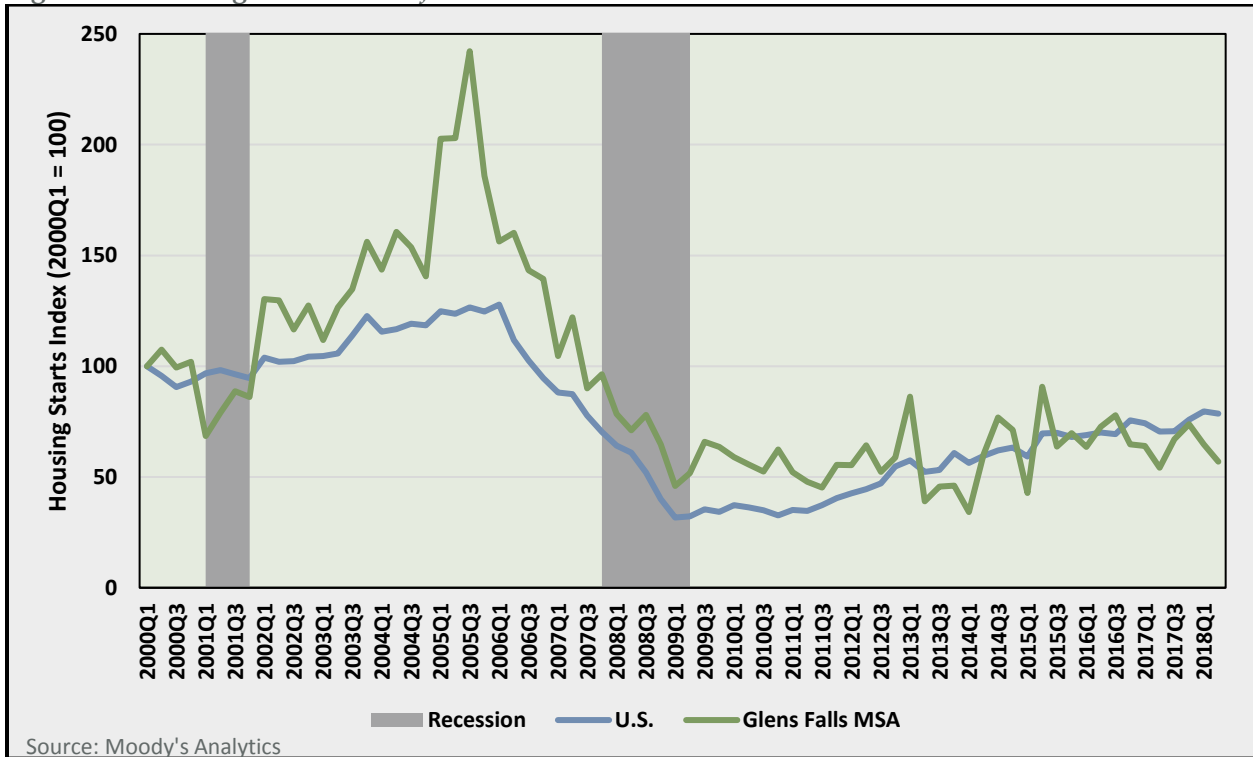
<sup>15</sup> For example, the Federal Housing Finance Agency’s house price index showed that in the second quarter of calendar year 2018, housing prices increased in all 50 states for the 17<sup>th</sup> consecutive quarter (or for four and one quarter years in total). Through June 30 of calendar year 2018, roughly 40 states and the District of Columbia had reached their pre-“Great Recession” housing price levels, with only Connecticut, New Jersey, and Rhode Island among the northeastern U.S. states that have not yet reached their pre-mid 2000s pre-U.S. Great Recession, housing price peaks.

<sup>16</sup> Burcu Eyigungor. *Housing’s Role in the Slow Recovery*. Q2 2016. Federal Reserve Bank of Philadelphia Research Department.

<sup>17</sup> Which at least in part appear to be due to trade tensions associated with the recently imposed U.S. tariffs on steel and aluminum and concerns about the so-called “dumping” of Canadian timber in U.S. markets.

<sup>18</sup> Raven E. Saks. *Job Creation and Housing Construction: Constraints on Metropolitan Area Employment Growth*. 2008. Federal Reserve Board of Governors.

Figure 1.4 Housing Starts Index for U.S. and Glens Falls MSA



In fact, instead of experiencing growing levels of over-supply in housing markets that is a fairly typical development during aging economic cycles, many housing markets across the U.S. have experienced the worst shortage of available housing units for sale in decades. This has had the effect of driving up housing prices in many state and regional markets, which has had a worsening effect on affordability—as household income growth at the same time has been slower than normal. In many markets, these dynamics have had the effect of locking many first-time home buyers out of the market and prevented much of the aging in-place households from potentially downsizing. Widespread news reports through this economic cycle have indicated that the upper end of the price range has been the part of the housing market where the majority of the new construction activity has taken place during the current economic upcycle.

Looking ahead, there are a number of reasons that suggest that the above-described dynamics in the current housing environment will likely persist into the future. For example, mortgage rates have risen by roughly one percentage point over the past year on a national average basis in response to the shift in U.S. monetary policy towards what has been described as a “quantitative tightening” approach<sup>19</sup> (see Figure 1.5 below). Add to the above the passage of the Tax Cuts and Jobs Act of 2017 last December (which reduced homeownership incentives for buyers including foreign investors) and the ample supply of rental units in many markets (which has made buying a housing unit less important), it seems apparent that most key drivers underpinning the clear downshifting in housing activity are poised to continue.

<sup>19</sup> Following a long period of accommodative monetary policy termed “quantitative easing.”

Figure 1.5 Weekly 30-Yr. Fixed Mortgage Rates (2000-2018)



The “silver lining” in the above is that compared to a decade ago, the housing market overall is currently far from being over-heated, and therefore will not likely play a role anything like the type of catalytic role that the industry played during the “Great Recession” and accompanying financial crisis back in the mid-2000s to late-2000s time frame. This likely positions the housing industry for a much gentler slowdown versus the mid-2000s if the U.S. economic upturn eventually runs into trouble. It is also unlikely that the housing industry itself will play any significant role in encouraging or precipitating an overall U.S. economic downturn, again in contrast to the late-2000s. Instead, the biggest threat to the continuation of the U.S. economic upturn appears to be an escalation of the budding trade wars with China and the European Union. While there are many legitimate trade issues to be negotiated, so-called “tit-for-tat tariffs” against both allies and other nations have been criticized as an ill-conceived tool for effecting the desired changes. Recent studies by Moody’s Analytics,<sup>20</sup> United States Chamber of Commerce,<sup>21</sup> and IHS Markit<sup>22</sup> show substantial potential economic and job losses that could ensue if the current trade tensions escalate into a full-scale, protracted trade war.

As the U.S. economic expansion ages, there are other risks that could also bring the current U.S. upturn to an end. Although there does not appear to be imbalances in the economy now that would precipitate a turning point towards a new broad-based recession in the U.S. economy, if the current acceleration in growth continues, such imbalances could develop. Because of this, the long-term macroeconomic and demographic forecast, which forms the basis for the longer term

<sup>20</sup> *Trump Trade War*. July 2018. Mark Zandi, Adam Kamins, Jeremy Cohn.

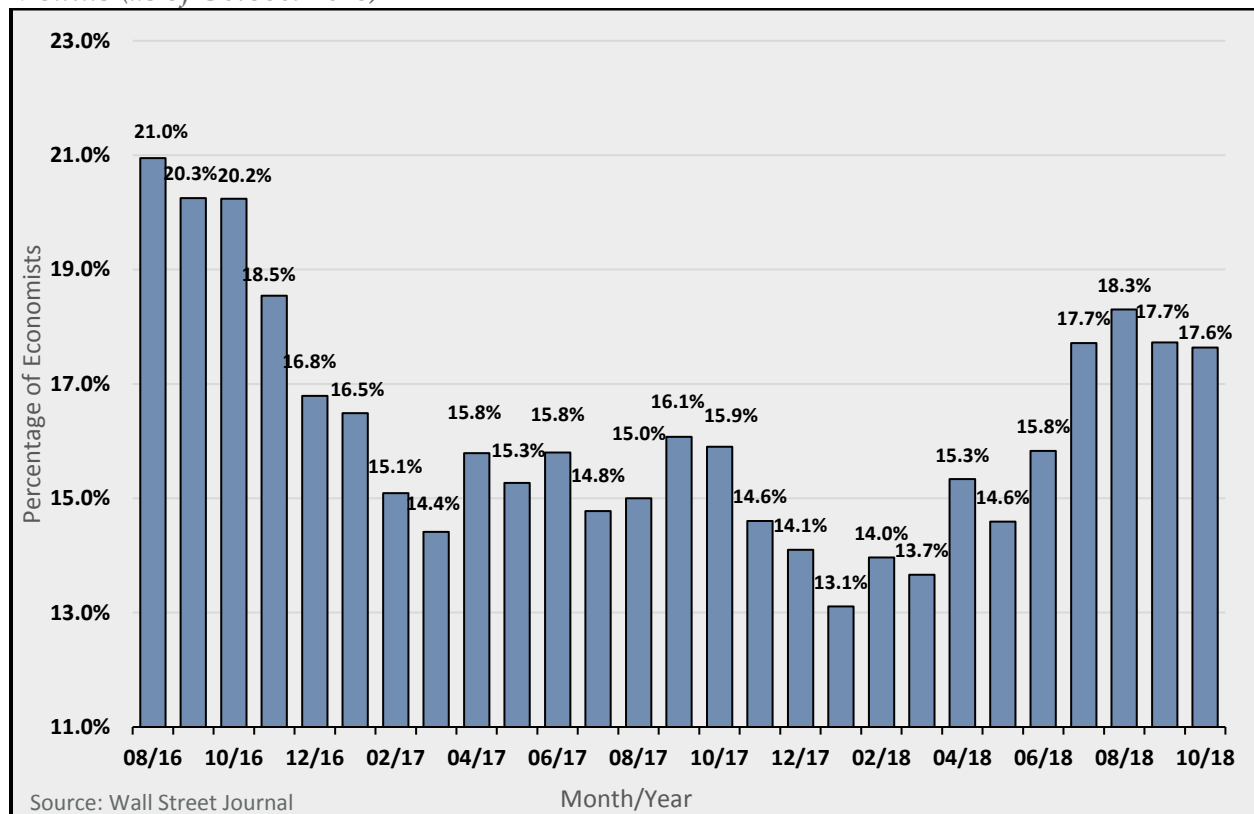
<sup>21</sup> *Trade Works. Tariffs Don’t*. 2018. U.S. Chamber of Commerce.

<sup>22</sup> *Impact of a Global Trade War on the Economy*. 2018. Nariman Behraves, Sara L. Johnson, John Anton.

demographic, housing unit demand, and supply forecast for this study, only calls for a slowing of U.S. growth (which will clearly have some regional implications) over the calendar year 2020 to 2021 period—corresponding to a more modestly-paced rate of economic growth over a roughly two-year “sub-cycle” but not a full-fledged economic recession (see Appendix A).

This is consistent with the prevailing view of more than 80 percent of U.S. economists surveyed each month by the Wall Street Journal (see Figure 1.6 below) who do not foresee a U.S. economic downturn within the next 12 months (from the date of this report). For this workforce housing assessment study, the above means the development, refinement, and implementation of policies to address the Town’s needs will likely be occurring over a time frame when the economic environment will generally be “facilitating” in nature. Although the environment may not be consistently facilitating for each individual year over the entire 2017-27 economic forecast period, the long-term, regional economic and demographic forecast developed and used as a backdrop for this study does not expect the Town will need to deal with a deep and prolonged period of economic recession. If a period of economic recession was to occur during the 2017-27 time frame, that adverse economic performance development would clearly complicate the implementation of any adopted course of action to support workforce housing affordability in the Town.

*Figure 1.6 Percent of U.S. Economists Who Believe the U.S. Will Fall Into Recession within 12 Months (as of October 2018)*



## *Study Overview and Key Findings*

This report describes the methodology and findings of a benchmark study of affordable workforce housing for the Town of Queensbury located in Warren County, New York, within the Glens Falls Metropolitan Statistical Area (hereafter the “MSA” or “Metro Area”). The Town recognizes that having a full range of affordable workforce housing choices is a critical part of a long-term strong and sustainable economy. As housing affordability pressures grow in the region and in the Town, there will be a rising regional and local need of additional affordable workforce and other housing options throughout the region. These rising housing affordability pressures will also include a rising need for affordable workforce housing, even though this study found that housing cost stress within the Town was not dramatically out of balance as of calendar year 2016—the base year for this study.

The Town’s housing situation is mostly a reflection of the health of employers in the region (including a potentially growing influence of a key technology employer located just outside the MSA in Saratoga County), its aging demographics (like so many rural regions throughout the northeastern U.S.), and the impacts associated with its visitor economy. The Town’s/region’s visitor economy benefits from the presence of Lake George, a number of high-quality tourism attractions, its role as a southeastern gateway to the Adirondacks, and the high quality recreational assets/amenities within the Town (and region). The above factors, combined with imperative to protect the region’s and Town’s high environmental quality (as the so-called “Golden Goose” of the regional economy), all impact and will continue to impact the current and future demand and supply for housing in the community. More specifically to the point of the issue of affordable workforce housing, the Town requested Economic and Policy Resources Inc. of Williston VT, and Crane Associates, Inc. of Burlington, VT to provide a foundational, fact-based analysis on the regional and Town housing market; provide a long-term forecast of housing supply and demand 10-years forward; and assist in the development of a cohesive set of fact-based strategy options that could be considered by the Town to help facilitate the eventual implementation of a coordinated, strategic mosaic of policies to help ensure a full range of workforce housing options in the Town.

The study found that current affordability pressures in the Town are not unmanageable or anywhere near crisis levels as they are in many municipalities and regions throughout other areas in the northeast. However, although affordability pressures within the Town are currently significant for the very low and low household income groups for renter housing and for the very low end of the household income classes for owner units, the study found that housing cost affordability pressures are likely to mount for many households in both tenure categories in household income categories above those lower levels in the Town.<sup>23</sup> This is because the study found that affordability pressures are projected to grow significantly over the next decade if policies are not developed to help address them.

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<sup>23</sup> Tenure category or tenure categories in the context of this study refers to the owner/renter status of households in the Town.

In many respects, the current workforce-housing policy environment in the Town makes developing policies to address building affordability pressures a difficult “lift.” Because the level of housing cost stress in the Town has not yet risen to the level of being a crisis, there is not as much attention being paid to this issue, and the related issue of workforce housing affordability, outside of the development-construction community, and the non-profit housing affordability services-providing sector who have been working to address these issues.<sup>24</sup> Experienced policymakers understand that the lack of a crisis (or at least a compelling case for concerted action) in local policy matters can make discussing and implementing policies designed to address those pressures more difficult (in terms of reaching a consensus and implementation). This is especially true in the area of housing where there are long lead times between the implementation of policies and actual results, and there are nearly always significant and sometimes difficult trade-offs between policy alternatives and “no action” or maintaining the status quo.

The EPR-CA Team notes that the Town is not new to the arena for the implementation of difficult policy choices. Regional and Town economic development policy must always be careful to “thread the needle” to try to take advantage of the region’s and Town’s natural assets and amenities endowment without harming the quality of those very same natural assets and amenities that comprise the region’s and Town’s “competitive advantage” in this area. That “thread-the-needle” approach will be center stage as Town stakeholders debate the merits and disadvantages of the various policy alternatives to effectively deal with the Town’s growing affordability pressures for workforce housing.

The authors intend this report to be a foundational study for the Town going forward that also builds upon the already substantial body of work within the Town on the affordable housing issue in general. This information has been memorialized in the previous affordable housing strategy effort back in the early 2000s and has been incorporated into the Town’s Comprehensive Plan. The report, the associated data, and the long-term forecast is intended to provide the Town elected officials, staff, and volunteers with the full breadth of historical data of importance to this issue and the most accurate forward-looking forecast of the municipality’s future using the most up-to-date data on economics, demographics, and housing available today (as of November 2018). The last section of this report includes a set of options based on the EPR-CA Team’s analysis on the long-term forecast which shows the number of housing units that are estimated to be needed to supply the market today, and in the next ten years by tenure and household income level.

Finally, the various policy options presented below for further consideration, and potentially for further and full development, should be viewed as suggestions—not prescriptions. The EPR-CA Team does not pre-suppose that the data-driven suggestions directly transform themselves into specific policy prescriptions. Local decisions are driven by, and best made by, the citizens of the Town and their elected representatives with the assistance of municipal staff and volunteers.

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<sup>24</sup> Although it could rise to that level over the 2017-27 time horizon—according to the findings of this study.

Nevertheless, we do hope that Town decision-makers find this study useful to informing future policy decisions that are made.

## *Summary of Key Findings*

As with any study of this type, the report includes a very large amount of historical and forecasted data that at times can be overwhelming for readers. Before delving into the details of the data and forecast and all of the technical descriptions of the methods used in this study, the following section briefly describes some of what the EPR-CA Team felt were the more important findings (among many) that should be emphasized at the outset of this study. These findings are descriptive and highlight facts and trends that are particularly important to the key determinants of the Town's housing trends and the long-term economic, demographic, and housing unit demand and supply for the Town. The EPR-CA Team narrowed a much larger list of findings – which will all be presented elsewhere in this report – down to a “Top Five” list that in our opinion are likely to have significant implications for a workforce housing assessment study.

### ***Key Finding #1—The Population is Aging and Is Likely to Continue to Grow Older.***

This study found that the population of the Town has been aging and it is likely to grow older over the next ten years. The median age of the resident population in the Town in 2016 was estimated to be 46.1 years; roughly half a year higher than the Warren County population, 7.9 years higher than the median age for the State, and 8.2 years higher than the U.S. median age. Over time, the data show that the Town's age category of those residents aged 45 to 64 years and the population category aged over 65 years population has also been increasing. This has been occurring at the same time the Town's population categories of residents aged less than 19 years has been in decline over the 1990-16 time period.

The study found that this “graying” of the Town's resident population is likely to continue over the next ten years – similar to what is expected to occur in the Glens Falls MSA region as a whole and within each of the two counties that comprise the MSA. Over the 2016 to 2027 time frame, the Town's resident population aged 65 years and older is expected to increase in share from 20.1% of the total to 24.1%—an increase of 4.0 percentage points. Many within the aged 65 years and older population category are “retirees.” Though much of these gains in the Town's older population groups have been due to the natural aging of the population (such as the aging of the so-called “Baby Boom” generation), there also has been a net in-migration of “retirees.”<sup>25</sup>

As the resident population in the Town continues to age, the rising numbers of elderly residents will have significant housing implications. For example, the aging of the population is strongly correlated with declining household size (e.g. which results in a smaller number of persons occupying each housing unit in the Town) which means there is likely to continue to be a decline in the number of persons residing in each housing unit in the Town (and region). Practically

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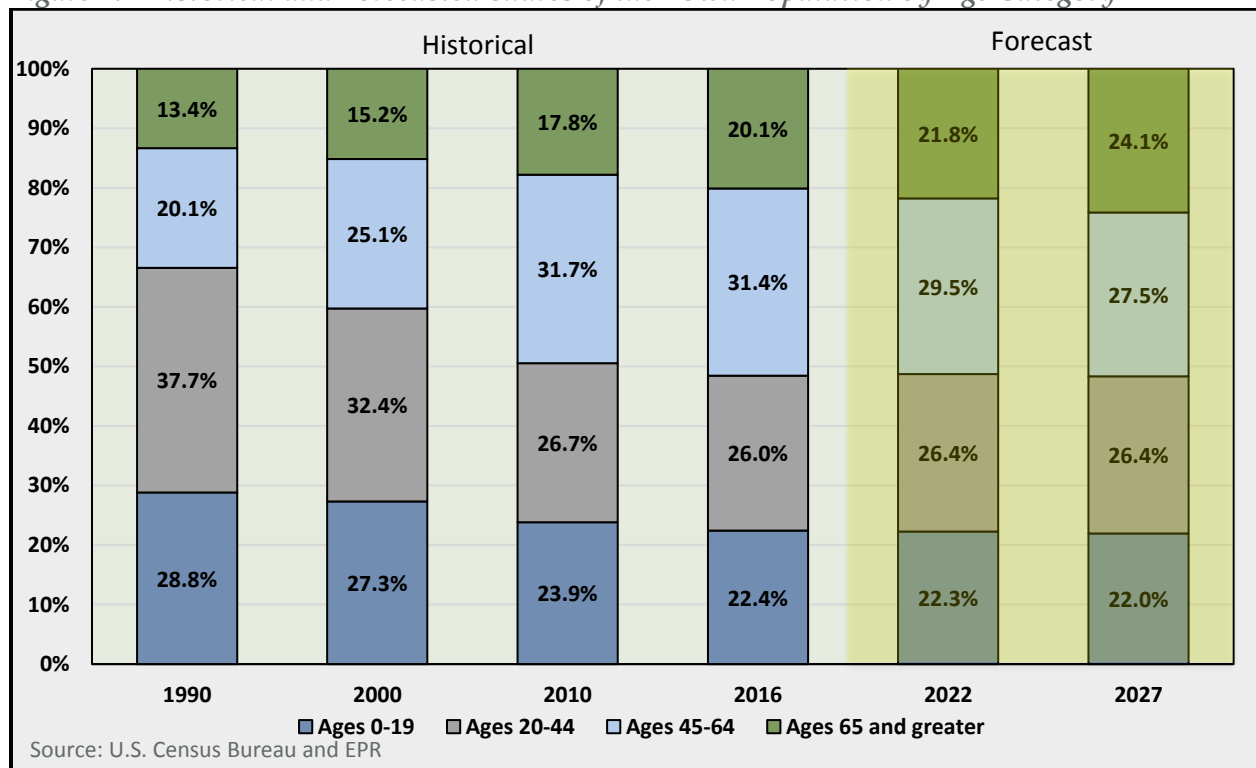
<sup>25</sup> Which has contributed to a significant decline in the number or persons per household over time. This, in turn, has also contributed to, and will likely continue to contribute to, a larger increase in the number of households in the Town—with households as a fundamental building block of housing unit demand.



speaking, this means that the Town’s housing inventory of units (sometimes also referred to as the Town’s housing stock) will need to work harder and harder as the population ages just to house the Town’s population—even if the absolute number of residents in the Town simply stays the same—much less increase as the Town’s population is expected to do so through calendar year 2027. In addition, the aging of the Town’s population has implications regarding the need for additional units of appropriately priced housing to support downsizing demand, demand for additional units of transitional housing, the need for additional assisted-living units suited for the needs of the elderly, and the need for additional bed capacity for nursing home care.

The aging population also can be important to driving demand and changing market preferences. For example, in some regions, an aging population means there is a developing need for additional high-quality, smaller-square-footage housing units that can be used for “down-sizing” purposes. This is particularly important for the Town if it desires its aging residents to have the opportunity to “age in place,”<sup>26</sup> and for the Town to have the opportunity to get younger and slow, or even reverse, its long-term “graying” trend.

*Figure 1.7 Historical and Forecasted Shares of the Town Population by Age Category*



<sup>26</sup> The ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or disability status-level.

### ***Key Finding #2—Future Population Growth Will be Driven by Economic Migration.***

For most of the post-World War II period, the so-called “Post-War Baby-Boom” dominated the demographics of the nation as a whole—including upstate New York and other northeastern U.S. regions that are rural in character. Located in upstate New York, the Town was part of those demographic trends when post-war birth rates soared, and large families tied to a rising Middle Class were the norm. Over the last nearly three decades, the population growth in the Town during the 1990s and early 2000s, and recently the small declines in population for the Town during the 2010s, have been driven by an evolving mix of factors associated with post-Baby Boom demographics—where smaller families have become the norm and where the population, on average, has been aging.

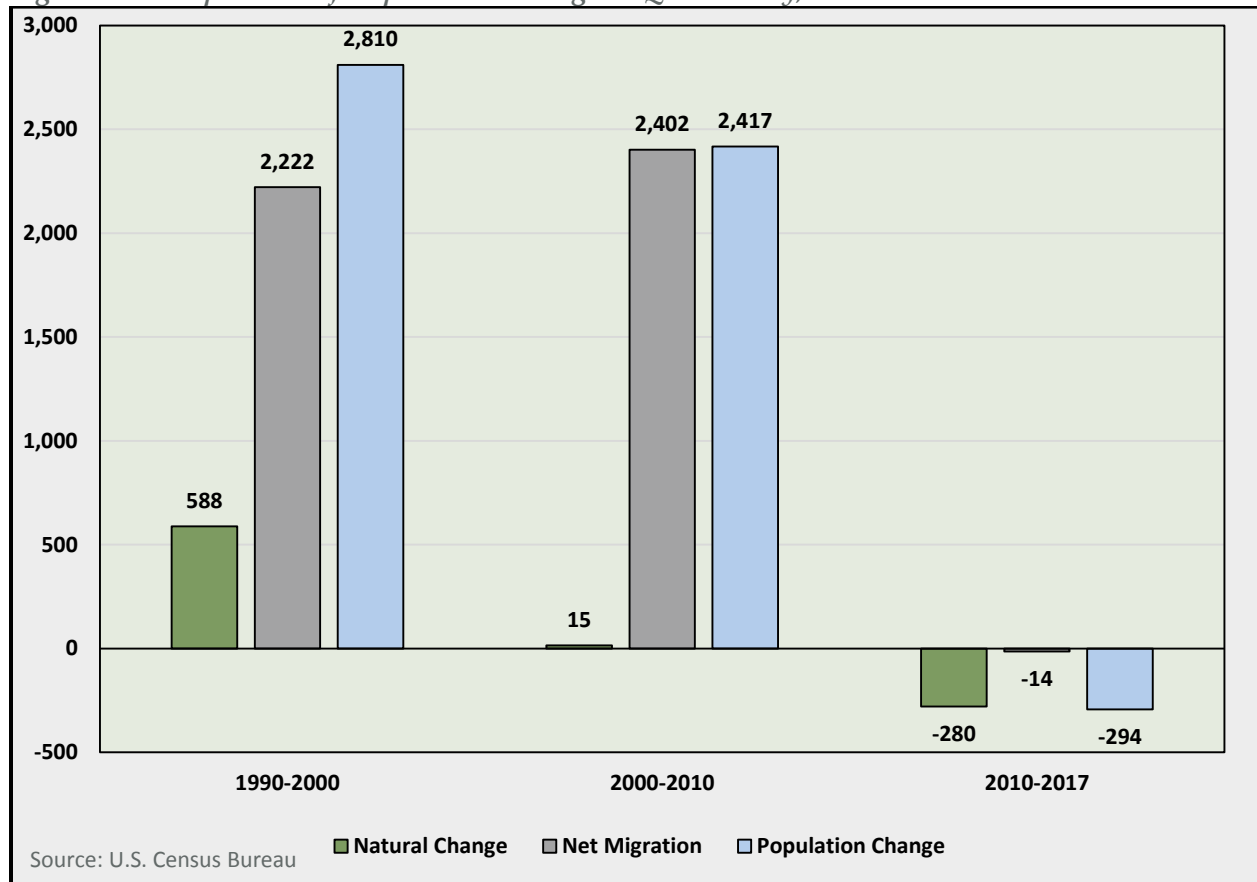
The above in fact describes the evolving population-change experience of the Town. The last 30 years has seen the role of the natural change in resident population growth decline<sup>27</sup> relative to the number of new residents that move into the Town (in-migration) versus those existing residents who move away (out-migration). During the 1990s, the Town’s population was driven by the combination of a natural increase in population (with 588 more births in the Town versus deaths in the Town over the decade representing 20.9% of the Town’s population growth during the period), with net population in-migration providing the rest of the Town’s resident population growth (at 2,222 new residents or 79.1% of the total). During the 2000s, the net contribution to the Town’s natural increase began to decline, and the decade ended with a smaller positive change to the Town’s population due to the natural change, with virtually all of the Town’s population growth due to net in-migration (see Figure 1.8 below).

Since 2010, mid-year population estimates from the U.S. Bureau of the Census indicated that the natural change has turned slightly negative in the Town, with the number of deaths higher than the number of births. This contributed to a net loss of -280 residents over the six-year period between 2010 and 2017. Net migration, no doubt adversely impacted by the economic and demographic dynamics associated with the U.S. “Great Recession,” changed from providing nearly all of the net increase in the Town’s population growth during the 2000s to flipping to a small net population loss (at -14 residents in the years since 2010). Since much of a region’s population in-migration is tied to the performance of its economy, the leveling of population in-migration during a period that included a long and deep period of national economic recession was found to be not at all surprising.

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<sup>27</sup> Which is determined by the number of births in the Town versus the number of deaths of Town residents.

Figure 1.8 Components of Population Change in Queensbury, 1990-2017

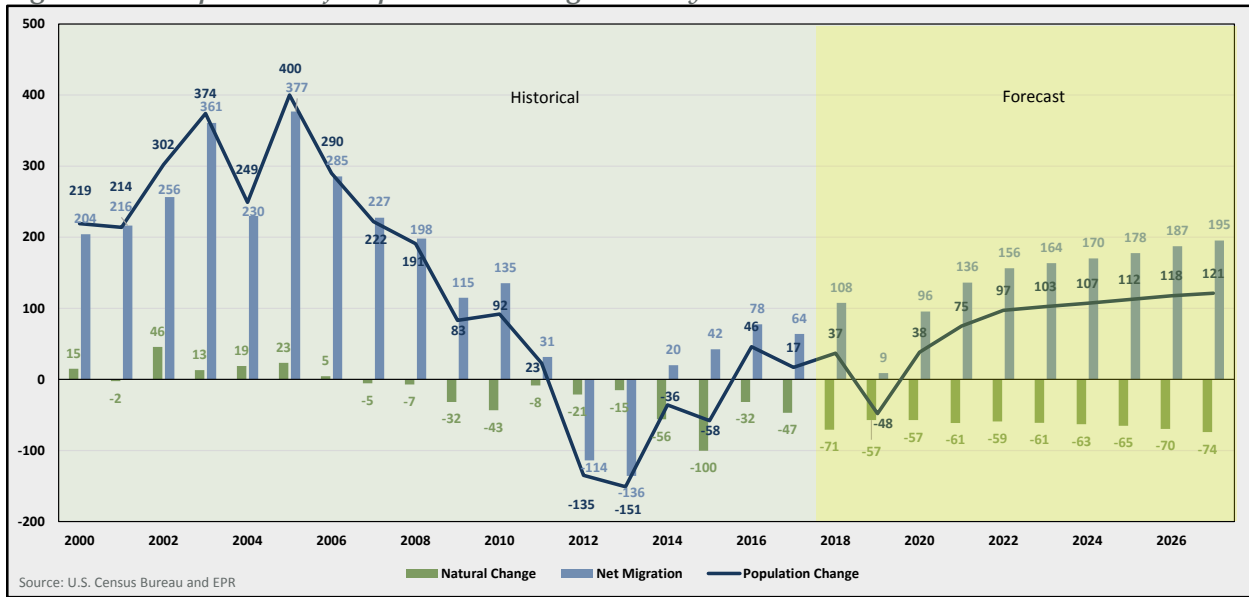


However, with the positive outlook through calendar year 2027 for the U.S. and regional economy, given the Town’s ethnic make-up,<sup>28</sup> and considering the Town’s graying population, this study expects that the overwhelming majority of the Town’s future population change will be driven by economic migration. Based on the study’s long-term economic and demographic forecast, we also expect that population in-migration over the calendar year 2017-calendar year 2027 period will be positive and will be enough to push overall population growth in the Town back into positive territory by calendar year 2020 (see Figure 1.9 below). This forecast has significant implications for the Town’s (and the region’s) future economic performance, and includes the ramifications of the attendant policy issues such as the Town’s and region’s labor force development needs and the workforce housing needed to support those labor market requirements. The forecast also implies there will also be environmental cross-pressures that many of these associated economic growth issues will prompt going forward.<sup>29</sup>

<sup>28</sup> With a population that was 96.1% Caucasian as of 2016—with that demographic category’s very low birth rates—according to the 2016 American Community Survey.

<sup>29</sup> Not to mention impacts on local K-12 schools and higher education in the Town and region.

Figure 1.9 Components of Population Change History (2000-2016) and Forecasted 2017-2027



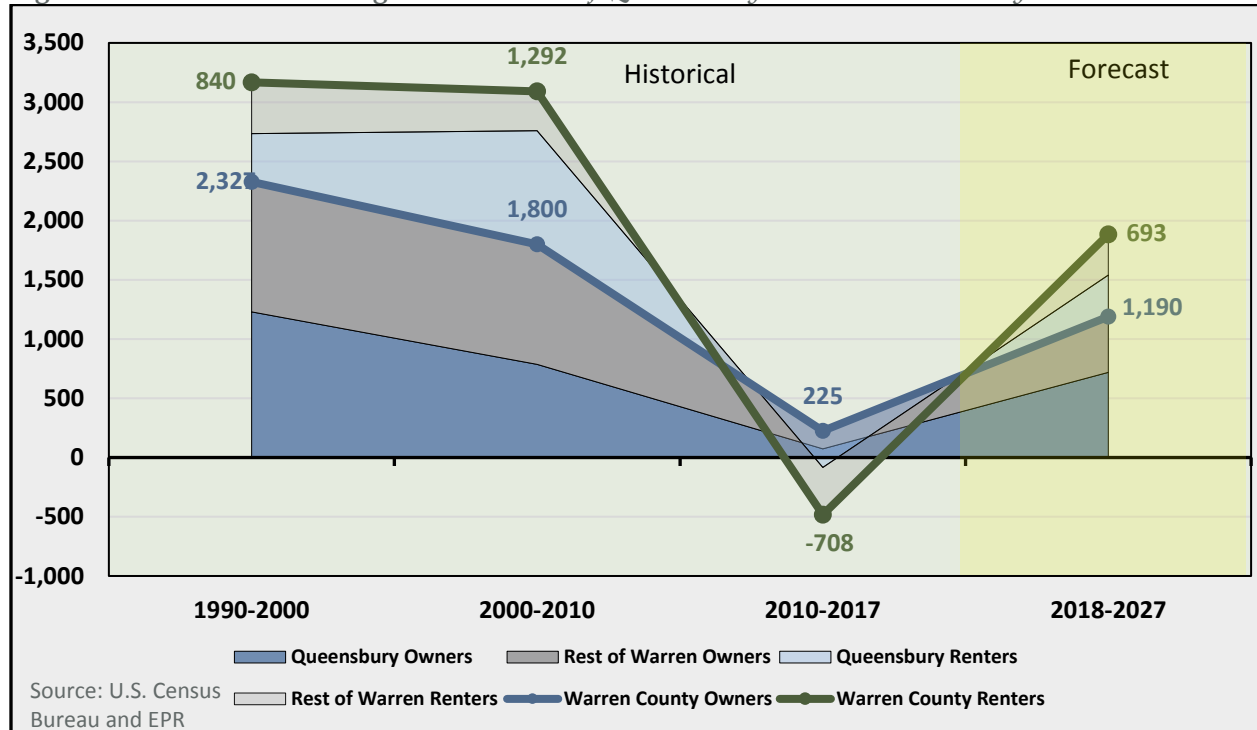
**Key Finding #3—The Town’s Historical Role as an Economic Center and a Provider of Regional Workforce Housing Will Continue in the Future.**

Over the last nearly three decades, the Town has played a leading regional role in hosting key regional employers and for providing housing to the regional population. During the calendar year 1990-2017 time frame, a total of 54.5% of total household growth in Warren County overall (and a total of 97.7 percent of population growth for the county<sup>30</sup>) was in the Town. This leading role is expected to continue over the study’s forecast period with over half (or 56.7 percent of the county’s expected 1,883 household growth over the forecast period)<sup>31</sup> expected to occur within the Town (see Figure 1.10 below). Among the two principal housing tenure categories, the study’s long-term forecast indicates that the Town is expected to account for a total of 60.3 percent of Warren County’s forecasted owner household growth and 50.5 percent of the county’s forecasted renter household growth.

<sup>30</sup> Largely because the Town lost less population over the calendar year 2010-17 period than the area in the county outside of the Town—which lost a significant number of residents.

<sup>31</sup> The reader will note that this is larger than the forecasted population growth, which may seem counterintuitive. However, this growth is supported not just by increasing population but also the aging population and decreasing household size that are and have been significant on-going changes that have been occurring below the top line population change numbers.

Figure 1.10 Household Change in the Town of Queensbury and Warren County



**Key Finding #4—Current Housing Cost Stress in the Town Appears Manageable—But This Will Worsen Over the Next Decade Without Action.**

The study estimated that housing cost stress<sup>32</sup> in the Town in the base year of calendar year 2016 (see Table 1.1 below) was limited to the lowest household income category for owners (at or below 50% of the median household income level of owner households in the Town) and the bottom three household income categories for renters (or for the household income categories at or below 100% of the median household income of renters in the Town). Compared to many other municipalities, regions, and States throughout the northeast, these calendar year 2016 housing cost stress benchmarks are relatively “manageable,” and in many jurisdictions would very likely be envied. As such, these benchmarks mean the Town has the opportunity to address its workforce housing issues from a position of relative strength. That is, the Town appears to have the latitude to begin to address these growing affordability pressures before the Town’s measures of housing cost stress rise. However, because many housing cost items for both owners

<sup>32</sup> It is important to note that this analysis is strictly about *housing* cost and as such does not include any analysis of transportation costs and its potential effects on housing affordability in the Town. Although the authors recognize that transportation costs are a significant, but not easily estimated household cost for rural households (like those in the Town), we did not include estimates of household transportation costs by household income category in the housing cost affordability calculations. As of the date of this report, these costs are not typically included in housing cost affordability calculations and they are not yet a routine part of affordability benchmarks used by the U.S. Department of Housing and Urban Development (“HUD). However, this is an area ripe for further investigation if the Town elects to pursue strategies to facilitate the development of affordable workforce housing. The prospective commission or committee that may result from this effort could identify this area of costs as important to furthering Town policies in this regard.

and renters are expected to increase at a rate that is roughly double household income growth in the Town over the calendar year 2017-27 time frame, the Town’s opportunity to act is not open-ended. In fact, failure to act may result in affordability pressures rising within the Town by calendar year 2027 to a level where a large number of owner and renter households could end up experiencing a genuine housing cost stress-based crisis.

*Table 1.1 Existing Housing Cost Affordability Gap in the Town of Queensbury (2016)<sup>33</sup>*

<b>Town of Queensbury-Estimated Affordable Gap for Owner Units, 2016</b>					
<b>% of Median Household Income</b>	<b>&lt;50%</b>	<b>50% to 80%</b>	<b>80% to 100%</b>	<b>100% to 120%</b>	<b>&gt;120%</b>
Median Household Income	\$38,357	<b>\$61,371</b>	\$76,714	\$92,057	
Affordable Price [Excludes Transportation Costs]	\$99,679	<b>\$189,321</b>	\$243,646	\$297,735	
Estimated Unit Demand	1,450	<b>1,592</b>	1,092	850	3,403
Estimated Unit Supply	865	<b>2,393</b>	1,620	1,440	2,069
Affordability Gap in Units (Demand minus Supply)	585	<b>-801</b>	-528	-590	
<b>Cumulative Demand</b>	<b>1,450</b>	<b>3,042</b>	<b>4,134</b>	<b>4,984</b>	<b>8,387</b>
<b>Cumulative Supply</b>	<b>865</b>	<b>3,258</b>	<b>4,878</b>	<b>6,318</b>	<b>8,387</b>
<b>Cumulative Gap</b>	<b>585</b>	<b>-216</b>	<b>-744</b>	<b>-1,334</b>	
<b>Town of Queensbury-Estimated Affordable Gap for Renter Units, 2016</b>					
<b>% of Median Household Income</b>	<b>&lt;50%</b>	<b>50% to 80%</b>	<b>80% to 100%</b>	<b>100% to 120%</b>	<b>&gt;120%</b>
Median Household Income	\$19,048	\$30,476	\$38,095	<b>\$45,714</b>	
Affordable Rent [Excludes Transportation Costs]	\$476	\$762	\$952	<b>\$1,143</b>	
Estimated Unit Demand	804	190	494	<b>284</b>	1,212
Estimated Unit Supply	265	206	763	<b>653</b>	1,099
Affordability Gap in Units (Demand minus Supply)	539	-15	-268	<b>-368</b>	
<b>Cumulative Demand</b>	<b>804</b>	<b>995</b>	<b>1,489</b>	<b>1,773</b>	<b>2,985</b>
<b>Cumulative Supply</b>	<b>265</b>	<b>471</b>	<b>1,234</b>	<b>1,886</b>	<b>2,985</b>
<b>Cumulative Gap</b>	<b>539</b>	<b>524</b>	<b>256</b>	<b>-113</b>	
Source: U.S. Census Bureau, American Community Survey			Prepared by Economic & Policy Resources		

The above situation presents Town residents, policymakers, and stakeholders with both opportunities and challenges. On one side, the size of the workforce housing cost stress gap is not large, and the Town is presented with the opportunity to get out of its situation before the size of the problem grows to require decades to recover—as long as it can develop a sufficient consensus to move forward to address those relatively small, but still significant gaps. On the other side, as mentioned above, it is difficult to develop an appropriate level of urgency to take the sometimes difficult steps to address the problem among Town residents because a sufficient consensus is not present to take action. This can particularly be an obstacle for housing policy of this nature, because many best practices policy solutions of this type can be expensive and involve sometimes politically-unpopular changes within communities. As stated above, “threading the needle” to devise and implement policies will be challenging and will test the will of Town residents to thoughtfully address these workforce housing affordability issues before they have the opportunity to become a potential crisis.

This is the case because this study found that housing cost stress in the Town can be expected to increase significantly over the next ten years. This is because many categories of housing costs for both owners and renters are expected to increase at a rate that is roughly double the expected

<sup>33</sup> Red text in Table 1.1 above indicates the first income category that currently has an adequate or cumulative over-supply of housing units at that household income level.

increase in household income growth for both tenure categories over the calendar year 2016-2027 period. As a result, the number of housing cost stressed households are expected to increase in both tenure categories across a broader range of household income categories (see Table 1.2 below). The table shows that housing cost stress can be expected to engulf a larger number of households in an increasing number of household income categories in both tenure categories.

*Table 1.2 2027 Forecasted Affordable Gaps by Tenure in Queensbury<sup>34</sup>*

<b>Town of Queensbury-Estimated Affordable Gap for Owner Units, 2027</b>					
<b>% of Median Household Income</b>	<b>&lt;50%</b>	<b>50% to 80%</b>	<b>80% to 100%</b>	<b>100% to 120%</b>	<b>&gt;120%</b>
Median Household Income	\$48,999	\$78,399	\$97,998	\$117,598	
Affordable Price [Excludes Transportation Costs]	\$112,735	\$201,365	\$260,845	\$320,081	
Estimated Unit Demand	1,585	1,726	1,220	796	3,804
Estimated Unit Supply	695	1,356	1,411	1,334	4,335
Affordability Gap in Units (Demand minus Supply)	890	370	-191	-538	
<b>Cumulative Demand</b>	<b>1,585</b>	<b>3,311</b>	<b>4,530</b>	<b>5,326</b>	<b>9,130</b>
<b>Cumulative Supply</b>	<b>695</b>	<b>2,051</b>	<b>3,462</b>	<b>4,795</b>	<b>9,130</b>
<b>Cumulative Gap</b>	<b>890</b>	<b>1,260</b>	<b>1,069</b>	<b>531</b>	
<b>Town of Queensbury-Estimated Affordable Gap for Renter Units, 2027</b>					
<b>% of Median Household Income</b>	<b>&lt;50%</b>	<b>50% to 80%</b>	<b>80% to 100%</b>	<b>100% to 120%</b>	<b>&gt;120%</b>
Median Household Income	\$24,109	\$38,574	\$48,217	\$57,860	
Affordable Rent [Excludes Transportation Costs]	\$603	\$964	\$1,205	\$1,447	
Estimated Unit Demand	915	428	350	273	1,431
Estimated Unit Supply	283	116	500	687	1,810
Affordability Gap in Units (Demand minus Supply)	632	312	-150	-414	
<b>Cumulative Demand</b>	<b>915</b>	<b>1,343</b>	<b>1,692</b>	<b>1,965</b>	<b>3,396</b>
<b>Cumulative Supply</b>	<b>283</b>	<b>399</b>	<b>899</b>	<b>1,586</b>	<b>3,396</b>
<b>Cumulative Gap</b>	<b>632</b>	<b>943</b>	<b>793</b>	<b>379</b>	
Source: U.S. Census Bureau, American Community Survey			Prepared by Economic & Policy Resources		

Indeed, by calendar year 2027 both renters and owners have a unit gap at all income levels up to 120% of median income by tenure category. This shows there is likely to be a significant affordability problem for owners and renters and units affordable at or below the 30%-of-median-income threshold<sup>35</sup> will be largely unavailable leading to many households becoming “housing-cost burdened.” This change from calendar year 2016 is largely due to a significantly faster rate of increase for rent and home prices than for incomes through the forecast period (See Figures 1.11 and 1.12 below).

<sup>34</sup> The reader will note that there is no red text on these tables as is there no income category that has a cumulative over-supply of units in calendar year 2027.

<sup>35</sup> The 30% of median income threshold is defined by the U.S. Department of Housing and Urban Development, which says that households spending more than 30% of their total household income on housing are “housing cost burdened.”

Figure 1.11 Owner Household Income and Housing Cost Growth

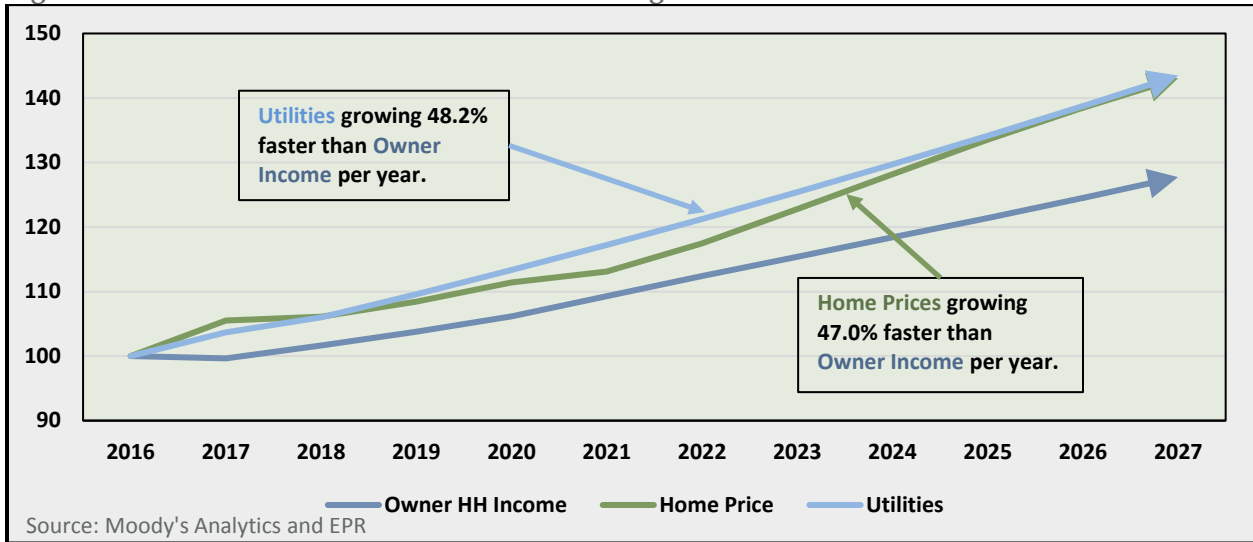
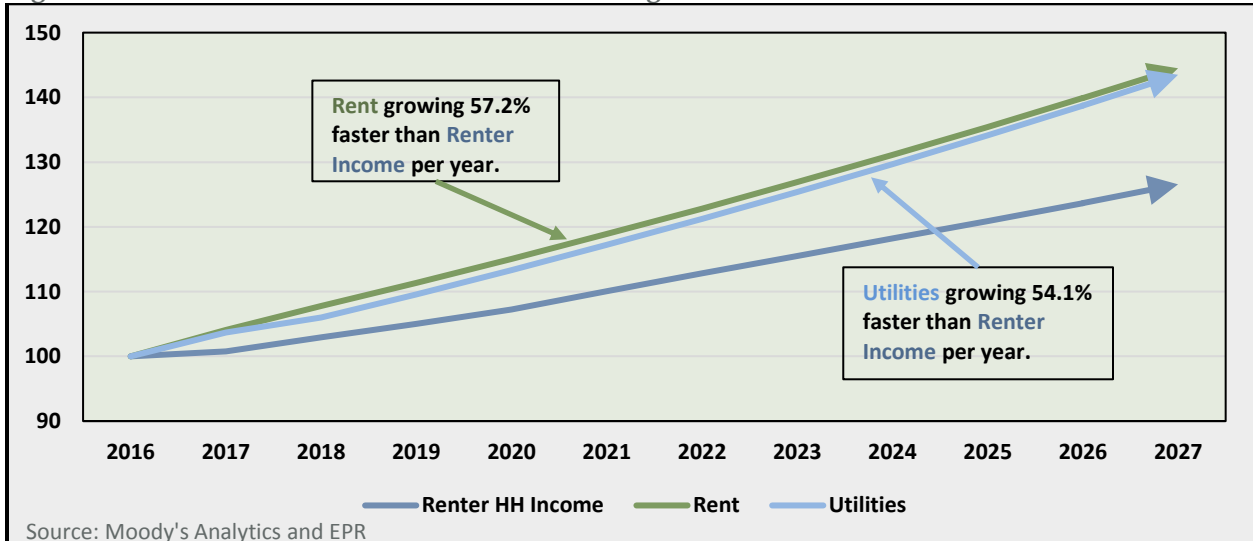


Figure 1.12 Renter Household Income and Housing Cost Growth

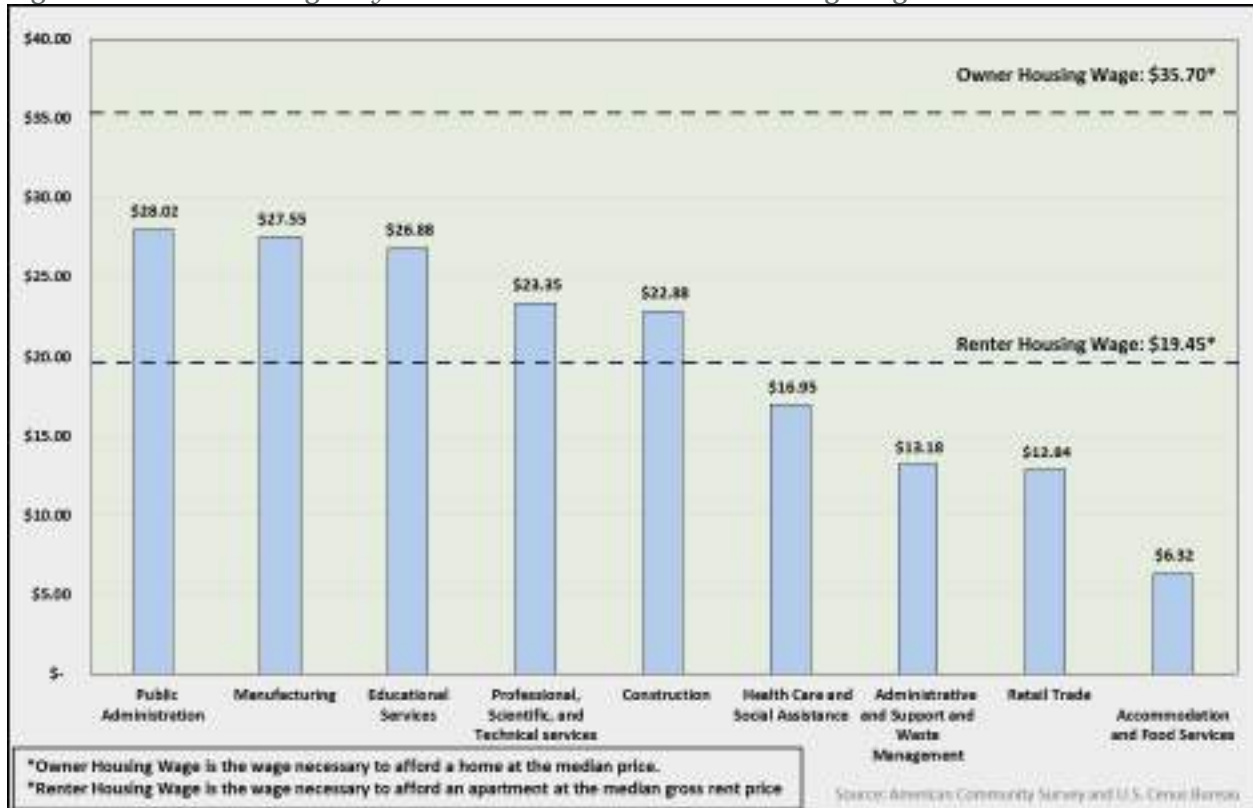


**Key Finding #5—Many Single Wage Earner Households Are Housing Cost Stressed with Few Signs of Relief Forthcoming**

Reflecting the economic realities of our times, many single-wage-earner households in the Town are housing cost stressed (See Figure 1.13 below). The chart compares hourly median wages paid during calendar year 2016 in the Town’s nine largest job categories and compares that wage to the median costs of occupying an owner or renter unit on a full-time (2,080 hours per year) basis. As such, the chart presents housing cost on a per-hour basis for a full-time worker by tenure, in order to compare what a single wage-earner in a household would need to earn per hour to avoid being housing cost stressed in each tenure category.



Figure 1.13 Median Wages by Sector and Renter/Owner Housing Wages



For residents of the Town participating in the workforce, the data show that single-wage-earner households were likely experiencing significant levels of housing cost stress in calendar year 2016—the base year for the study. From the data, single-wage-earner households would have very likely been housing cost stressed in calendar year 2016 if they had occupied an owner unit and worked in any of the Town’s nine largest job categories. For single-wage-earner households occupying a renter unit, renters working in five of the nine major job categories in the Town would earn a high enough hourly wage on average to pay the typical costs of occupying a renter unit without being housing cost stressed (including the job categories of Public Administration, Manufacturing, Educational Services, Professional, Scientific, and Technical Services, and Construction).

In the other four job categories, single-wage-earner households were likely to be earning an average wage that would not enable their household to avoid being housing cost stressed, unless there was a second wage earner or the household had sufficient wealth to pay those costs. In today’s economy, two wage earner households are more the “norm” than the exception. This housing cost stress situation in the Town is unlikely to change over the study period as affordability pressures in both tenure categories are expected to increase over the calendar year 2017-27 time frame as housing costs are expected to increase at a rate significantly faster than household income (see Key Finding #4 above).

## *Why Workforce Housing?*

For business advocacy groups and government officials, expanding affordable workforce housing options has recently been attracting more attention as a means to implement broader strategies working toward building healthy, livable, and sustainable communities. In the region, there are a number of competent, traditional affordable housing services-providing organizations who have been involved with providing an impressive array of services that have helped to address the often formidable affordable housing challenges throughout the region. However, these groups' activities, as they relate to the Town's workforce housing needs, have been mostly indirect in nature. As such, they have been targeted at the housing needs of households in the lowest household income categories that may happen to include assisting households that may include wage earners in the lowest wage job categories.<sup>36</sup>

For the Town, the workforce housing issue provides an opportunity to work proactively to devise a set of strategy options that are designed to address an underserved area of policy that exists between the more traditional, federal, state, and federal-state cooperative affordable housing programs and those which would emphasize the facilitation of the development of affordable workforce housing of both tenure types. For the most part federal, state, and federal-state cooperative programs for both renters and owners are targeted towards the lowest end of the household income scale and provide assistance to households that may or may not necessarily include wage earners. With some exceptions,<sup>37</sup> these programs also tend to provide assistance directly to households, and serve household income categories that may or may not be in the "sweet-spot" for work force housing initiatives. As such, while the housing affordability challenges of the lowest household income categories have a number of existing, well-developed programs providing services, the mostly higher than the lowest range of household incomes categories impacted by workforce housing affordability challenges appear to currently be underserved. In combination with the existing programs' more general focus on providing services to individual households, there may be an opening for a more coordinated, harmonized policy response; emphasizing the needs of groups of households with similar housing needs related to the dynamics of the Town/regional labor force.

For the Town, the underserved household income categories include those between the 50% of the median and 120% of the median household income levels. For those working households—many of whom would be viewed as "middle class working households"—additional program assistance to assure affordable workforce housing appears needed,<sup>38</sup> even though earnings levels of those working households will generally not allow them to find affordable housing within a reasonable commuting distance of their work place.

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<sup>36</sup> See [https://www.osc.state.ny.us/reports/housing/affordable\\_housing\\_ny\\_2014.pdf#search=%20housing](https://www.osc.state.ny.us/reports/housing/affordable_housing_ny_2014.pdf#search=%20housing).

<sup>37</sup> Such as the Low-Income Housing Tax Credit Program which has had some historical program activity in the Town.

<sup>38</sup> Again, this is not to say there are no programs that are offered to assist these household income groups as discussed above. However, they tend to not to be organized around the needs of households with workers.

While workforce housing strategies could be devised to begin to address that situation,<sup>39</sup> the policy environment for workforce housing policy initiatives has largely been left to local governments on the municipal and county level to initiate, design and implement such programs. The Town should also be very concerned about that policy vacuum because it is precisely those middle household income categories—the ones that could potentially benefit from a cohesive set of affordable workforce housing policies—that are the households this study found that are likely to experience the largest increases in affordability pressures over the 2017 through 2027 study period.

## *Summary of Policy Options-Opportunities.*

When undertaking this study, the EPR-CA Team understood that this study followed a significant body of past work in the community on a number of topics that were close to, but not always “exactly on point” when it came to the affordable workforce housing issue. Even so, it was important for this study to utilize, and when possible build upon, this past body work. As a result, we spent time reviewing the Town of Queensbury Affordable Housing Strategy that was completed back in December of 2003. Our team also consulted the Town’s Comprehensive Plan (as noted above) in order to get a sense of the community’s collective vision and how residents suggested that the Town realize that vision. We also reviewed the June 2015 “*Pathways to Progress: Charting a Course for the Adirondack Gateway Region*,” which identified a number of affordable housing and other strategies that were thought to be important to the entire Adirondack Gateway Region’s future. Throughout the study process, the EPR-CA Team sought to use every good idea, update whatever needed to be updated, and incorporate any relevant information from the past into its study.

### *Selecting the Right Recommendations for Queensbury*

The recommended strategy options presented in this study for the Town’s consideration come from the above perspective. In addition, the EPR-CA Team also made additions to the selection criteria for this study’s recommended strategy options. The consulting team believes that any proposed strategy option should:

- (1) Be collaborative with both existing affordable housing stakeholders and stakeholders with an interest in workforce housing<sup>40</sup>—who have demonstrated expertise and potential “skin-in-the-game” for workforce housing and related economic development issues;
- (2) Leverage the Town’s invested resources—in order to make the greatest impact possible for the Town’s investment; and
- (3) Emphasize incentives versus imposing mandated requirements (e.g. using a “carrot” versus a “stick” approach)—because using an incentives approach appears at this time to be the “best fit” for the facts on the ground within the Town.

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<sup>39</sup> Sullivan, Wendy. *The Impact of Affordable Workforce Housing on Community Demographics, Economies, and Housing Prices and Options*. 2014.

<sup>40</sup> Such as key employers in the Town and MSA region.

With that context as background, this study recommends the following list of strategy options be considered by the Town.

***Strategy Option 1: Re-focus/Re-orient the Town’s Housing Rehabilitation Program to Adapt to Evolving Funding/Support Services Realities***

Since the early 2000s, the Town has sponsored a popular housing rehabilitation program within the community for owner-occupied units that has completed the rehabilitation of roughly 115-120 units of housing. Over the years, the program has successfully leveraged federal and state funding programs and sources to undertake projects that were consistent with addressing the need for decent and safe housing within the Town, and particularly those parts of Town where the housing inventory is in need of rehabilitation and repairs.

The Town’s program has historically focused on the rehabilitation of units’ roofs, bathrooms, kitchens, electrical, plumbing, water systems and septic systems up to an allowed maximum dollar amount per project as prescribed by the requirements of whatever program (or programs) was (or were) funding the rehabilitation project. Over the years, the Town has sought to leverage its rehab projects’ funding sources by combining them with other compatible programs. For example, projects were often undertaken in combined efforts with the weatherization program (which typically has been sent in first to thoroughly evaluate the condition and needs of the housing unit), and through leveraging the Town rehabilitation program’s funds with funding procured from the State’s HOME, the CDBG program and in conjunction with other eligible program funding from the New York State Affordable Housing Corporation. This leveraging strategy sometimes allowed the Town’s program to provide funding for more challenging rehabilitation projects with funding needs that would potentially exceed the usual per unit caps available from each individual program funding source by themselves.<sup>41</sup> Because of the Town rehabilitation program’s emphasis on supporting decent and safe housing, the program has historically steered away from homeowner requests that were primarily aesthetic in nature—such as undertake repairs of landscaping retaining walls.

Since the beginning of the Town’s program, rehabilitation projects have been accomplished with the assistance of a third-party contractor (Shelter Planning & Development) with program management and oversight provided by Town Community Development Department staff. The third-party contractor provided program support services in the form of: (1) grant writing, (2) grant administration, and (3) working directly with contractors and participating households to complete the rehabilitation work on the unit. The Town was able to have a successful program by leveraging its scarce staff resources with a knowledgeable and competent partner who was willing to raise grant funds and accept the level of administrative support provided from those grants as adequate compensation for their providing the Town program’s necessary support services.

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<sup>41</sup> The Town also has a revolving loan program for funding subject to proper terms (including security).

However, over time the State has not increased the funds allowance to reimburse the Town's third party contractor for the administrative costs associated with meeting the requirements of the State funding program. Shelter Planning & Development ceased operations in 2018, and it currently appears that no other private consulting firms in the greater Capital District area provide the full level of support services that the Town has historically utilized in its housing rehabilitation program. As a result, the Town must make alternative arrangements to obtain the full scope of program support services that it had built into its program execution if the Town desires this program to continue.

The Town essentially has two options to re-direct/re-focus this program: (1) find another outside third party able to provide grant writing, grant administration and project delivery services within the financial constraints of available grant administrative cost allowances, (2) develop the in-house capacity, supported by a possible Town-sourced appropriation, to provide all of the same program support services and program administration that have historically been provided by third party providers. The second alternative does not seem consistent with the Town's historical approach to the program or the "facts-on-the-ground" within the community. While the first option may still require some additional investment of Town resources—at least to re-direct or re-focus the Town's program over the short-term—this seems more consistent with the Town's historical approach to this successful program.

As such, this Strategy Option recommends the Town undertake a two-part effort to pursue funding and reach an agreement with a strategic partner to fill the support services role with the Town that has historically worked for the program. We are aware that Town Community Development Department staff has had initial contact and conversations with at least one regional non-profit organization that would be a candidate for meeting the required support services role. The EPR-CA Team therefore recommends that such a strategic partnership be pursued and a necessary support services agreement be achieved in order that the program be continued at its past historical activity level. In addition, the Town should fully explore any and all alternatives for similar leveraged, partnerships with potential providers of support services in programs that may address only strategic parts of past rehabilitation efforts that are a part of the Town's existing program.

One option in this regard may also include the examination of opportunities for the Town and perhaps other nearby municipalities to explore the development of a CDBG program based solely on replacement of failing on-site wastewater systems for income-eligible single-family homes—even if it means the Town applies for funding to do fewer than the usual 12 units per grant request. Town staff knows of a limited number of candidate opportunities under such a program within the Town. We recommend that the Town have the Community Development Department staff work with the State to see if an appropriately-scaled program could be developed to meet the Town's needs in this regard. This effort could be undertaken within the context of the development of an evolved rehabilitation program that would meet the funding and services requirements so that it could operate effectively within the changed administrative support financial landscape that the Town finds itself today.

The EPR-CA Team believes this option would be consistent with the evaluative criteria specified above for strategy options. Continuing this current rehab program (with necessary modifications for today's changed administrative, support services, and funding circumstances) builds upon an existing idea and experience-competence, would be collaborative and leveraging in nature, and would certainly be consistent with the Town's vision and goals as articulated in the comprehensive plan.

### ***Strategy Option 2: Use the Power of the Town's Zoning—Including Planned Unit Development Zoning (PUD)—to Encourage Quality-of-Life Enhancing, Non-Intrusive Workforce Housing Development***

The Town's affordable housing strategy back in December of 2003 identified a number of zoning-based strategies that could be employed by the Town to encourage the expansion of affordable housing overall within the community.<sup>42</sup> The zoning analysis in the Town's Affordable Housing Strategy report identified opportunities to help expand affordable housing options in the Town using in the PUD process, and opportunities for using such well-known approaches as clustering housing, in-filling of units, and even the consideration of re-zoning of vacant land with access to public water and waste water so that residential development would be allowed on parcels as small as 20,000 square feet. Although the Town ultimately did not elect to move forward with those specific ideas, our analysis indicates that at least some of those approaches could be further developed and adapted to address the Town's affordable workforce housing needs.

We recommend that the Town consider allowing increased unit densities within the parts of the Town that could accommodate such projects in an unobtrusive manner. The areas of the Town, where increased densities would be allowed, would ideally utilize existing public water and waste water systems, and would have proximity to public transit and other infrastructure capacity within the Town. One specific policy option in this area would encourage (e.g. allow) projects to have higher unit densities per project by allowing housing developers to add units through density bonuses to a project. Density bonuses, if structured properly, can encourage more affordable units by allowing projects to spread their fixed costs of development-construction<sup>43</sup> across larger numbers of units in a project thereby lowering per unit costs (This is analogous to a "carrot approach"). The carrot approach is in contrast to policy options in the "stick approach" category where the Town could impose requirements that a certain percentage of units be at price points or rent levels that are "affordable" without allowing projects to include additional units overall in a project. Mandating that a certain percentage of units in a project be affordable without allowing for greater unit density would not increase the financial return or lower per unit costs for a project as a natural financial outcome. In fact, requiring a certain number of units to be "affordable" by requirement without allowing for greater unit density, many times can add significant costs to the remaining units of a project that are not required to be "affordable."

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<sup>42</sup> See Town of Queensbury Affordable Housing Strategy, December 2003, pp. 40-43.

<sup>43</sup> For example, including project infrastructure cost categories such as roads, paths, utilities, and landscaping.

The EPR-CA Team’s suggested approach is grounded on the premise that the use of incentives is more in keeping with the current and near-term market demand and current market supply conditions within the community on the ground. Any bonus of unit density would require an assurance that the units would be reserved for households with household income at or below 80% of the median. Whether or not this will require additional administrative time from the Town will depend on the strategy chosen and the administrative process used to implement it. If the Town does elect to pursue policies in this area, there will clearly be some accompanying administrative burden. The implementation procedures of any strategy must be customized to the municipality’s needs and desired outcomes and be consistent with the Town’s fiscal capacity to support additional appropriations and/or the re-programming of current fiscal resources to support a credible program. There is no set formula for estimating the scale of these additional or re-programmed resources. Crafting the right procedures and recommending a resource commitment to the Town’s legislative appropriators could be part of the role of the prospective Workforce Housing Advisory Committee or Commission as recommended herein.

The EPR-CA Team’s review of the Town’s situation indicates that the Town could benefit from the full exploration of the “pros and cons” of possible zoning changes to encourage workforce housing such as allowing for:

- The conversion of apartments to condominiums;
- For accessory dwelling units;<sup>44</sup>
- Smaller square footage dwelling units on smaller than currently allowed parcels; and
- Cottage Housing complexes.

We recognize that one of the more important considerations under this strategy option is a model list of criteria that a prospective project would need to meet in order to be considered as an “affordable workforce housing project.” This list of eligibility criteria should reflect a consensus of a broad number of interested stakeholders in the community and be limited to only appropriate areas within the Town’s many different neighborhoods and areas. One of the most important of the criteria for appropriately targeting the Town’s workforce housing needs is for owner units and renter units to reflect the proper price points (for owner units) and rent levels (for renter units). This study found, based on the study’s calendar year 2016 base year, that the proper price points for owner housing were between \$194,255 (which is affordable at 80% of the Town median household income category) and \$252,125 (which is affordable at 100% of the Town median household income category), and monthly cash rents of between \$762 (which is affordable at 80% of the Town median household income category) and \$957 (which is affordable at 100% of the Town median household income category). The EPR-CA Team suggests that the other workforce housing selection criteria be developed through a consensus process as part of the deliberations-research agenda of the prospective Workforce Housing Advisory Committee or Commission (see Recommended Strategy Option #7—below). We also recommend that the Workforce Housing Advisory Committee or Commission work with Town staff and other stakeholders in the housing

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<sup>44</sup> Also known as granny flats, in-law units, and so-called backyard cottages.

community to develop a recurring schedule for establishing these price points and rent levels each year and update the study's price point and rent level calculations for the 2017 calendar year.

The EPR-CA Team recognizes that adopting zoning changes that would encourage higher housing unit densities in certain parts of the community might appear on the surface to run counter to the longstanding unit density bonuses currently provided in the Town's subdivision regulations where project applicants-sponsors make efforts to preserve open space and improve recreational amenities. However, increasing unit density above those already allowed<sup>45</sup> is not only key to having such workforce housing units priced or rented at affordable levels, it also is consistent with encouraging the type of higher density housing that discourages settlement patterns where units are developed on the periphery of the Town where land prices are lower and are farther away from the Town's and region's employment centers. In that way, increasing density can be a useful tool for encouraging the type of settlement patterns related to future economic and population growth that would actually help preserve the Town's open space assets and high-quality recreational assets.

At the same time, more compact development would also help in developing the type of population density that would encourage the expansion of transit options—which we believe is an approach consistent with the vision and objectives of the Town. A specific transit plan is not explicitly mentioned in the Queensbury Comprehensive Land Use Plan of 2007, mainly because transportation planning for the region is completed by the regional MPO,<sup>46</sup> the Adirondack/Glens Falls Transportation Council. Nonetheless, transit preferences and options that encourage workforce housing development can and should be written into the Comprehensive Plan to help guide the regional Transportation Improvement Plan (or the so-called regional "TIP"). The Town has the opportunity to utilize its membership on such regional planning entities to coordinate its workforce housing policy development efforts with complimentary projects pursued through those organizations.<sup>47</sup>

Within this broad strategy option is also a number of other potential zoning-based sub-strategies that are worthy of consideration by the Town. These include changing (e.g. reducing) the current size requirements for units and parcels, allowing for so-called "cottage housing" development,<sup>48</sup>

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<sup>45</sup> See sections 179-179-12-020(C) and 179-12B-020(C) of the Town's Zoning Code.

<sup>46</sup> The term "MPO" means Metropolitan Planning Organization, which is a federally-designated regional planning body in charge of a federally-designated region's long-term transportation planning and the federal funding used for transportation system development and maintenance-support.

<sup>47</sup> Such regional planning agencies also includes opportunities to support the Town's efforts with the Lake Champlain-Lake George Regional Planning Board as the regional organization that spearheads the region's Comprehensive Economic Development Strategy (or "CEDS"). The regional CEDS offers an opportunity for the Town to make sure key infrastructure projects are listed and potentially competing for federal funds to support infrastructure needs to support work force housing in the Town. For example, one potentially helpful area for federal CEDS dollars might be support for waste water infrastructure improvements to allow for higher unit densities within areas of the town served by the Town's waste water treatment plant in Glens Falls.

<sup>48</sup> Cottage Housing is a type of coordinated neighborhood design where a group of small, single-family housing units are clustered around a common area with shared amenities. The shared common area is typically used to allow for higher unit densities that are allowed in typical single family neighborhoods. In some municipalities, this has recently



zoning changes that would allow for apartment units to be converted to condominiums, and allowing workforce housing projects to receive expedited application consideration-review by the Town.

At this early stage of the evaluation of strategy options, the EPR/CA Team believes it remains premature to suggest specific implementation procedures or specific legislative changes for any of the above options until a broader policy consensus has been reached within the community. There are a number of possible options that could be employed to increase unit density that the Town should decide upon before evaluating specific zoning or PUD language designed to implement those options.<sup>49</sup>

### ***Strategy Option 3: Modernize Zoning for a More Resilient Economy***



Another strategy option recommended for further evaluation includes possible zoning changes that would allow for a wider range of residential development within the Town by permitting more housing in areas that have not traditionally been thought of for residential development. Based on site visits and the project’s interviews with a broad group of informed stakeholders, it was found that the Town has an opportunity to modernize its zoning for the “new economy.” A review of the Town’s current zoning policies promote a land use

and development pattern that promotes an economy, market demand, and lifestyle of past generations. The zoning document facilitates auto-dependent and single-use development patterns currently demonstrable throughout the Town.

Looking forward, the rise and fall of urban shopping centers will be driven by the experience that shoppers are demanding. Mobility and shopping are closely linked; in the 1970’s there were far fewer cars and people on the roads. What was once convenient in our retail experience, is now a struggle as roads become clogged, wider, and more difficult to cross. Parking standards create parking lots that are an exercise to cross and an aesthetic scar on the landscape. A Credit Suisse report from 2017<sup>50</sup> estimated that approximately twenty to twenty-five percent<sup>51</sup> of America’s

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been employed as an “in-fill” strategy which hopes to reduce costs to households versus traditional single family housing while minimizing the impact of higher unit densities on adjacent neighborhoods.

<sup>49</sup> However, we have included “model language” for some of the options listed above. For example, we include sample density bonus language and other model language (in Appendix F) that we hope will be useful to facilitate policy discussions for the Town’s evaluation process in this regard.

<sup>50</sup> See [Apparel Retail & Brands—Making Sense of Softlines Following a Tumultuous Twelve Months, May 2017](#). Credit Suisse.

<sup>51</sup> Corresponding to roughly 220 to 275 of the U.S.’ roughly 1,100 shopping centers.

malls will close within the next 5 years. This is because of the growing demand for a more walkable, user-friendly shopping and activity-based experience (known as “A-Center” locations<sup>52</sup>) and the increasing share of total retail sales accounted for by e-commerce based retail activity.

The Town’s zoning that allowed for large scale surface parking, and required wider roads resulted in the land use patterns that are observed today in the NC, CI and CM zones along Routes 9, and 254 (Quaker Road). If these properties follow the fate of national trends, then their values will decrease.<sup>53</sup> Even if realtors, developers and owners continue to achieve their occupancy goals, the value differential between these properties and a land-use pattern more appealing to a 21st century lifestyle will grow. A more modern shopping experience is less dependent on physical shopping and more geared toward socializing and entertainment in a visually-pleasing and walkable experience. A large part of what is missing in the zoning documents for these areas of the Town is the allowance of mixing commercial and residential uses. An increase of residential development in these areas will increase supply and open more housing options for the Town’s and region’s workforce. In addition, the workforce could be closer to their jobs and reduce the demand on transportation infrastructure.



The Town can use the power of zoning policy to incentivize the conversion of the Town’s shopping centers to a more modern and valuable urban landscape. In doing so, the conversion will open up mixed-use development opportunities and include

housing units for multiple income levels. To do this will require a thorough review of the zoning documents and extensive public process. The EPR-CA Team suggests the Town undertake such a review and, if warranted, an extensive public process to implement this zoning modernization.<sup>54</sup>

As mentioned above, it should again be noted that the Town’s Comprehensive Plan was completed in 2007, or more than 11 years ago, and is likely in need of an update. A logical vehicle for undertaking a zoning modernization effort to assist in modernizing the Town’s retail economy would logically be within the context of a full update of the Town’s 2007 Comprehensive. The State of New York requires that all zoning be in accordance with local comprehensive plans. Since

<sup>52</sup> With less retail and more eateries and entertainment offerings.

<sup>53</sup> Conversely, according to an August 2009 study entitled “[Walking the Walk, How Walkability Raises Home Values in U.S. Cities](#),” Joe Cortright; Impresa, Inc.; each additional walk score point resulted in home values increasing between \$500 and \$3,000.

<sup>54</sup> As mentioned above, we note that the Town’s Comprehensive Plan was approved in 2007—or more than 11 years ago. We note that a logical vehicle for undertaking a zoning modernization effort would logically be within the context of a full update of the Town’s 2007 Comprehensive Plan.

Queensbury's 2007 Comprehensive Plan did not at that time envision modernizing shopping centers as discussed here, it may be difficult to simply rewrite zoning to accommodate the suggested approach. While it is possible to rewrite zoning without an updated Plan, the Town may be at risk of a legal challenge from groups opposing such conversions.

The following resources are listed here to learn more about shopping center conversions and the rewards and challenges associated with them:

- [The Sprawl Repair Manual](#); Galina Tachieva; Island Press; (ISBN-13: 978-1597267328)
- [Ten Principles for Rethinking the Mall](#); Urban Land Institute (April 2006); Available online at [https://uli.org/wp-content/uploads/ULI-Documents/Tp\\_Mall.ashx\\_.pdf](https://uli.org/wp-content/uploads/ULI-Documents/Tp_Mall.ashx_.pdf)
- [Retrofitting Sprawl: Addressing Seventy Years of Failed Urban Form](#); by Emily Talen; University of Georgia Press (April 2012)
- [Walkable City Rules: 101 Steps to Making Better Places](#); by Jeffrey Speck; Island Press; ISBN-13: 9781610918985 (October 2018)
- [Rezoning Urban Retail Strips to Create Neighborhood Centers](#); Tony Smith (American Planning Association Publication)

#### ***Strategy Option 4: Undertake Steps to Facilitate the Funding and Completion of a Collaborative and Detailed Housing Market Preference Study***

This study suggests that the Town consider working collaboratively with the key stakeholder groups in the county (e.g. the EDC Warren County, the Adirondack Gateway Council, the Southern Adirondack Realtors Association, etc.), peer municipalities in the county, traditional affordable housing stakeholder organizations (e.g. members of the region's well-engaged housing non-profits) throughout the region, and key private sector stakeholders (e.g. key regional employers and construction firms that might be part of the constituency for this study to construct units for the housing inventory) to commission and fund a regional market preference study<sup>55</sup> to provide critical information on how to distribute countywide demand for housing by different market segments. It will also provide a level of housing market details that has not been generated previously for the region. While this study provided detailed analysis of future housing market demand by tenure and affordability, there are many micro-market details that are currently unknown that would be identified and quantified by the study.

The study would be an important next step to furthering the actual development of affordable workforce housing in the Town by providing private developers and potential non-profit partners with detailed market information of consumer preferences that could be used to determine product preferences by key the market segments that play a role in encouraging a smoothly functioning Town and regional housing market with an eye towards product that enables affordable workforce housing—directly and even indirectly.

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<sup>55</sup> Including detailed market preference data by municipality, tenure and type.

Based on the EPR-CA Team’s more than 25 years of experience with housing supply and demand studies, we have found that a typical housing lifecycle has five stages:

- (1) The housing life cycle starts with young renters who after a few years start to earn more income and enter into their second phase;
- (2) This involves the household either renting single family attached units like condos or townhouses with one or two bedrooms, or buying the same;
- (3) In the third phase of the lifecycle, households create families and their demand preference for space increases, and they move again to a larger home;
- (4) Fourth, when the household’s children leave, and become young renters themselves, and the “empty nest” household (often a couple) starts to look for downsizing opportunities by looking into retirement communities or neighborhoods with smaller units similar to those they were in as young unmarried professional;
- (5) Fifth, at this phase households tend to move yet again, either by choice or necessity, into a relative’s home or accessory unit, an independent living facilities, or assisted living facilities.<sup>56</sup>

Within the Town and the greater Glens Falls region, aging population dynamics often mean that the last two stages, mostly the fourth, are being missed by the market. Our experience indicates that often in aging regional and municipal populations, healthy and independent seniors are not downsizing—many times because they cannot because the marketplace is just not providing the type of quality housing unit choice at price points and/or rent levels demanded in desirable locations. This, in turn, puts a greater strain on the existing stock to serve the current population. Increasing stock to serve the soon to be largest demographic group in the Town could potentially be essential to assuring a properly function regional housing market—and the ability to more efficiently provide affordable workforce housing options within the Town.<sup>57</sup>

A housing preference study would also ideally develop actionable market preference information regarding all other major market segments including young renters, households without children, and families by all age groups, tenures, and household incomes. By “actionable,” the EPR-CA Team means sufficiently detailed and robust information that would support the use of this study as part of an application for debt financing from a local or regional lender or financial institution. Representative and appropriately detailed market segment demand-preference data might cover/include the following segments: (1) Unit types: Condominiums; townhouses; single

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<sup>56</sup> The choice of an independent living unit or assist living facility is preferred when households have the financial means to do so and/or when living with family within the household’s housing unit or in an accessory unit is not a viable or realistic option.

<sup>57</sup> This dynamic is also somewhat confirmed by 2016 American Community Survey data which shows a large number of households, headed by persons over sixty years of age, occupying higher than average priced owner housing units with the less than 2-person average household size. This implies there is a number of older, empty-nest households that could be looking to downsize—if they only had affordably priced and appropriate down-sizing options. This proposed market preference study could be helpful in confirming that dynamic—if it in fact is the case—and provide credible support for projects to obtain financing to develop projects designed to address this market condition.

family attached and detached, mobile homes and possibly other housing types; (2) Degree of Compactness: Number of units per building; yard sizes, density of neighborhoods; (3) Location: Proximity to the Town's high density housing neighborhoods that border with Glens Falls; proximity to services and entertainment options; (4) Public Infrastructure: importance of public transit, trails and/or sidewalks; road conditions, traffic, preferences for public sewer, private vs. public water; pedestrian mobility options; public recreation facilities; (5) Possible Interior design alternatives (e.g. including desired features by housing demand segment): such as the number of bedrooms and baths; bathroom amenities; kitchen amenities; storage; entertainment rooms; laundry; entrance way; garages, and (6) Exterior Design features: including patios, porches, decks, driveways.

This study would also ideally include a statistically robust market sampling method. Members of the Committee or Commission as recommended for consideration (see Strategy Option 5 below), members of the Town's building professionals, and Town and regional real estate agents should play a lead role in designing the market research questions. The study might include a section regarding the demand for seasonal housing units. However, at this point the EPR-CA Team believes the workforce housing emphasis of this effort means that the market preference study should primarily focus on units for year-round residents in and out of the workforce.

In short, a housing preference study is recommended to assist the Town in identifying the various direct and indirect approaches to helping expand the supply of affordable workforce housing. At times, some of the most effective strategies are those which address other short-comings-inefficiencies in the functioning of the municipal and regional housing market that then enable other actions that more directly address the target housing segment. Studies such as the one recommended, are often key to getting the industry in forward motion by supplying the type of market information developers need to design and obtain financing for such projects. The EPR-CA Team believes Town support, even possible coordination of the scope of services and grant-public-private sector funding support of such a study—would be another example of a collaborative, leveraging strategy that would facilitate a very important foundational piece of research that would accelerate the development of critically important housing supply at the right price points and rental levels in the Town.

***Strategy Option 5: Consider Undertaking a Unique Collaborative Project Opportunity to Develop Affordable Student Housing to Support Full-Time Students at SUNY Adirondack Community College***

The stakeholder interview process included a session with the President of SUNY Adirondack Community College and other key SUNY Adirondack staff, a Board member, and Town officials where there was discussion regarding a unique opportunity to provide an on-campus housing option for part of the roughly 3,000 students currently commuting to campus (of which over half are reported to be full-time students). SUNY Adirondack has an enrollment of roughly 3,400 degree students and currently only about 400 of those students (or less than 15% of the college's

total degree-student enrollment) are currently housed on campus. This current dynamic alone creates a strong source of demand for affordably priced housing in the Town.

From the discussion during the stakeholder session, it was reported by SUNY representatives-staff that its students often seek housing at distant locations from the campus in Queensbury in lower housing cost locales such as Fort Edward, Hudson Falls, and municipalities in Washington County that require significant levels of transportation expense for students.

In the past, SUNY Adirondack constructed and is now using the existing dormitory on campus utilizing a non-profit entity that was established specifically for the purpose of constructing student housing. During the stakeholder meeting for this project, representatives of SUNY Adirondack expressed an interest to work with the Town to develop a student housing project to house additional students on their campus. With available vacant land, a non-profit housing entity that was established for this purpose, and ample demand, indicated a willingness to go forward with the Town to build “a financially viable” project. The challenge for the school is finding the funding in times when higher education institutions are having difficulty raising cash for such projects.

Although this potential project is not exactly a workforce housing project, the EPR-CA Team believes this is an opportunity where a public/private/non-profit partnership may work well to facilitate a project in this situation. A partnership with a private sector developer can give the school the infusion of private capital that it needs. There are many issues that will need to be addressed to ensure the partnership works well for all involved. Therefore, this strategy option recommendation suggests that the Town act as a facilitator to help the parties come together in an agreement to pursue this opportunity.

The Town’s participation in this potential project also could be used as a “low risk” means to establish the Town’s affordable workforce housing processes and procedures, along with the policy development and staff/committee/commission resource infrastructure needed to implement the affordable workforce housing strategies contemplated by this study. It also could be helpful in further identifying all of the sometimes subtle linkages to other Town and regional initiatives that may be needed to fully support the community’s affordable workforce housing initiative.

Further, the project also provides the opportunity for collaboration with a key community stakeholder, and has the potential for leveraging the Town’s resource commitment that would be required for the potential project. When completed this could also be a significant contribution to smart growth. The smart growth attributes of the project include: the potential to reduce commuter traffic (and therefore congestion and transportation-related pollution in the Town through a reduction of vehicle miles traveled), the potential to provide the Town’s commercial base with additional customers in an advantageous location; and the project could perhaps even add enough population density to provide further encouragement for expanded transit options within the Town. Although the proposed project may also require a zoning change, the process

for initiating such a change could be helpful in terms of a dress rehearsal for any affordable workforce housing-based zoning changes to potentially be considered in the future.

### ***Strategy Option 6: Hold a Workforce Housing Summit***

Throughout the writing and research for this Affordable Housing Strategy, numerous housing stakeholders were contacted. Their input and insight were invaluable to the completion of this study, and they all expressed an interest in staying involved in the Town's workforce housing efforts. The primary objective of this research was to: (1) identify the supply and demand for housing obtainable to households at different income levels; (2) identify the supply gap between the two; (3) forecast that gap into the future; and (4) present a set of recommended strategy options as next steps for the Town to consider in tackling the challenges posed by its workforce housing needs.

The prospective "Workforce Housing Summit" recommended here would use this report for the launching point for the summit. The stakeholders with interest in attending such a Summit are likely more savvy and know the intricate details of implementation in the Town. Collecting their group opinions is critical making recommendation viable and specific to the Town. This recommended summit is a simple first step in allowing more people to become involved. Attendance is very important to generate interest in developing solutions. Therefore, the EPR-CA Team suggests that the Summit not be advertised like most public meetings. Prospective attendees should receive personal phone calls, and be canvassed for their recommendations for the agenda and format. The date should be established well in advance with repeated follow up invitations, or even recruiting of key stakeholders' participation in the preparations for the Summit to help ensure good attendance at the event. The event should be between 4 and 7 hours long.

### ***Strategy Option 7: Consider Creating a Workforce Housing Advisory Committee (or Commission) as the Central Coordinating Body to Oversee Affordable Workforce Housing Policies in the Town***

To effectively implement any one or more of the recommended strategy options (above), the Town is going to need a policy assessment-analysis, decision, and implementation infrastructure to oversee and be a repository for the Town's policy development and implementation. The Town's continuing leading role within the county as an economic engine and as a current provider of a significant portion of the regional housing stock for the population of the greater Glens Falls region means it likewise has a leading role and responsibility in the provision of affordable workforce housing options in the region as the economy county's economy continues to grow. The Town will continue to play a similar central or leading role in the region's future growth dynamics either by default or design. As such, it is far better to actively accept a role in shaping events versus sitting back and simply accepting the outcomes of this future growth and its implications for the settlement patterns in the Town that such future growth implies.

The best way to effectively manage the implications of this potential future economic and population growth on the quality of life and the high quality recreational assets of the community

is to actively engage with stakeholders and design the full range of options necessary to assimilate this future development activity sustainably and with minimal impact of the community's "quality of life." While there are many independent private and non-profit entities operating within the region, there is no organization that coordinates these efforts for the common purpose of encouraging affordable workforce housing.<sup>58</sup> The Town appears positioned to fill that role and advance what looks to be a promising opportunity to fill an important municipal and regional policy vacuum.

Experience shows that the best and most impactful policy decision making on the local-municipal level is made with broad stakeholder representation, including an appropriate mix of advocates, users, and providers. It is therefore recommended that a number of credible representatives from all three of the above listed groups be represented. The Town's Community Development Department would be the ideal organization within the Town to provide staff support and resources for this effort. A new entity of this type, with a credible mix of stakeholders on the demand and supply side of the workforce housing issue, and with appropriate level of staff support would send the message that the Town is serious about effectively dealing with these issues and preserving the open spaces that its residents demand. This appears necessary to overcome a possible perception that the Town does not have a serious or emerging problem in affordable workforce housing, and to help overcome any residual public perception there will be no concrete action on the policy options listed in this study going forward, just like what happened in the Town following over the 15 year period since the 2003 study was completed—when only one strategy recommendation was actually implemented.

An initial beginning point for research and analysis for the Advisory Committee or Commission would be to fully research, analyze, and investigate the several tax incentives of the State of New York on the books that may prove useful to the Town's efforts to encourage workforce housing. Initial analysis indicated that a particularly useful resource may be the Exemption Administration Manual – Part 2 "Multiple Dwellings" Sections 4.07 for what may be available from the State to potentially help incentivize the production of workforce housing in the Town. The EPR-CA Team encourages a full and careful analysis of all potential options with applicability to the Town with the full participation of the Town Assessor.

As part of the above, a logical starting point for the prospective Committee's or Commission's work for the Town would be to work with the local-regional affordable housing stakeholder community to assure the Town efficiently and effectively is meeting the affordability challenges among its households at the lowest household income levels. To-date the majority of the Town's efforts in this regard appear to have been "more passive" in nature than what is being suggested below. The study's long-term forecast and forward-looking housing affordability estimates document that the next ten years is likely to bring intensifying housing affordability pressures across the lower and middle household-income categories. For example, this study found there

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<sup>58</sup> During the course of this study, Town staff noted that although the Adirondack Gateway Council ("AGC") suggested back in 2015 that the AGC might play such a role regionally, the Town has not observed the AGC to-date taking on a regional role on housing issues.



is in fact a significant number of households that are currently housing cost stressed in both tenure categories among the lowest household income levels that could potentially benefit from such a collaborative project. An estimated 256 renter households at or below 100% of median household income for renters were housing cost stressed in 2016; another 585 households in the at-or-below-50%-of-median-household-income level in the owner category were also housing cost in 2016.

Currently, the region has a vibrant, well-developed and effective network of stakeholders that have a long track record of effective policies to address the housing affordability needs of households at the lowest household income levels. Based on our extensive stakeholder interviews during the study, this network has stated the desire to do more of what it is already doing and to undertake new projects designed to help address the Town's affordable housing needs within the traditional housing affordability program framework.

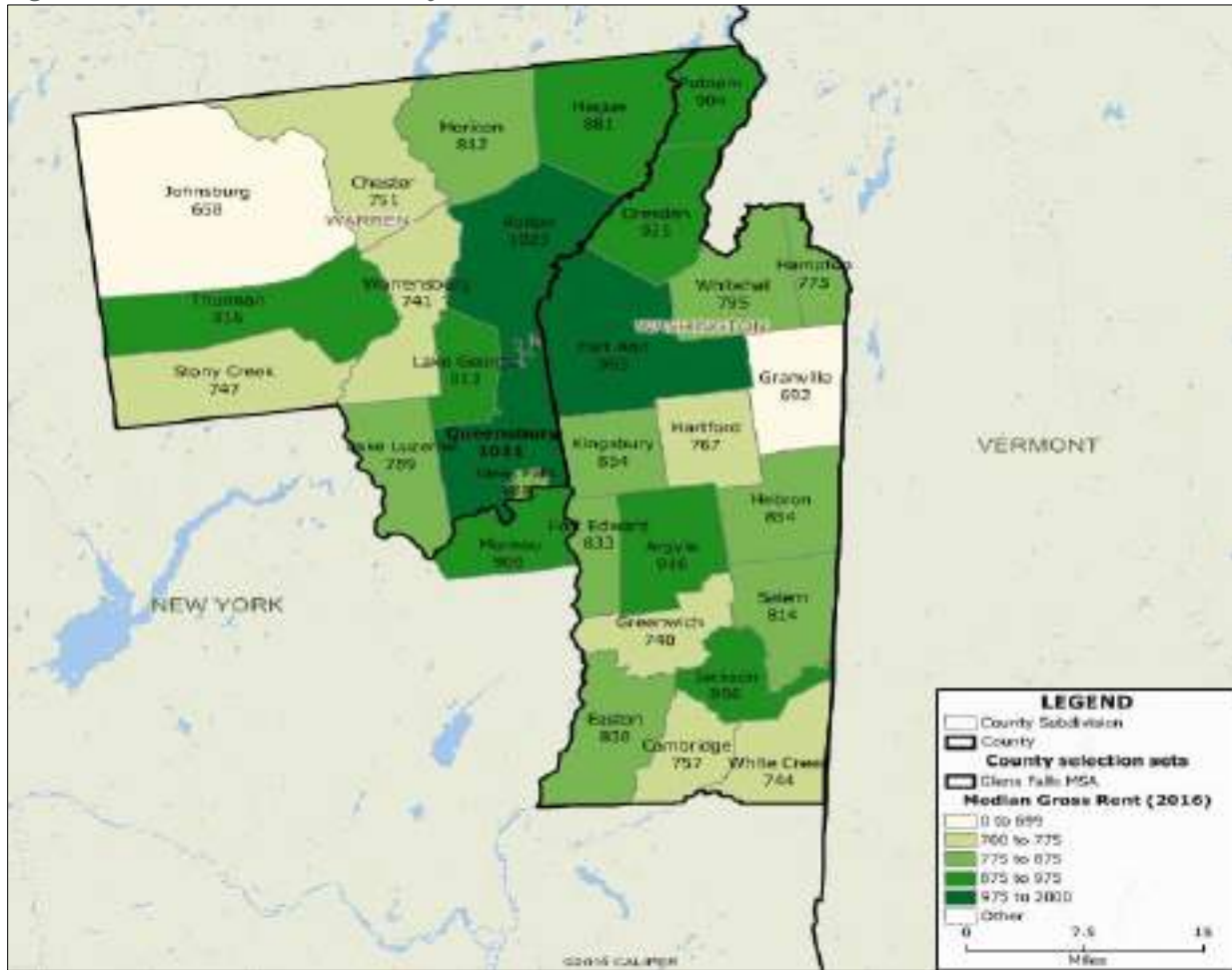
In light of the above, our final strategy option for the Town is to take a more active role in working with the regional low-income housing affordability advocacy stakeholders to more proactively and collaboratively address this worsening housing affordability situation. By collaborating with this well-established network of expertise, the Town will be able to leverage its resources, and at the same time expand capacity to take on the emerging workforce housing challenges where there is currently a policy vacuum.

Focusing some Town efforts and resources on the regional housing affordability challenges is supported by data from the 2016 American Community Survey regarding monthly gross cash rents paid by households in the Town, where Queensbury had the second highest median gross monthly rent in the entire Glens Falls Metro Area (see Figure 1.14 below). At the level of \$1,011, the Town was second only to the Town of Bolton (at \$1,023 in cash rent paid per month). As rental units are expected to continue to be an important and growing part of the Town's housing supply through calendar year 2027, taking a more proactive role in supporting the efforts of the existing affordable housing regional stakeholder network to continue to work on solutions to address these renter unit affordability issues is recommended. A more active approach to encouraging affordable housing (versus the current more passive approach) can be viewed as an important part of the strategic mosaic of policies that could be employed to address the Town's growing affordable workforce challenges.

This approach is recommended for a number of reasons. First, working with and encouraging these on-going efforts by the broader, non-profit affordable housing stakeholder infrastructure is consistent with the Town's regional role in hosting economic and population growth (and receiving the benefits of that growth). As such, this approach would help the Town meet its corresponding responsibility to participate in addressing the region's overall housing affordability challenges. Further, a participatory effort in this regard would enable the Town to utilize the competencies and leverage existing resources without having to develop duplicative expertise and programs on its own. This would be consistent with the proactive, collaborative, and leveraging type of approach to the strategy options this study recommends be fully explored.

Utilizing such an approach would enable the Town to more appropriately focus on the workforce housing issue where there is a significant policy void.

Figure 1.14 Median Gross Rent by Town in 2016



In addition, the stakeholder interview process found that there is in fact interest among more than one regional non-profit group to work collaboratively with the Town to build more affordable units within the Town. This interest seems to be a legitimate opportunity worth exploring with these groups and should be followed up on by appropriate Town representatives and staff. Any such project (or projects), after further specification and development, should move through the Town review process like any other residential project and should likely be sited in keeping with the character of existing neighborhoods so as to minimize potential negative sentiment that can complicate the actual development of such projects. Active Town participation in an affordable project (or perhaps even a few over the next 10 years) need not be neighborhood altering or detrimental. Active involvement can help assure that any and all such projects become an asset to the Town—which is far easier to do when it is a partner “at the table” in siting and developing such project opportunities—than if its role is more passive in nature.

## *A Final Word*

The consulting team that undertook this workforce housing needs assessment study is just the beginning of the next phase of a long-term, living process within the Town to help make the community a sustainable, livable community consistent with the vision and goals as set forth by its Comprehensive Plan (discussed previously). As such, the investigative process started by the publication of this report is not yet finished. The data collection, analysis, and long-term forecast is completed. There are many interrelated development issues, policies, and history that brought the Town to its current housing status. The strategy options are based on the consultant's best interpretation of the findings combined with professional experience. We believe the Town would benefit with additional discussions and additional information coordinated through the Workforce Housing Advisory Committee (or Commission) as recommended above.

During this project, the EPR-CA Team held more than twenty hours of meetings and interviews with more than 20 stakeholders and groups operating within and knowledgeable about the broader affordable housing situation and the homelessness situation in the Town and region. One of the most prominent outcomes of the policy session was the need to continue this dialogue. Continuing those discussions and using the data and findings of this report is key to ensuring that future policy discussions use the best information and facts available to address these matters effectively.

## 2. SOCIOECONOMIC TRENDS

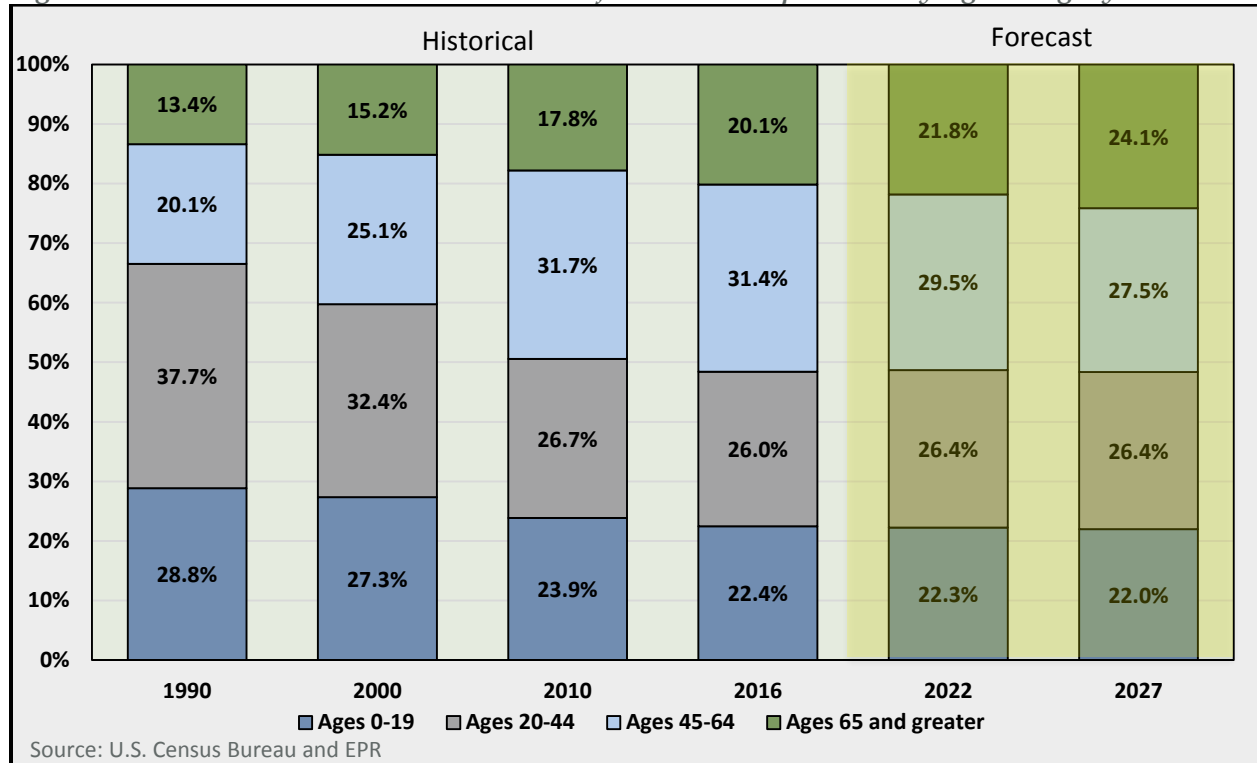
This study found that the population of the Town is aging, and it is likely to grow older over the next ten years. The median age of the resident population in the Town in calendar year 2016 was estimated to be 46.1 years, roughly half a year older than the whole of Warren County, 7.9 years older than the median age for the State, and 8.2 years older than the U.S. median age. Over time, the age category of the Town's residents aged 45 to 64 years and those aged over 65 years has been increasing. Meanwhile the Town's population aged less than 19 years has been declining.

The study found that this "graying" of the Town's resident population is likely to continue over the next ten years—similar to what is expected to occur in the Metro Area as a whole and within each of the two counties that comprise the MSA. Over the calendar year 2016 to 2027 time frame, the Town's resident population aged 65 years and older is expected to increase in share from 20.1% of the total to 24.1% over the calendar year 2016 to 2027 period—an increase of 4.0 percentage points. Many within the aged 65 years and older population category are "retirees." Though much of these gains in the Town's older population groups have been due to natural aging of the population, there also has been a net in-migration of "retirees."

As the resident population in the Town continues to age, the rising numbers of elderly residents will have significant housing implications. For example, the aging of the population is strongly correlated with declining household size which means there is likely to continue to be a decline in the number of persons residing in each housing unit in the Town (and Metro Area). Practically speaking, this means that the Town's housing stock will need to work harder and harder as the population ages to house the Town's population—even if the number of residents in the Town simply stays the same, much less increases as it is expected to do through calendar year 2027. In addition, the aging of the Town's population has implications regarding the need for additional units of transitional housing, the need for additional assisted living units suited for the needs of the elderly, and the need for additional bed capacity for nursing home care.

The aging population also can be important to driving demand and changing market preferences. For example, in some regions, an aging population means there is a developing need for additional high-quality, smaller square footage housing units that can be used for "down-sizing" purposes. This is particularly important for the Town if it desires its aging residents to have the opportunity to "age in place," and for the Town to have the opportunity to slow, or even reverse, its long-term "graying" trend.

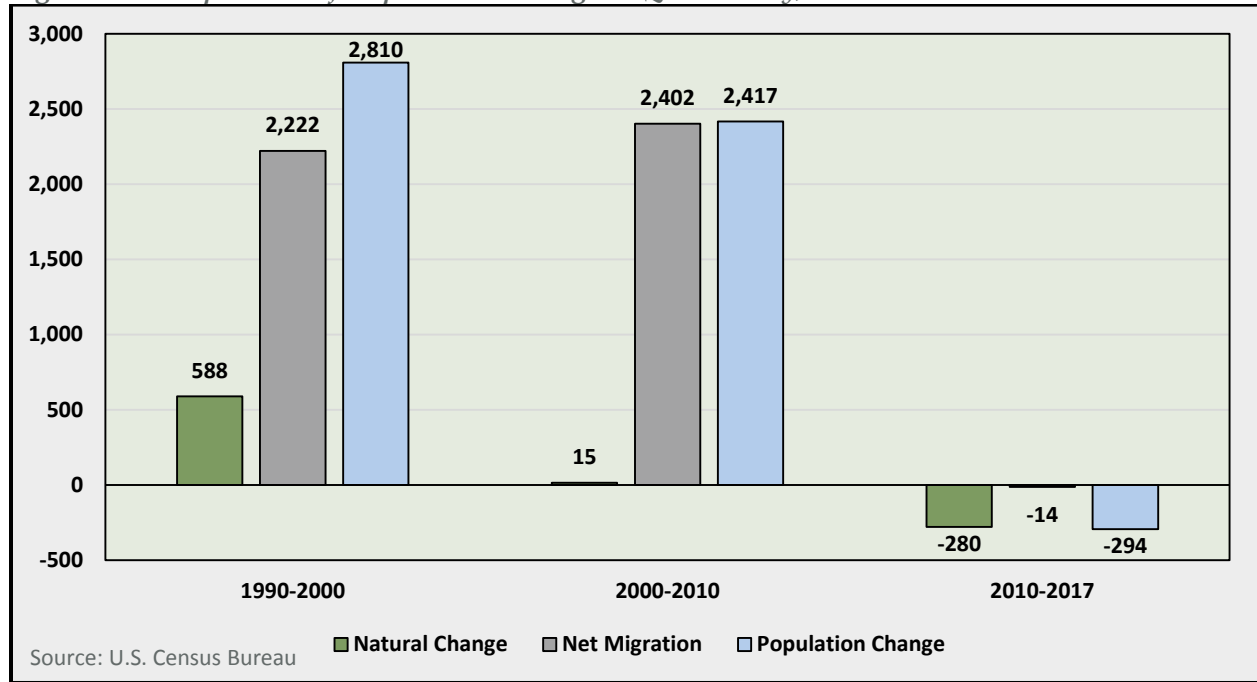
Figure 2.1 Historical and Forecasted Shares of the Town Population by Age Category



For most of the post-World War II period, the so-called “Post-War Baby-Boom” dominated the demographics of the nation as a whole—including upstate New York and other rural regions throughout the northeastern region. The Town was part of those demographic trends when post-war birth rates soared, and large families tied to a rising Middle Class were the norm. Over the last three decades, the population growth and recently the small declines in population for the Town during the 2010s, have been driven by an evolving mix of post-Baby Boom demographics—where smaller families have become the norm and when the population has been aging (see above). This clearly describes the evolving population change experience of the Town, when over the last 30 years the role of natural change in the resident population (which is determined by the number of births in the Town minus the number of deaths of Town residents) has shifted from growing the population to decreasing it.

The other element of population to consider is in- and out-migration. During the 1990s, the Town’s population was driven by the combination of a natural increase in population (with 588 more births in the Town than deaths in the Town over the decade) with in-migration providing the rest of the Town’s resident population growth (2,222 new residents or 79.1% of the total). During the 2000s, the net contribution to the Town’s natural increase began to decline, and the decade ended with a smaller positive change to the Town’s population due to the natural change, with virtually all of the Town’s population growth due to net in-migration (see Figure 2.2 below).

Figure 2.2 Components of Population Change in Queensbury, 1990-2017



Since 2010, mid-year population estimates from the U.S. Census Bureau indicated that the natural change has turned slightly negative in the Town, with the number of deaths higher than the number of births. This has contributed to a net loss of -280 residents over the seven-year period between 2010 and 2017. Net migration, no doubt adversely impacted by the “Great Recession,” changed from providing nearly all of the net increase in the Town’s population growth during the 2000s to flipping to a small net population loss of -14 residents in the years since 2010. Since much of a region’s population in-migration is tied to the performance of its economy, the leveling of population in-migration during a period that included a long and deep recession was not at all surprising.

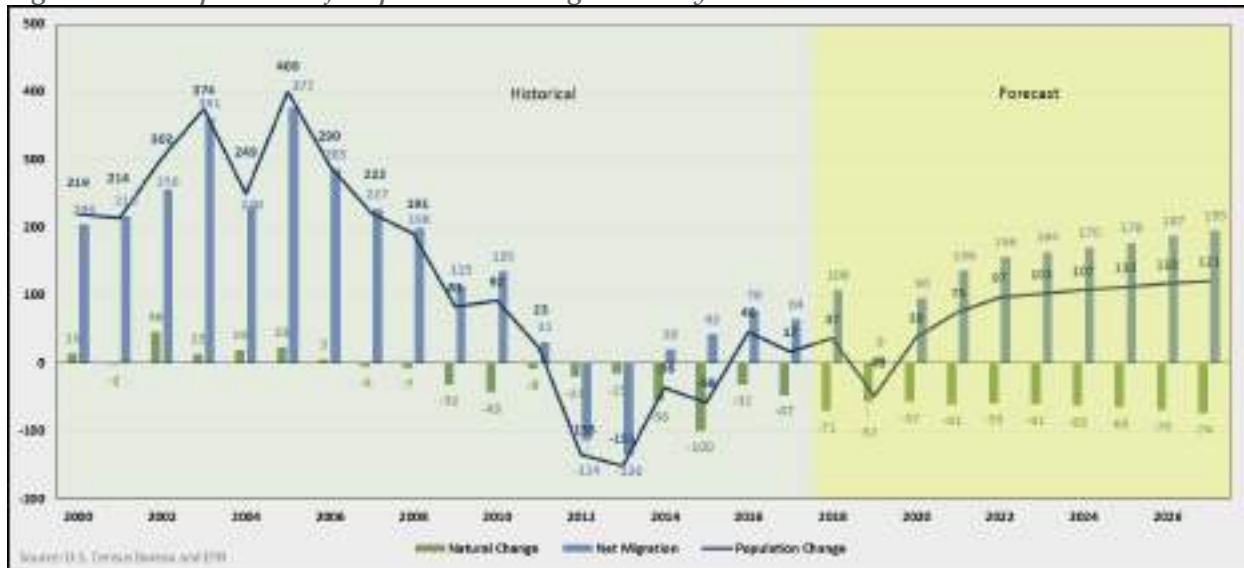
However, with the positive outlook through calendar year 2027 for the U.S.-regional economy, given the Town’s ethnic make-up,<sup>59</sup> and considering the Town’s graying population (see above), this study expects that the overwhelming majority of the Town’s future population change will be driven by economic migration. Based on the study’s long-term economic and demographic forecast (see Appendix B), we also expect that population in-migration over the calendar year 2017-2027 period will be positive and will be enough to push overall population growth in the Town back into positive territory by calendar year 2020 (see Figure 2.3 below).

This forecast has significant implications for the Town’s (and region’s) future economic performance, and all of the attendant policy issues (including labor force development needs and the workforce housing needed to support those labor market requirements along with impacts

<sup>59</sup> With a population that was 96.1% Caucasian as of 2016—with that demographic category’s very low birth rates—according to the 2016 American Community Survey.

on local K-12 schools and higher education), and the environmental cross-pressures that many of these associated issues will prompt going forward.

*Figure 2.3 Components of Population Change-History and Forecasted 2000-2027*

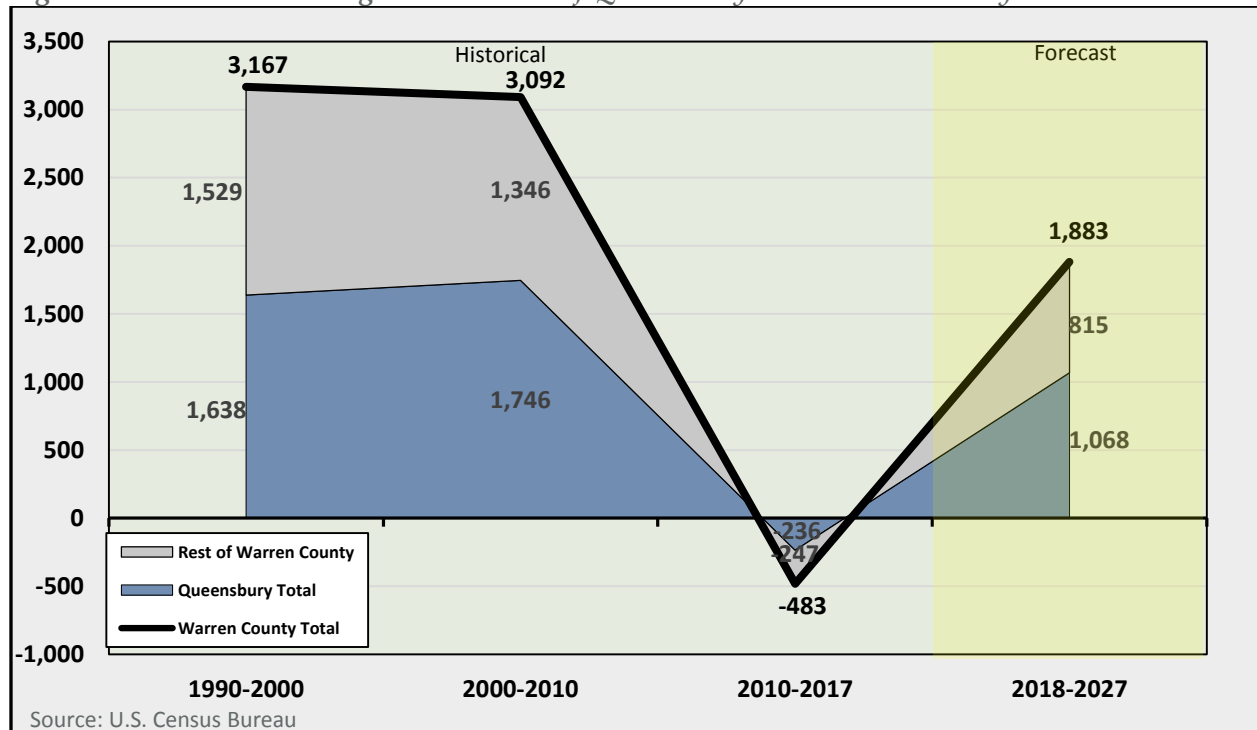


Over the last nearly three decades, the Town has played a leading regional role in hosting key regional employers and for providing housing to the regional population. During the 1990-2017 time frame, a total of 54.5% of total household growth in Warren County overall (and a total of 97.7 percent of population growth for the county<sup>60</sup>) was in in the Town.

This leading role is expected to continue over the study’s forecast period with over half (or 56.7 percent of the county’s expected 1,883 household growth over the forecast period) expected to occur within the Town (see Figure 2.4 below). Among the two principal housing tenure categories, the study’s long-term forecast indicates that the Town is expected to account for 60.3 percent of the county’s total owner household growth and 50.5 percent of the county’s renter household growth over the 2018-2027 period.

<sup>60</sup> Largely because the Town lost less population over the 2010-17 period than the area in the county outside of the Town—which lost a significant number of residents.

Figure 2.4 Household Change in the Town of Queensbury and Warren County

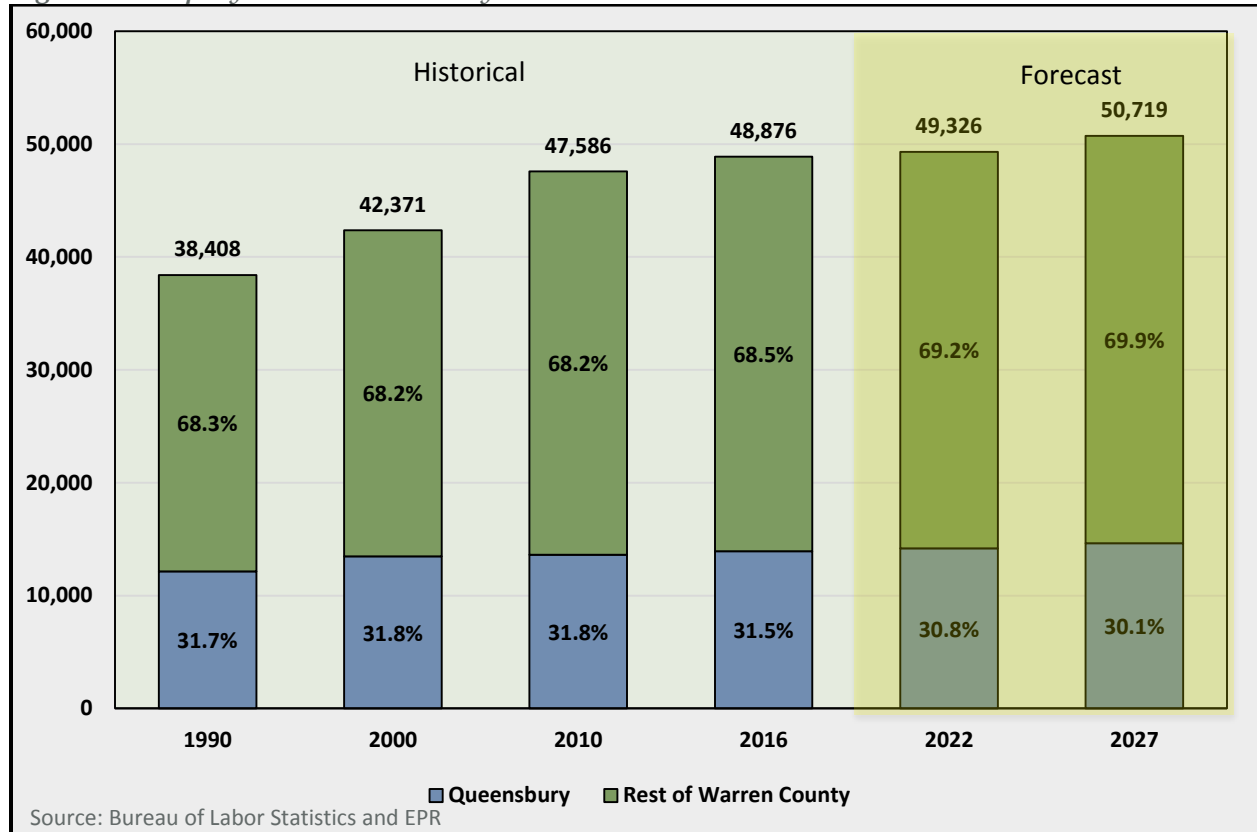


In the 1990s, total employment<sup>61</sup> in the town has remained relatively stable, then grew rapidly in the 2000s with peak employment over the period reached in 2008, with 15,388. Much of the region’s employment growth occurred during the early 2000s, however the start of the next decade signaled actual losses in employment as the region experienced then recovered from the “Great Recession.” Thus far during the latter half of the 2010s, employment growth in the town has plateaued at the same levels first observed in the early 2000s. The Town has also historically been a very large part of the total county employment though more jobs were added to the rest of the county in the late 2000’s through 2010’s. Our forecast calls for Queensbury to remain the largest employer in the County and to grow slightly in share over the forecast period as shown in Figure 2.5 below.

<sup>61</sup> Total employment used in this report is consistent with the Bureau of Economic Analysis (“BEA”) series of full- and part-time employment. In addition to wage and salary employment, the BEA includes employment of proprietors; as well as farm workers and military.



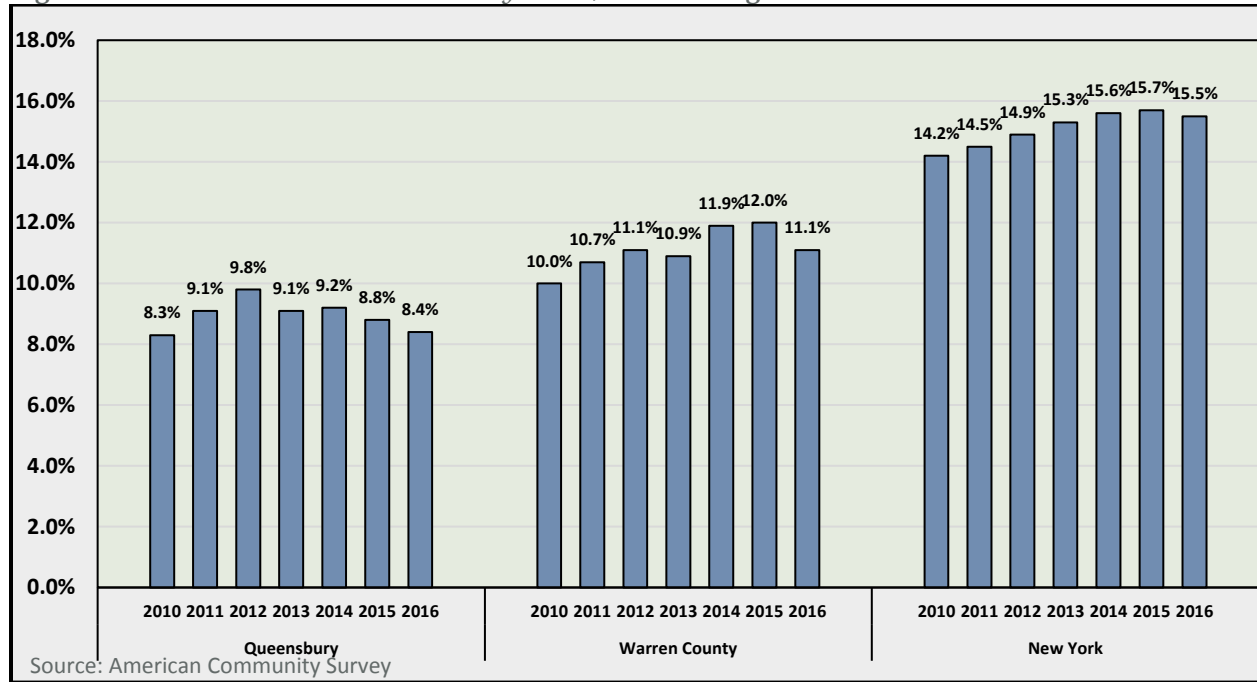
Figure 2.5 Employment in the County and Town (1190-2017)



Overall, the Town has played, and will likely continue to play, a key role in the region’s population and employment growth over the coming decade. A stronger economic outlook is expected to draw more in-migration than has been observed in the wake of the “Great Recession”. This economic in-migration together with the “graying” of the resident population will expand the need for transitional housing options and the need for additional high-quality, smaller square footage housing units that can be used for “down-sizing” purposes.

Figure 2.6 (below) sets forth the recent historical poverty data for the Town in comparison to the County and the State for selected years from calendar years 2010 through 2016. The statistics indicate that 2016 poverty levels for resident individuals range from a low of 8.4 percent in the Town, compared to the New York State poverty level of 15.5 percent. For resident children (under 18 years old), 11.6% in the Town fall below the threshold, compared to 21.9% statewide. Poverty levels have worsened somewhat for all three geographic areas since the end of the “Great Recession.” Even so, the generally lower than the County average and State average levels of poverty in the Town appear to be a significant economic advantage for the Town—although no community wants to see even the Town’s generally lower poverty rates sustained over time.

Figure 2.6 Residents below the Poverty Level, 2010 through 2016



Turning to the housing inventory for the Town, Glens Falls City, and the County, the majority of housing units within the Town has historically been single-family units, with over 78% being single-family units in 2000. When compared to other nearby communities, the Town over time has had a much higher concentration of single-family units.

In contrast, the City of Glens Falls over time has had one of the lowest percentages of single family units at just 50% of units. Over the past 16 years, more multi-family units have been added than single-family units, leading to the share of multi-family units in the Town growing significantly over that time frame. As of the 2016 base year for this study, there were approximately 9,802 single-family units in the Town along with 2,881 multi-family units and 520 mobile home/other units (see Figures 2.7 through 2.9 below).

Figure 2.7 Housing Supply in Queensbury in 2000, 2005, 2010, and 2016

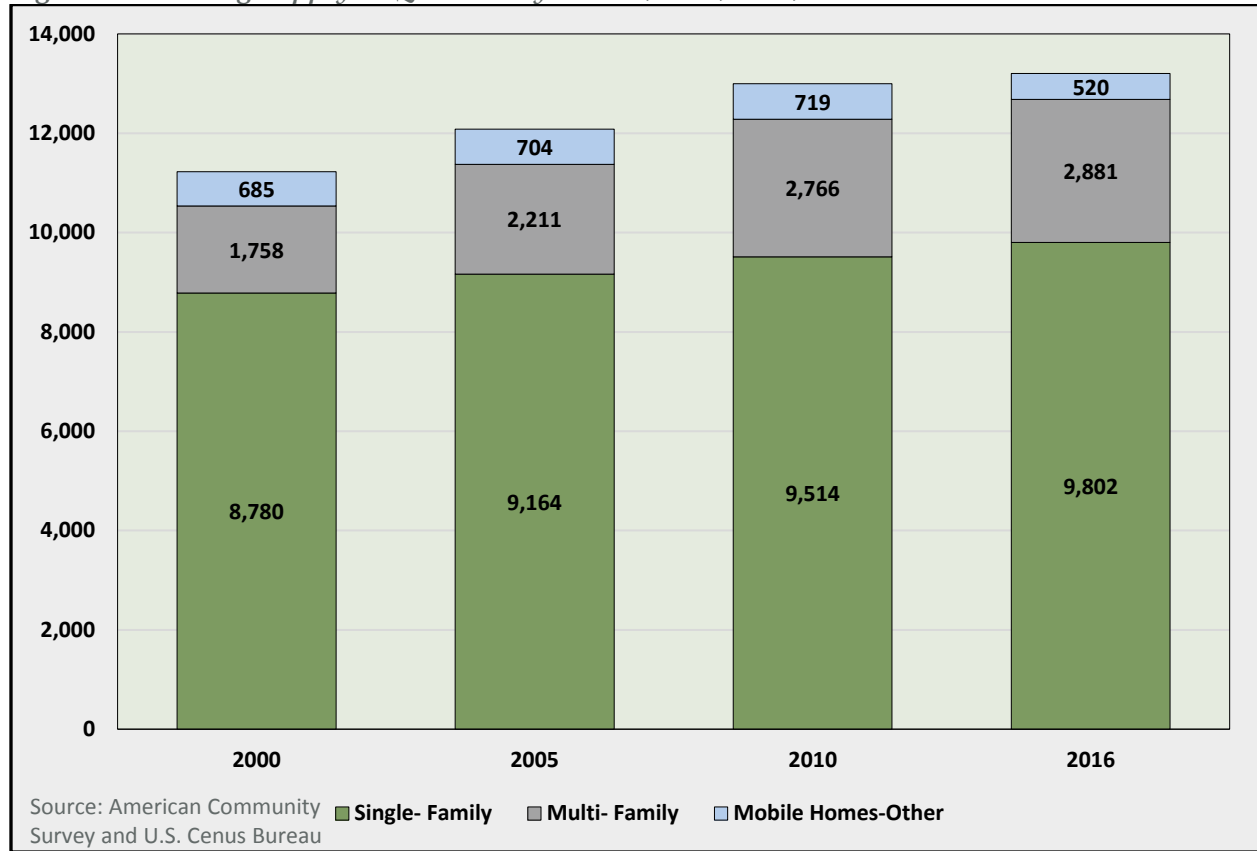


Table 2.1 Housing Supply in Queensbury, Glens Falls City and Warren County: 1990, 2000-2016

Year	Queensbury				Glens Falls City				Warren County			
	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other
1990	9,632	7,263	1,570	799	6,569	3,200	3,293	76	31,737	22,668	4,999	2,911
2000	11,223	8,780	1,758	685	6,811	3,373	3,421	17	34,852	25,703	6,687	2,462
2001	11,389	8,859	1,842	689	6,840	3,408	3,413	19	35,346	25,981	6,881	2,484
2002	11,558	8,937	1,928	693	6,870	3,444	3,406	20	35,648	26,117	7,040	2,492
2003	11,729	9,014	2,018	697	6,899	3,479	3,398	22	36,116	26,369	7,235	2,511
2004	11,902	9,089	2,113	700	6,929	3,515	3,389	25	36,625	26,649	7,443	2,533
2005	12,078	9,164	2,211	704	6,958	3,550	3,381	27	37,159	26,943	7,660	2,557
2006	12,257	9,236	2,314	707	6,988	3,586	3,373	29	37,692	27,233	7,880	2,579
2007	12,439	9,309	2,420	710	7,018	3,622	3,364	32	38,159	27,470	8,092	2,597
2008	12,623	9,378	2,531	713	7,048	3,658	3,355	35	38,414	27,553	8,261	2,600
2009	12,809	9,447	2,646	716	7,079	3,695	3,345	39	38,592	27,579	8,417	2,597
2010	12,999	9,514	2,766	719	7,109	3,730	3,336	43	38,726	27,569	8,565	2,592
2011	13,123	9,596	2,729	798	7,387	3,780	3,559	48	38,890	28,071	8,295	2,524
2012	13,170	9,622	2,758	790	7,595	3,920	3,669	6	39,004	28,442	8,355	2,207
2013	13,147	9,681	2,755	711	7,406	3,900	3,500	6	39,122	29,054	7,986	2,082
2014	12,964	9,603	2,682	679	7,507	3,708	3,795	4	39,265	28,986	8,228	2,051
2015	13,048	9,702	2,761	585	7,301	3,617	3,652	32	39,515	29,328	8,125	2,062
2016	13,203	9,802	2,881	520	7,230	3,613	3,605	12	39,793	29,388	8,399	2,006

Sources: US Census Bureau; American Community Survey  
Prepared by Economic & Policy Resources, Inc.

*Table 2.2 Housing Supply in Kingsbury, Washington County, and Glens Falls Metropolitan Area: 1990, 2000-2016*

Year	Kingsbury				Washington County				Glens Falls Metropolitan Area			
	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other
1990	4,673	2,922	1,805	256	24,216	17,310	4,445	2,461	55,953	39,978	9,444	5,372
2000	4,823	3,030	1,591	202	26,794	19,729	4,615	2,450	61,646	45,432	11,302	4,912
2001	4,902	3,085	1,621	196	26,970	19,950	4,648	2,372	62,316	45,839	11,508	4,855
2002	4,982	3,142	1,650	190	27,100	20,134	4,673	2,293	62,748	46,249	11,717	4,799
2003	5,063	3,198	1,681	184	27,332	20,393	4,715	2,224	63,448	46,662	11,930	4,743
2004	5,146	3,256	1,712	178	27,573	20,658	4,757	2,158	64,198	47,080	12,147	4,688
2005	5,230	3,314	1,743	173	27,806	20,917	4,798	2,092	64,965	47,501	12,368	4,634
2006	5,315	3,373	1,774	168	28,379	21,430	4,897	2,052	66,071	47,926	12,593	4,580
2007	5,402	3,433	1,806	163	28,543	21,635	4,923	1,985	66,702	48,355	12,822	4,527
2008	5,490	3,493	1,839	158	28,694	21,828	4,949	1,917	67,108	48,788	13,055	4,474
2009	5,580	3,555	1,872	153	28,790	21,979	4,963	1,848	67,382	49,224	13,293	4,422
2010	5,671	3,618	1,905	148	28,844	22,095	4,970	1,779	67,570	49,665	13,534	4,371
2011	5,751	3,651	1,957	143	28,994	22,108	5,021	1,865	67,884	50,179	13,316	4,389
2012	5,679	3,641	1,868	170	29,089	22,219	4,958	1,912	68,093	50,661	13,313	4,119
2013	5,572	3,573	1,803	196	29,233	22,421	5,022	1,790	68,355	51,474	13,008	3,872
2014	5,539	3,512	1,837	190	29,303	22,290	5,117	1,896	68,568	51,275	13,345	3,948
2015	5,458	3,377	1,894	187	29,377	22,066	5,201	2,110	68,892	51,395	13,325	4,171
2016	5,604	3,541	1,923	140	29,444	22,438	5,069	1,937	69,237	51,826	13,468	3,943

Sources: US Census Bureau; American Community Survey

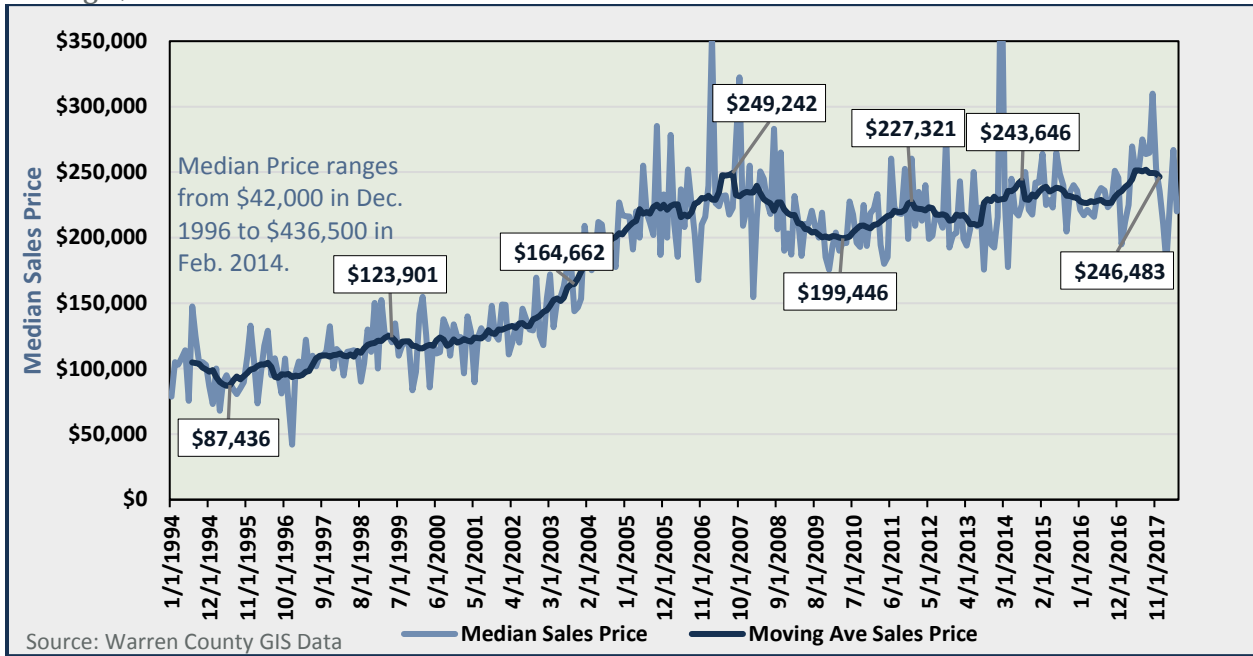
Prepared by Economic & Policy Resources, Inc.

The following figure shows the monthly median sales price and the number of sold single-family houses (as well as the 12-month moving average of each) in the Town from January 1994 to May 2018 based on Warren County GIS parcel data.<sup>62</sup> The data show the Queensbury housing market has experienced substantial change over the last twenty-five years. The 1990s were characterized by moderately increasing house prices. With the advent of increased incentives for homeownership and more relaxed financing requirements (including attractive sub-prime mortgage rates in some areas), the Town experienced rapidly increasing house prices as was the case for much of the nation through this period.

During the period that involved the “Great Recession,” house prices experienced a significant, and in many respects, protracted decline. During the subsequent period of recovery through part of this calendar year, house prices have finally rebounded to the earlier 2006-07 peak. The chart below also shows significant seasonality in the housing market which is typical of most housing markets especially for highly localized markets similar to the Town’s.

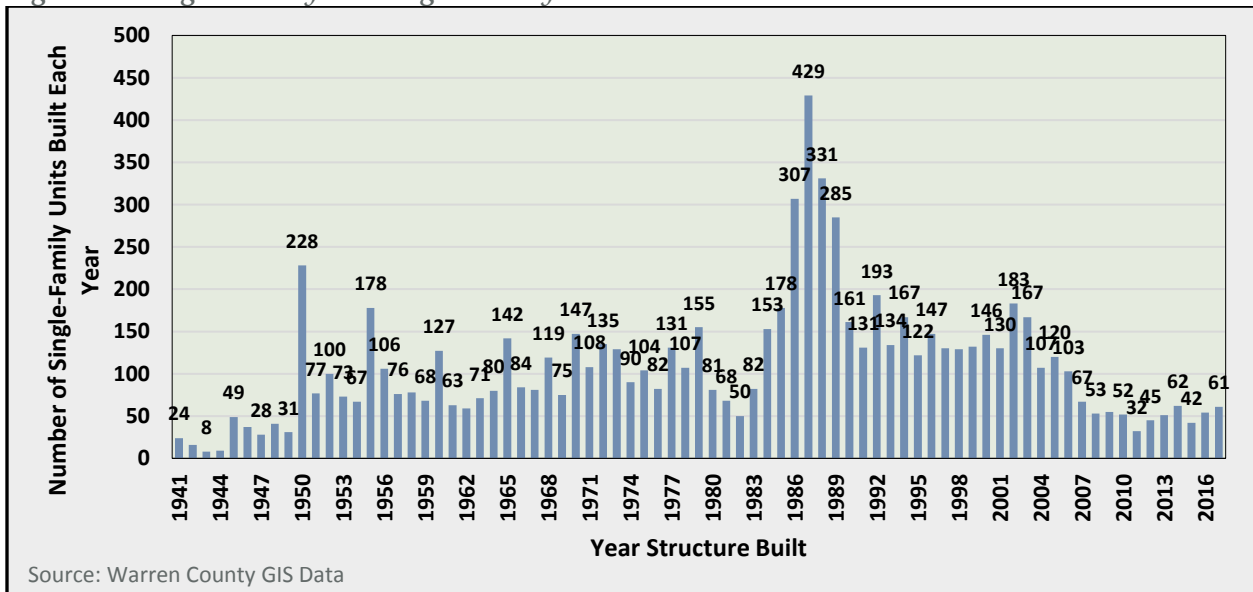
<sup>62</sup> An important caveat for this parcel data is a single-frequency rule; meaning if a house was sold more than once over this 1994-2018 period, only the most recent sale is reflected in the chart above. This rule results in underestimation of the number of homes sold as well as altering the median sales price in earlier years.

Figure 2.8 Monthly Median Sales Prices of Single Family Homes (and 12-Month Moving Average), 1994-2018



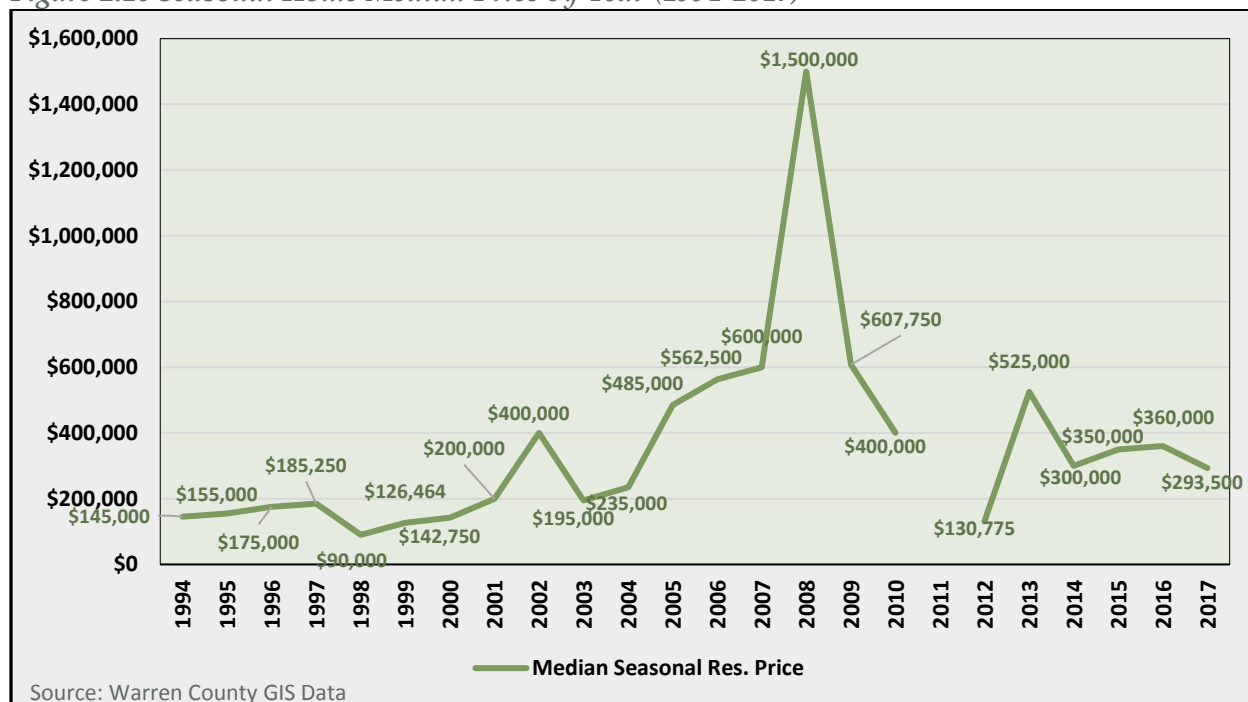
An analysis of single-family housing stock by year built shows a wide range of ages with some houses dating back to the late 1700s. The majority of existing single family housing units in the Town (more than 90%) have been built since 1941 (see figure 2.11 below). Following slower housing unit construction in the 1940s, the pace of construction quickened in the Town from 1950-1979, where the housing inventory grew on average by about 100 houses per year. During the mid-late 1980s, housing construction spiked in the Town with nearly 300 single family housing units added each year.

Figure 2.9 Single Family Housing Units by Year Built



During the 1990s and early 2000s, new single family housing units were added at a rate of 140 new units per year; following the “Great Recession”, housing construction fell to its lowest levels since the 1940s. Overall, the data show that a total of 82.0% of the Town’s total single family housing unit inventory was constructed prior to calendar year 1998. That metric indicates that more than 8 of every 10 housing units in the Town is at least 20 years old. A still very high percentage of housing units are currently more than 30 years old—at 64.6% (or nearly two-thirds) of the total single family housing unit inventory having been built over the period prior to calendar year 1988.

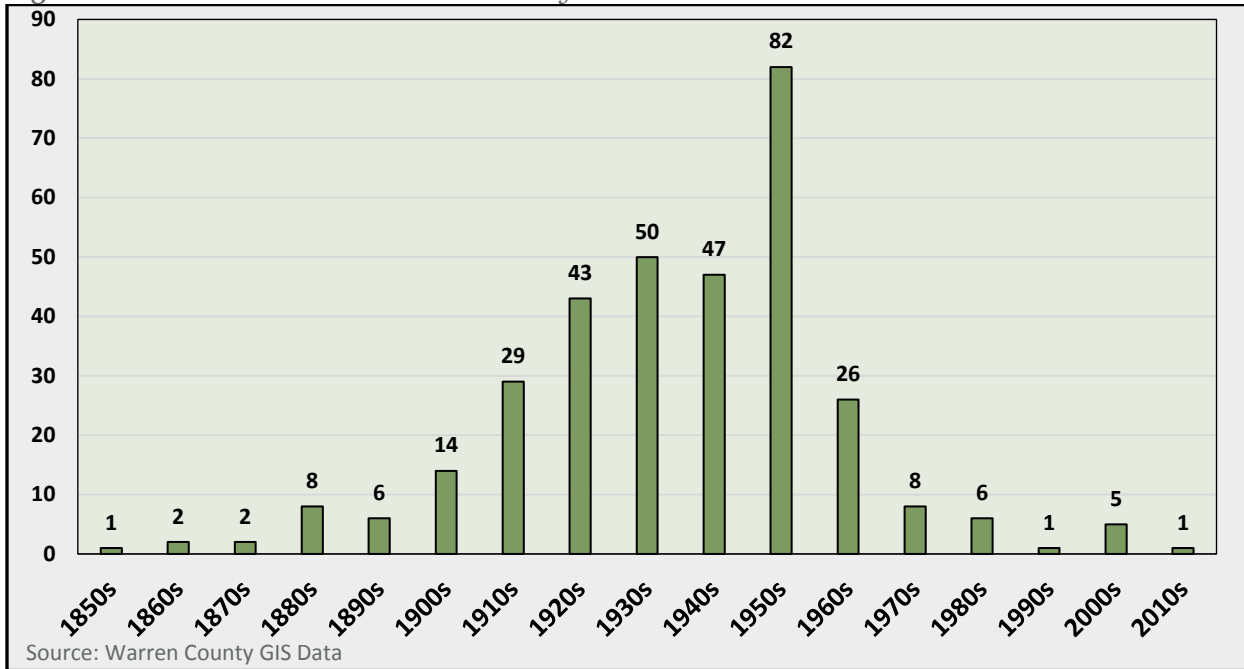
Figure 2.10 Seasonal Home Median Price by Year (1994-2017)



While seasonal homes figure more prominently in other areas of Warren County, the vast majority of the Town’s residences are year-round. The chart above shows the median sales price by year and the number of seasonal homes sold by year.<sup>63</sup> Clearly, there is a lot of variation in both selling price and the number sold in any given year. Compared to the year-round residential homes, seasonal homes in the Town represent a much smaller portion of the overall housing market. Unlike year-round residences, very little construction of seasonal homes have taken place over the last 50 years. Most of the seasonal homes were built between from the 1910s to the 1960s. Furthermore, only 25% of the seasonal homes have been sold since 1994 (compared to 60% of single-family residences). A number of factors could be driving the differences such as differing zoning restrictions and requirements.

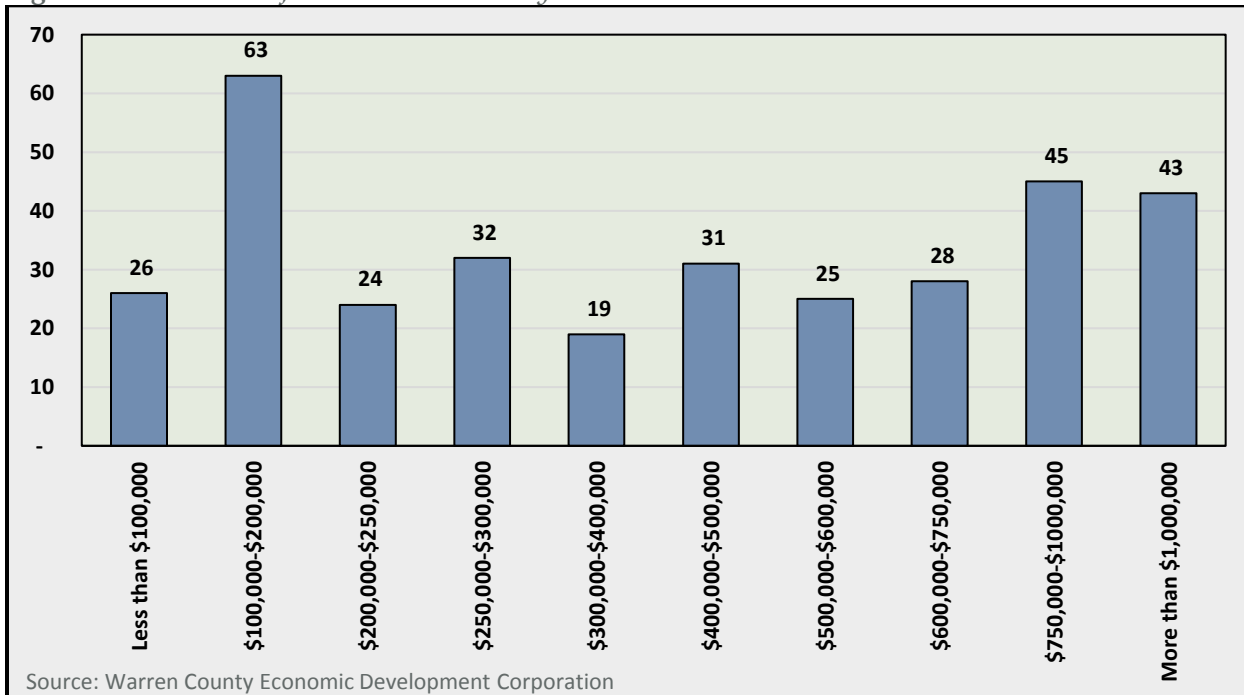
<sup>63</sup> The noted caveat above applies; given the smaller counts in sales, the single-frequency rule would result in reporting bias.

Figure 2.11 Seasonal Home Construction by Decade Built



The chart below shows the number of seasonal homes by their assessed full market value. From the data, there is a disproportionate number of seasonal homes in the upper value ranges with the third largest number being valued at over \$1,000,000 and more than 50% of these parcels valued at over \$400,000.

Figure 2.12 Number of Seasonal Homes by Full Market Value



### 3. HOUSING SUPPLY AND DEMAND

A housing market is typically sub-divided into renter-occupied and owner-occupied housing markets. The key demographic utilized in assessing trends within these housing markets is households, specifically year-round resident households. A household represents the basic demographic unit and is defined (according to the U.S. Census Bureau) as including all the people who occupy a housing unit (such as a house or apartment) as their usual place of residence. A household includes related family members and all unrelated people, if any (such as lodgers, foster children) who share the housing unit. A person living alone in a housing unit, or a group of unrelated persons sharing a housing unit such as partners or roomers, also qualifies as a household. Households are subdivided into two categories: family and non-family. Household counts exclude those persons residing in group quarters.

The housing unit supply forecast methodology followed the theory that the number of future housing units in the Town would be correlated and predicted by the number of forecasted housing completions in the MSA, as set forth in the long-term May-June 2018 Moody's Forecast for the MSA, and adjusted to the Town by the EPR-CA Team—within the context of the broader long-term economic forecast for the U.S. economy as a whole.

Housing unit demand is closely associated with the number of households headed by a year-round resident residing in a particular locale (in this case, a year-round resident of Queensbury). These households reside in housing units that are either owner-occupied or rental-occupied. Historical housing unit demand and owner-occupied/rental-occupied/vacant units are reported by jurisdiction in decennial years by the U.S. Census Bureau and intercensal years by the American Community Survey (or "ACS"). Housing unit demand is generally synonymous with the number of households. Housing unit demand using variables such as households, owner-occupied units, rental-occupied units for each peer community were forecasted from calendar year 2017 through calendar year 2027 for this study based on historical population-demographic data obtained through the May-June 2018 forecast from Moody's Analytics.

The housing unit projections resulted in a lower rate of housing unit demand growth than was the case during 1990s through the mid-2000s when the housing market peaked in the Town and for the greater region as a whole. The housing projections also included a shift slightly away from the housing market dynamics associated with the absolute declines in the population of the region and Town during the 2010-2016 period. The housing unit demand projections indicate there will be a slight uptick in owner unit demand during the calendar year 2016 to 2022 time frame (but owner unit demand is expected to increase by less than one percent per year over the period), as the resident population ends its recent decline and begins a slow rebound. Unit demand for renter units is expected to experience a more substantial turnaround during the calendar year 2016 to 2022 period, but unit demand also is expected to increase at almost 1.4 percent per year. Both owner and renter unit demand will expand over the 2022 to 2027 period to increase at an average annual rate of more than one percent per year. Detailed results are shown in Table 3.1 below.



Table 3.1 Queensbury Housing Unites

Queensbury	Change in Units/Households						Average Annual Growth		
	2016	2022	2027	2016-2022	2022-2027	2016-2027	2016-2022	2022-2027	2016-2027
Total Housing Units	13,203	13,642	14,015	439	373	812	0.55%	0.54%	0.54%
Single-family	9,802	9,971	10,135	169	164	333	0.29%	0.33%	0.30%
Multi-family	2,881	3,103	3,307	222	204	426	1.24%	1.28%	1.26%
Other-mobile	520	568	573	48	5	53	1.48%	0.18%	0.89%
Tenure, owner	8,247	8,684	9,130	437	446	883	0.86%	1.01%	0.93%
Tenure, renter	2,956	3,212	3,396	256	184	440	1.39%	1.12%	1.27%
Households	11,203	11,896	12,526	693	630	1,323	1.01%	1.04%	1.02%

Source: U.S. Census Bureau; Moody's Analytics; EPR

## 4. AFFORDABILITY GAP ANALYSIS SUMMARY

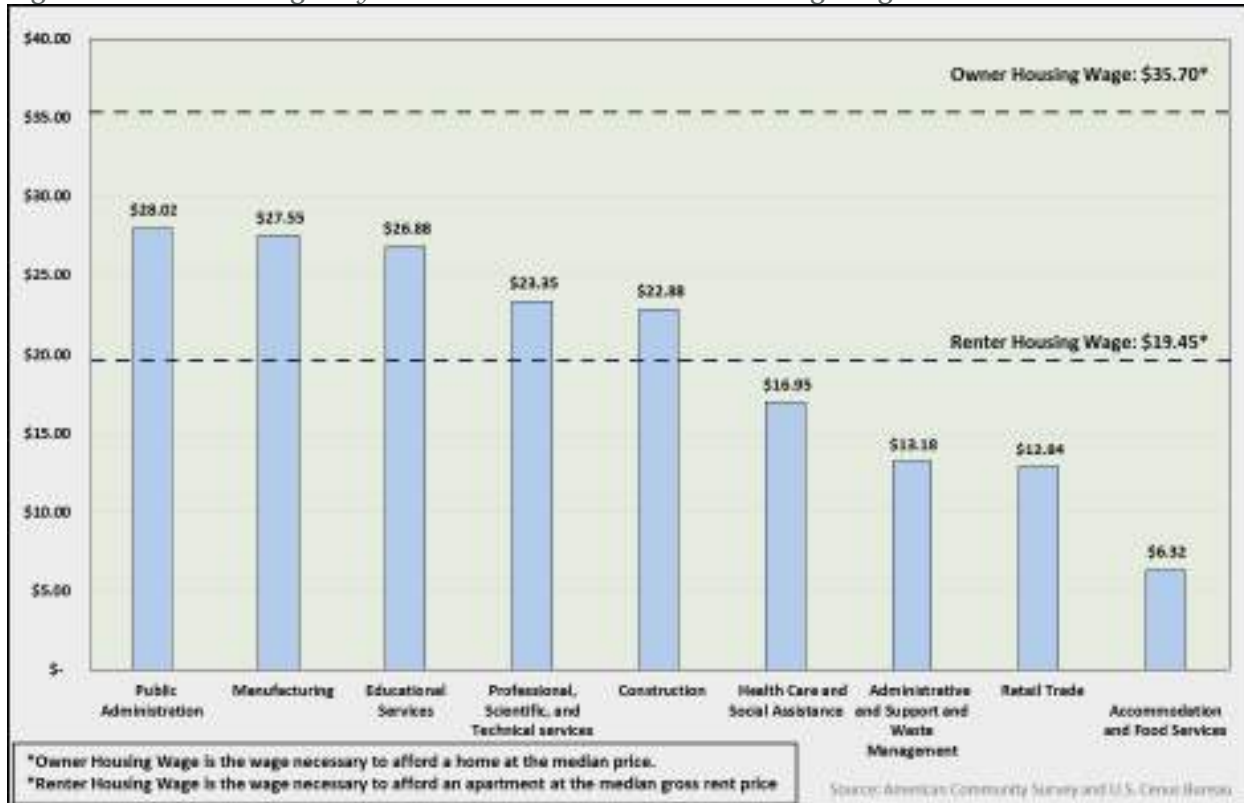
The affordability calculations used in this study conform to the generally accepted approach employed by HUD to identify housing cost stress in a housing market. According to HUD, a household that is not “housing cost stressed,” is one that expends less than 30% of its household income on housing costs. If a household spends more than 30% of its income on housing costs, the household is considered housing-cost stressed.<sup>64</sup>

This study’s approach builds on the HUD theory to determine: (1) “how much house” a household can affordably purchase from household income after paying the costs of utilities and home owner’s insurance, property taxes, and debt service costs on a conventional 30 year-5% down payment mortgage for an owner unit in the town, and (2) “how much house” can be affordably rented from net household income after paying the costs of utilities associated with a rental housing unit in the town.

Reflecting the economic realities of our times, many single wage earner households in the Town are housing cost stressed (See Figure 4.1 below). The chart compares hourly median wages paid during calendar year 2016 in the Town’s nine largest job categories and compares those wages to the median costs of affordably occupying an owner or renter unit on a full-time or 2,080 hours per year basis. As such, the chart presents the required wage by tenure that would need to be earned by a full-time worker in the Town on a per hour basis in order to avoid being housing cost stressed.

<sup>64</sup> It should be noted that there is a developing, but not yet widely accepted, housing affordability calculation that also includes household transportation costs in the housing affordability calculations. In housing affordability calculations that include estimated household transportation costs, the applicable percentage for indicating the threshold for housing cost stress rises to between 45% and 50% of household income. Critical to including transportation costs in the household “housing cost” expenditures is a valid and sufficiently geographically detailed estimate of disparate transportation cost expenditures on a very small areas of geographic space (such as municipalities and zip codes).

Figure 4.1 Median Wages by Sector and Renter/Owner Housing Wages



For residents of the Town participating in the workforce, the data show that single wage earner households were likely experiencing significant levels of housing cost stress in calendar year 2016—the base year for the study. From the data, single wage earner households would have very likely been housing cost stressed in 2016 if they had occupied an owner unit and worked in any of the Town’s nine largest job categories. For single wage earner households occupying a renter unit, renters are more likely than not to earn a high enough hourly wage working in five of the nine major job categories in the Town to pay the typical costs of occupying a renter unit without being housing cost stressed (including the job categories of Public Administration, Manufacturing, Educational Services, Professional, Scientific, and Technical Services, and Construction). In the other four job categories, single wage earner households were less likely than not to be earning a high enough hourly wage to enable their household to avoid being housing cost stressed, unless there was a second wage earner or the household had sufficient wealth to pay those costs. In today’s economy, two wage earner households are more the “norm” than the exception, but even many of this type of household have trouble reaching a combined income to afford owning a housing unit “cost-stress free.” This housing cost stress situation in the Town is likely to worsen over the study period as affordability pressures in both tenure categories are expected to increase over the calendar year 2017-27 time frame.

The table below contains an example of the final owner affordability analysis for the town for calendar year 2016. All of the elements are laid out in this table. Included at the bottom of the table are estimates showing the number of housing units available at the calculated affordable

price point for a given income category at or below the 30% of the estimated housing cost threshold. The market supply price points use two concepts: (1) the affordability profile of single-family housing unit sales for calendar year 2016 from the town assessor sales data, and (2) an estimate of the single-family housing units by assessed value.

*Table 4.1 2016 Affordable House Price for Owners: Town of Queensbury, NY*

<b>Owners</b>					
<b>2016 Affordable House Price: Town of Queensbury, NY</b>					
	Median Household Income:				
@ Percent of Median Household Income	\$76,714	@50%	@80%	@100%	@120%
Annual Household Income		\$38,357	\$61,371	\$76,714	\$92,057
Monthly Household Income		\$3,196	\$5,114	\$6,393	\$7,671
% of Income for Housing		30%	30%	30%	30%
<b>Affordable Housing Expenses Per Month (@30% of Monthly Household Income)</b>		<b>\$959</b>	<b>\$1,534</b>	<b>\$1,918</b>	<b>\$2,301</b>
<b>Property Tax &amp; Insurance Payments Per Month</b>		<b>\$337</b>	<b>\$520</b>	<b>\$642</b>	<b>\$764</b>
Insurance	\$108.23	\$108	\$108	\$108	\$108
Private Mortgage Insurance (1% of Loan Amount)	0.06%	\$62	\$112	\$146	\$179
Town, County, and School District Property Taxes (per \$1,000)	\$1.54	\$166	\$299	\$388	\$477
<b>Utilities</b>		<b>\$152</b>	<b>\$171</b>	<b>\$180</b>	<b>\$191</b>
Affordable Mortgage Payment (@3.65%)		\$470	\$844	\$1,096	\$1,346
Affordable Mortgage Amount (95% of Price, Assuming 5% Down)		\$102,652	\$184,542	\$239,519	\$294,258
<b>Affordable House Price</b>		<b>\$108,055</b>	<b>\$194,255</b>	<b>\$252,125</b>	<b>\$309,745</b>
Median House Price (2016)		\$230,000	\$230,000	\$230,000	\$230,000
<b>Affordable Price-Difference from Median</b>		<b>(\$121,945)</b>	<b>(\$35,745)</b>	<b>\$22,125</b>	<b>\$79,745</b>
<b>Affordable Single-Family Year-Round Residential, FY 2017 Assessed Values</b>	<b>Total</b>	<b>674</b>	<b>4,035</b>	<b>6,241</b>	<b>7,511</b>
% of Total Parcels	<b>9,146</b>	<b>7.4%</b>	<b>44.1%</b>	<b>68.2%</b>	<b>82.1%</b>

In addition to the above-described owner housing price affordability calculations, a separate set of affordability calculations was completed using the same general approach for renter housing units. This renter affordability analysis was undertaken in order to determine the distribution of affordable rents for the town. The estimated household income level in calendar year 2016 among renters, like the owner unit calculations, was the starting point for this analysis. Estimated rents and expenditures for utilities for renter households were then calculated specifically for the town. Data for the town was then analyzed to determine the number of households in each income category that were estimated to be experiencing housing cost stress—defined as households that were estimated to be paying more than 30% of their household income for housing costs in their renter unit. The affordability gap for renters for each household income level for the town was then calculated based on the difference between the affordable gross rent and the monthly gross rent. The exhibit below presents this data for Queensbury.

Table 4.2 2016 Affordable House Price for Renters: Town of Queensbury, NY

<b>Renters</b>					
<b>2016 Affordable Rent: Queensbury, NY</b>					
	Median Household Income:				
@ Percent of Median Household Income	\$38,095	@50%	@80%	@100%	@120%
Annual Household Income		\$19,048	\$30,476	\$38,095	\$45,714
Monthly Household Income		\$1,587	\$2,540	\$3,175	\$3,810
% of Income for Housing		30%	30%	30%	30%
Monthly Utilities		\$122	\$143	\$152	\$160
Affordable Asked Rent		\$354	\$619	\$800	\$983
<b>Affordable Gross Rent</b>		<b>\$476</b>	<b>\$762</b>	<b>\$952</b>	<b>\$1,143</b>
Monthly Gross Rent (Includes Utilities)		\$1,011	\$1,011	\$1,011	\$1,011
<b>Affordability Gap</b>		<b>(\$535)</b>	<b>(\$249)</b>	<b>(\$59)</b>	<b>\$132</b>

The study estimated that housing cost stress in the Town in the base year of 2016 (see Table 4.4 below) was limited to the lowest household income category (at or below 50% of the median) for owners and the bottom three household income categories for renters (or for the household income categories at or below 100% of the median). Compared to many other municipalities and States throughout the northeast, these 2016 housing cost stress benchmarks are relatively “manageable,” and would very likely be envied. These benchmarks mean the Town has the opportunity to address its workforce housing issues from a position of relative strength, before the measures of housing cost stress rise to a genuine housing cost stress-based crisis.

Table 4.3 Existing Housing Cost Affordability Gap in the Town of Queensbury (2016)

<b>Town of Queensbury-Estimated Affordable Gap for Owner Units, 2016</b>					
% of Median Household Income	<50%	50% to 80%	80% to 100%	100% to 120%	>120%
Median Household Income	\$38,357	<b>\$61,371</b>	\$76,714	\$92,057	
Affordable Price [Excludes Transportation Costs]	\$99,679	<b>\$189,321</b>	\$243,646	\$297,735	
Estimated Unit Demand	1,450	<b>1,592</b>	1,092	850	3,403
Estimated Unit Supply	865	<b>2,393</b>	1,620	1,440	2,069
Affordability Gap in Units (Demand minus Supply)	585	<b>-801</b>	-528	-590	
<b>Cumulative Demand</b>	<b>1,450</b>	<b>3,042</b>	<b>4,134</b>	<b>4,984</b>	<b>8,387</b>
<b>Cumulative Supply</b>	<b>865</b>	<b>3,258</b>	<b>4,878</b>	<b>6,318</b>	<b>8,387</b>
<b>Cumulative Gap</b>	<b>585</b>	<b>-216</b>	<b>-744</b>	<b>-1,334</b>	
<b>Town of Queensbury-Estimated Affordable Gap for Renter Units, 2016</b>					
% of Median Household Income	<50%	50% to 80%	80% to 100%	100% to 120%	>120%
Median Household Income	\$19,048	\$30,476	\$38,095	<b>\$45,714</b>	
Affordable Rent [Excludes Transportation Costs]	\$476	\$762	\$952	<b>\$1,143</b>	
Estimated Unit Demand	804	190	494	<b>284</b>	1,212
Estimated Unit Supply	265	206	763	<b>653</b>	1,099
Affordability Gap in Units (Demand minus Supply)	539	-15	-268	<b>-368</b>	
<b>Cumulative Demand</b>	<b>804</b>	<b>995</b>	<b>1,489</b>	<b>1,773</b>	<b>2,985</b>
<b>Cumulative Supply</b>	<b>265</b>	<b>471</b>	<b>1,234</b>	<b>1,886</b>	<b>2,985</b>
<b>Cumulative Gap</b>	<b>539</b>	<b>524</b>	<b>256</b>	<b>-113</b>	

Source: U.S. Census Bureau, American Community Survey

Prepared by Economic & Policy Resources

The above situation presents Town residents, policymakers, and stakeholders with both opportunities and challenges. On one side, the size of the workforce housing cost stress “gap” is not large, and the Town is presented with the opportunity to get out of its situation before the size of the problem grows to require decades to recover from—as long as it can develop a “sufficient consensus” to move forward to address those relatively small, but still significant gaps. On the other side, as mentioned above, it is difficult to develop an appropriate level of urgency to take the sometimes difficult steps to address the problem among Town residents because a “sufficient consensus” is not present to take action. This can particularly be an obstacle for housing policy of this nature, because many “best practices” policy solutions of this type can be expensive and involve sometimes politically unpopular changes within communities. As stated above, “threading the needle” to devise and implement policies will be challenging and will test the will of Town residents to thoughtfully address these workforce housing affordability issues before they become a potential crisis.

This is the case because this study found that housing cost stress in the Town can be expected to increase significantly over the next ten years. This is because many categories of housing costs for both owners and renters are expected to increase at a rate that is roughly double the expected increase in household income growth for both tenure categories over the calendar year 2016-2027 period. As a result, the number of housing cost stressed households are expected to increase in both tenure categories across a broader range of household income categories (see Table 4.5 below). The table shows that housing cost stress can be expected to engulf a larger number of households in an increasing number of household income categories in both tenure categories.

*Table 4.4 2017 Forecasted Affordability Gaps by Tenure in Queensbury* <sup>65</sup>

<b>Town of Queensbury-Estimated Affordable Gap for Owner Units, 2027</b>					
<b>% of Median Household Income</b>	<b>&lt;50%</b>	<b>50% to 80%</b>	<b>80% to 100%</b>	<b>100% to 120%</b>	<b>&gt;120%</b>
Median Household Income	\$48,999	\$78,399	\$97,998	\$117,598	
Affordable Price [Excludes Transportation Costs]	\$112,735	\$201,365	\$260,845	\$320,081	
Estimated Unit Demand	1,585	1,726	1,220	796	3,804
Estimated Unit Supply	695	1,356	1,411	1,334	4,335
Affordability Gap in Units (Demand minus Supply)	890	370	-191	-538	
<b>Cumulative Demand</b>	<b>1,585</b>	<b>3,311</b>	<b>4,530</b>	<b>5,326</b>	<b>9,130</b>
<b>Cumulative Supply</b>	<b>695</b>	<b>2,051</b>	<b>3,462</b>	<b>4,795</b>	<b>9,130</b>
<b>Cumulative Gap</b>	<b>890</b>	<b>1,260</b>	<b>1,069</b>	<b>531</b>	
<b>Town of Queensbury-Estimated Affordable Gap for Renter Units, 2027</b>					
<b>% of Median Household Income</b>	<b>&lt;50%</b>	<b>50% to 80%</b>	<b>80% to 100%</b>	<b>100% to 120%</b>	<b>&gt;120%</b>
Median Household Income	\$24,109	\$38,574	\$48,217	\$57,860	
Affordable Rent [Excludes Transportation Costs]	\$603	\$964	\$1,205	\$1,447	
Estimated Unit Demand	915	428	350	273	1,431
Estimated Unit Supply	283	116	500	687	1,810
Affordability Gap in Units (Demand minus Supply)	632	312	-150	-414	
<b>Cumulative Demand</b>	<b>915</b>	<b>1,343</b>	<b>1,692</b>	<b>1,965</b>	<b>3,396</b>
<b>Cumulative Supply</b>	<b>283</b>	<b>399</b>	<b>899</b>	<b>1,586</b>	<b>3,396</b>
<b>Cumulative Gap</b>	<b>632</b>	<b>943</b>	<b>793</b>	<b>379</b>	

Source: U.S. Census Bureau, American Community Survey

Prepared by Economic & Policy Resources

<sup>65</sup> The reader will note that there is no red text on these tables as is there no income category that has a cumulative over-supply of units in calendar year 2027.

Indeed, by calendar year 2027 both renters and owners have a unit gap at all income levels up to 120% of median income by tenure category. This shows there is likely to be a significant affordability problem for owners and renters and units affordable at below the 30% threshold will be largely unavailable leading to many households becoming “housing-cost burdened”. This change from calendar year 2016 is largely due to a significantly faster rate of increase for rent and home prices than for incomes through the forecast period.

## 5. POPULATION FORECAST METHODOLOGY

The methodology used to create the economic and demographic forecast for Queensbury draws from an integrated macroeconomic forecast for the U.S. economy, and another integrated macro forecast specific to the Glens Falls Metropolitan Statistical Area (the “MSA”)<sup>66</sup> region, both purchased from Moody’s Analytics.<sup>67</sup> These forecasts were conducted in May-June 2018. The U.S. forecast, along with estimates of the Town’s annual, mid-year population and net migration from the U.S. Census Bureau, laid the groundwork for the short-term and long-term forecast of Town economic activity and the resulting Town demographic forecast. This approach was determined by the EPR-Crane Associates Team to be the most credible approach employed in light of the advanced age of the current national, state, and regional economic expansion, and the growing level of uncertainty in play beyond the median term (3-5 years).

The Moody’s Analytics forecasts used in this study were selected given the EPR-CA consulting team’s successful experience in utilizing the Moody’s Analytics national and regional economic forecast as a starting point for analysis and customization in several past housing supply and demand studies we’ve conducted throughout the northeastern U.S. region. Each time the Moody’s Analytics macroeconomic forecast was used, it was found that the long-term economic and demographic forecasts were proven as critically important to the initial analytical and technical foundation for the regional economic and demographic forecast used in each previous study.

In addition, Moody’s Analytics also had a sound approach for incorporating recent global events into the U.S. economic outlook. For example, Moody’s Analytics thoroughly researched the risks

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<sup>66</sup> The U.S. Office of Management and Budget (OMB) delineates metropolitan statistical areas according to standards applied to Census Bureau data. The general concept of a metropolitan statistical area (“MSA”) is that of a core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration with that core. Each metropolitan statistical area must have at least one urbanized area or central county with a population of 50,000 or more inhabitants. Glens Falls MSA consists of (1) Warren County (“central county”) and (2) adjoining county of Washington County; and its principal city of Glens Falls.

<sup>67</sup> Economic & Policy Resources, Inc. (“EPR”) of the EPR-Crane Associates Team has been a regular subscriber to Moody’s Analytics economic analysis and forecasting services for over thirty years through its various associations, such as with the New England Economic Partnership (known throughout the New England region as “NEEP”), and through its more than 35 years of experience in applied economics throughout the U.S. and in three U.S. territories. In addition, EPR has used U.S. macro and regional forecasting economic and demographic services from Moody’s Analytics (or its forerunner companies) through the years for specific research projects—including several housing and demand studies throughout the northeastern United States.

associated with the imposition of U.S. tariffs on Chinese goods. The Moody's Analytics U.S. forecast also fully considers and incorporates the expected impacts on the U.S. resulting from the economic instability among many of the countries in the less developed world, and the growing economic imbalances in China, which is the second largest economy in the world and the primary economic and trade partner/rival of the U.S. Moody's has also incorporated economic and political developments in key regions such as the Middle East (e.g. their impacts on U.S. energy prices) and the rapidly evolving economies in Asia (in addition to developments in China). All of these extremely complex and evolving external forces require a sound and integrated, forward-looking macroeconomic and demographic foundation on which to build the economic outlook for the Town's long term economic and demographic forecast, if the forecast is to remain relevant and useful to town stakeholders through calendar year 2027.

The Moody's regional economic and demographic forecast for Queensbury is a step-down forecast procedure based on a separate forecast from the Glens Falls Metropolitan Statistical Area ("MSA") which covers the Warren and Washington County region. The regional economic and demographic forecast utilizes the national forecast as a basis for the forecasted local variables. Because the Moody's Analytics U.S. Macro Model is a closed system, the independently-forecasted variables for the region are part of a system where all regional forecasts are forced to accumulate to the national total as determined by the U.S. Macro Model. The model includes more than 1,800 published and unpublished intermediate variables that fall into either the short or long term. The difference between short and long term variables in their analysis is how supply variables are treated. Supply variables represent the capacity of the economy such as expansions in labor and capital and changes in technology. In the short-term these variables are fixed whereas in the long-term these variables are allowed to fluctuate.

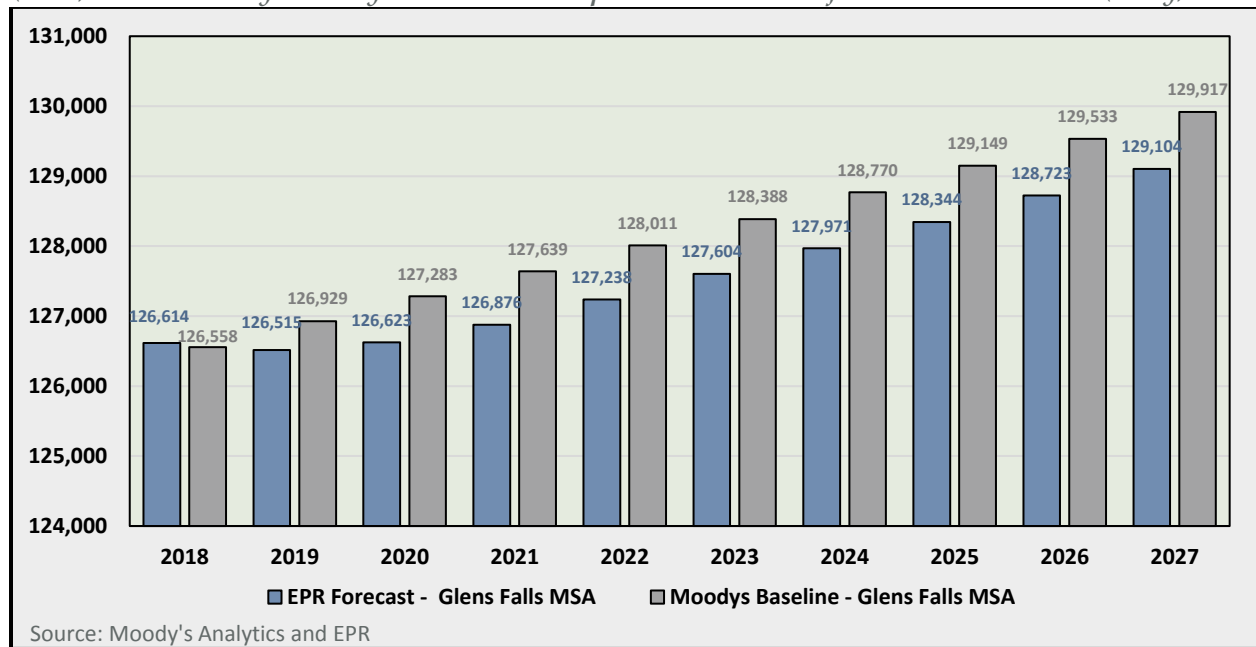
The first step in the EPR-CA Team creating the economic and demographic forecast (including the detailed population forecast) for the region, and subsequently the Town, is derived from the Moody's Forecast, and more geographically-specific economic and demographic data from a special baseline forecast that was commissioned by the EPR-Crane Associates Team. More specifically, the EPR-Crane Associates Team in March 2018 developed a comprehensive regional economic and demographic forecast through calendar year 2027 for the Glens Falls Metropolitan Statistical Area (or the "MSA") derived from Moody's regional model for the MSA, whose two-county area (Warren and Washington Counties) includes the entire Town of Queensbury.

The baseline Moody's forecast for the MSA region includes the expectation that the region's population will actually increase in the future, despite the actual population decline experienced over the recent period. The Moody's forecast incorporates economic drivers of population and demographic change, rather than exclusively historical data. Population is only one variable in Moody's regional economic and demographic structural model for the MSA region. The initial adjusted forecast had a large increase in population in the first forecasted year. This was likely caused by the Moody's forecast not incorporating certain important characteristics of the MSA (it is impossible to know which ones), and it reflected a typical "forecast launching" issue—where historical values are matched to forecasted future values as estimated by the quantitative model.

In order to properly address this issue—in terms of the change in population from 2017 (last year of region historical data) to 2018 (first year of forecasted region data) a statistical adjustment to the Moody’s forecast was made to weight the previous years’ demographic trends a little more heavily.

To accomplish this, a 5-year moving average was applied to the Moody’s Analytics baseline data, where the value in 2018 was the 5-year average of the total population in the MSA from 2014 through 2018. Instead of 2027’s population forecasted to be 129,917 in the original Moody’s forecast, the adjusted population would now be 129,104. This approach resolves the forecast’s launching problem. To further revise, again based on the inclination to give consideration to demographic trends, we took into account the forecasted natural change of population by Moody’s Analytics for years 2017 through 2027. We subtracted the forecasted number of deaths (net of births) in the MSA during these years from the results obtained from the forecast. This lowered the EPR forecast for population even further away from the Moody’s Analytics forecast. Figure 5.1 below shows the difference between EPR’s revised forecast and Moody’s regional baseline forecast.

*Figure 5.1 Glens Falls MSA Population Forecast—EPR Adjusted Forecast for Glens Falls MSA (Blue) vs the Moody’s Analytics Baseline Population Forecast for Glens Falls MSA (Gray)*





## 6. POLICY PERSPECTIVE ON AFFORDABLE WORKFORCE HOUSING.

Within the context of the broader affordable housing issue, the economy's recovery from the housing market and financial crisis of the last decade has begun to direct increasing levels of interest among businesses and business advocacy groups, planners, and elected/appointed government officials to what specifically can be done to expand options for affordable workforce housing. Interest in the concept of affordable workforce housing also has attracted rising levels of attention among the long-engaged and highly-experienced constituencies and stakeholder groups that have historically been involved with more traditional affordable housing policy. New and rising interest in workforce housing efforts has network and broader effects to expand affordable housing choice through the myriad of existing federal and federal-state-local cooperative programs that have evolved over the period since such efforts began back in the 1960s.

For business advocacy groups and government officials (and in particular for local government officials), expanding affordable workforce housing options has been attracting more attention as a means to assist in the implementation of broader strategies working towards building healthy, livable, and sustainable communities. Among the more traditional organizations and groups who are concerned with the existing affordable housing programs framework, interest in workforce housing seems to center on the ability of the issue to draw even more attention and additional resources to meet the region's or a municipality's overall affordable housing challenges. Although there are likely some households with wage earners in the Town that could benefit from those broader federal- and state-assistance programs, workforce housing strategies are designed to address the affordable housing needs of those lower household income levels that are above the lowest levels of the household income strata that typically qualify for those existing government- and non-profit-sponsored affordable housing programs and/or for whatever reasons do not participate in housing-assistance programs.<sup>68</sup> Moreover, these households tend to be those with at least one wage earner, whose requirements are not the same as the profile of households that might qualify for more traditional affordable housing program assistance. It just happens that the earnings level of members of the household are insufficient to secure affordable, quality housing within a reasonable geographic proximity to their regional and/or municipal employers and workforce housing strategies would begin to address that situation.<sup>69</sup>

In the beginning, the public policy reasoning behind workforce housing initiatives was to target initiatives toward providing affordable options to what are known as "essential workers" in a community. "Essential workers" were defined as occupations such as police officers, firemen,

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<sup>68</sup> Although many times these broader federal and state affordable housing programs target, and are more effective for, addressing needs of only very low household income households.

<sup>69</sup> Sullivan, Wendy. *The Impact of Affordable Workforce Housing on Community Demographics, Economies, and Housing Prices and Options*. 2014.

teachers, nurses, and other similar medical personnel. In resort communities/regions, the definition of essential workers was somewhat more expanded to include lower-paid workers in the various services job categories that were vital to the region's visitor industry. The public policy reasoning underpinning those workers involved the labor force-housing market dynamic where resort workers in lower-paying occupations were faced with trying to find affordable housing in areas where the resort industry's business model-operating dynamics (including the need for lodging for the industry's overnight visitors in close proximity to the resort facilities where employees worked) resulted in high real estate costs (for owners) and high rent levels (for renters) if the worker householders desired to live in the same close proximity to the resort. Still others define workforce housing more generally to include wage-earner households at certain household income levels regardless of type of employment, with definitions typically covering the lower- to mid- household income ranges.

The history of workforce housing dates back to the mid-1970s in prominent resort communities in Colorado, where local residents working in the region's heavily visitor-based Winter tourism economy, had difficulties affording decent housing due to the disparity between the low level of wages earned by industry workers and the high and rising cost of houses and rents that comprised the overwhelming majority of their housing options in the geographic area where they worked. The areas' rising housing costs had been driven by out-of-the-area buyers and the need for enough nearby renter units to accommodate the lodging requirements of region's visitors. For the most part, the challenges of workforce housing since the 1970s seemed to mostly be a concern of the housing market conditions and the pay levels of jobs in areas that largely surrounded major resorts.<sup>70</sup> There was little public sympathy for these "gold towns" that could export their tax burdens to wealthy visitors and there were few federal programs or policies put into place that were designed to assist these areas with their challenges.

However, actual experience with workforce housing since that time has shown that the issue has had more far-reaching implications. The ability of earners in those households to find affordable housing within a reasonable proximity to where they work has become a broader and more far-reaching quality of life issue for many households beyond that which was historically experienced in resort communities at that time. Lower and moderate-income households have sought housing on the periphery of employment sheds because of the mismatch between the economic fruits of gainful employment and the costs of housing options made affordable by that employment.<sup>71</sup> The periphery or outer areas of settlements have been more attractive for such housing because that has been where land prices have been typically lower and housing can be constructed at lower price points for owners and at lower rent levels for renters. The phenomenon is known as "driving for affordability." As housing costs have risen and household income has not kept pace, this phenomenon has become more widespread. This "driving for affordability" dynamic has been identified as a contributor to more scattered, lower density settlement patterns commonly known as "sprawl"—along with this type of development's attendant higher costs, traffic congestion, more lengthy commutes, and the need to expand

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<sup>70</sup> Ibid.

<sup>71</sup> Moore, Samuel R. *Successful Strategies for the Private Development of Workforce Housing in New York City*. 2011.

infrastructure in the places where it is most expensive to operate (such as in lower population density areas).<sup>72</sup>

Against those trends, the overall policy response on the policy front to the affordable workforce housing challenge has generally been muted and for the most part has been indirect over time. For the most part, federal programs and cooperative federal-state programs have historically focused on: (1) providing housing subsidies or vouchers, (2) building and maintaining public housing projects that serve only the most disadvantaged households at the lowest end of the household income spectrum, and/or (3) encouraging the development of affordable units through programs like the Low-Income Housing Tax Credit Program. Housing affordability for worker households for the most part have historically been supported mainly through programs to support homebuyers (such as Federal Housing Administration or FHA loans), which used subsidies or incentives mostly through the financial tool of mortgage financing. As a result, programs to support the expansion of affordable workforce housing for households with household incomes above the lower levels, but who have still been struggling to afford decent workforce housing, have been underserved. Federal and State programs historically have apparently largely defaulted to the regional (e.g. county) and local (e.g. municipal) levels of government to take on those challenges.<sup>73</sup>

As a result, there is a likely policy gap in terms of what is required to address and fund the emerging workforce housing challenge in the Town. Since 2003, when the previous housing affordability study was completed, the Town has enacted only one of that study's recommendations. Aside from encouraging use of federal and state programs to encourage the rehabilitation of housing (largely in the West Glens Fall area), the town has not undertaken the policy recommendations from the previous study such as extending water and sewer systems, expanded use of PUDs, density bonuses, or affordable housing mandates.

Even so, the Town has pursued using the Brownfield Opportunity Area (BOA) program through New York State to develop the Queensbury South BOA, completing a pre-nomination study in 2013 and securing funding to complete a nomination study in early 2018, which will need to be completed before starting an implementation strategy. The Queensbury South BOA is a 540 acre area including 18 potential brownfield or underutilized sites. *"The shared vision for the Queensbury South BOA includes a strong and vibrant residential neighborhood that has safe and strong pedestrian connections to local businesses and recreational amenities. This vision includes continuation of the Town's affordable housing strategies, promotion of new homeownership opportunities, and new recreational facilities."*<sup>74</sup> While this vision is aligned with affordable workforce housing goals, it will likely not be fully realized until well into the future.

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<sup>72</sup> Buki, Charles. "Affordable Housing and Growth Management and Sprawl" Equity for Some versus Affordability for Others. 2001.

<sup>73</sup> Haughey, Richard M. Workforce Housing: Barriers, Solutions, and Model Programs. 2002; "As Affordable Housing Crisis Grows, HUD Sits on the Sidelines"; New York Times, July 27, 2018.

<sup>74</sup> Queensbury South Brownfield Opportunity Area Pre-Nomination Study.

This study recommends consideration of the Town taking more immediate steps to address the Town's upcoming workforce housing challenge. Maintaining the status quo likely means that the underlying housing cost pressures will increase affordability pressures for wage earner households in the Town over the calendar year 2016 through calendar year 2027 period. Over the next ten years home prices and rent costs are expected to grow at twice the rate of renter and owner household incomes. This disparity will likely lead to a much more serious affordability deficit in the available supply of affordable workforce housing in the Town unless policies are developed and implemented to effectively address these challenges.

# APPENDIX A: METHODOLOGY

## *Introduction:*

This Appendix explains the methodology used to create the economic and demographic forecast for the Town, which forms the basis of the housing demand portion of the housing market study and future needs assessment. The forecast model is composed of an integrated macroeconomic forecast for the U.S. economy, and another integrated macro forecast specific to the Glens Falls Metropolitan Statistical Area (the “MSA”)<sup>1</sup> region, both purchased from Moody’s Analytics.<sup>2</sup>

The undertaking of this housing study for Queensbury comes within a global and national context of solid economic expansion. The national economy continues to expand at a solid pace, making this a nearly nine-year sustained economic expansion which is the second longest in U.S. history. Job gains have remained solid, even as the economy is at full employment. The unemployment rate has fallen to below 4 percent, the lowest in several decades. From a business cycle perspective, the length of this expansionary period has entered rarefied and risky territory. While there is no limit on how long economic expansions will last, only one in recorded U.S. economic history has lasted longer without recessionary or corrective periods in between. The near-term outlook is for continued but slowing economic expansion.

As of December 2018, the historically low unemployment rate is being driven by a combination of socio-demographic trends and a massive fiscal stimulus by way of temporary deficit-financed tax cuts and increased federal government spending. The current presidential administration, with its pledges to change the previous trajectory of the nation’s economic and foreign policies, represents a deliberate departure from those federal policies which characterized the previous eight years. Because the underlying, long-term economic and demographic forecast for the Town is a foundational part of this housing market and needs assessment/study, the EPR-Crane Associates Team devoted significant attention to the long-term economic and demographic forecast, meant to ensure that the results of this study will be reasonable and useful for the town’s stakeholders into the future.

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<sup>1</sup> The U.S. Office of Management and Budget (OMB) delineates metropolitan statistical areas according to standards applied to Census Bureau data. The general concept of a metropolitan statistical area (“MSA”) is that of a core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration with that core. Each metropolitan statistical area must have at least one urbanized area or central county with a population of 50,000 or more inhabitants. Glens Falls MSA consists of (1) Warren County (“central county”) and (2) adjoining county of Washington County; and its principal city of Glens Falls.

<sup>2</sup> Economic & Policy Resources, Inc. (“EPR”) of the EPR-Crane Associates Team has been a regular subscriber to Moody’s Analytics economic analysis and forecasting services for over thirty years through its various associations, such as with the New England Economic Partnership (known throughout the New England region as “NEEP”), and through its more than 35 years of experience in applied economics throughout the U.S. and in three U.S. territories. In addition, EPR has used U.S. macro and regional forecasting economic and demographic services from Moody’s Analytics (or its forerunner companies) through the years for specific research projects—including several housing and demand studies throughout the northeastern United States.

## *Components and Methodology*

Following this detailed review and analysis by EPR, the EPR-Crane Associates Team made the decision to utilize the Moody's Analytics May-June 2018 U.S. macroeconomic forecast as the basis for the Town's short-term and longer-term demographic and economic forecast through calendar year 2027. This U.S. forecast, along with estimates of the Town's annual mid-year population and net migration from the U.S. Census Bureau, laid the groundwork for the short-term and long-term forecast of Town economic activity and the resulting Town demographic forecast. This approach was determined by the EPR-Crane Associates Team to be the most credible approach employed in light of the advanced age of the current national, state, and regional economic expansion, and the growing level of uncertainty in play beyond the median term (3-5 years).

In addition, Moody's Analytics maintains a sound approach for incorporating recent global events into their U.S. economic outlook. For example, Moody's Analytics thoroughly researched the risks associated with imposing U.S. tariffs on Chinese goods. The Moody's Analytics U.S. forecast also fully considers and incorporates the expected impacts on the U.S. resulting from the economic instability among many of the countries in the less developed world, and the growing economic imbalances in China, which is the second largest economy in the world and the primary economic and trade partner/rival of the U.S. Moody's has also incorporated economic and political developments in key regions such as the Middle East (e.g. their impacts on U.S. energy prices) and the rapidly evolving economies in Asia (in addition to developments in China). All of these extremely complex and evolving external forces require a sound and integrated, forward-looking macroeconomic and demographic foundation on which to build the outlook for the Town's long-term economic and demographic forecast, if the forecast is to remain relevant and useful to town stakeholders through calendar year 2027. Based on the EPR-Crane Associates Team's research and review, it was decided to use the May-June 2018 Moody's Analytics U.S. Macroeconomic forecast as the starting point of the Town economic and demographic forecast. Part of this selection process included the knowledge that the May-June 2018 macroeconomic forecast was the first forecast that attempted to fully incorporate the current and expected economic implications of the current federal administration's trade, taxation, and fiscal policies.

The Moody's Analytics forecasts used in this study also were selected given the Crane Associates/EPR consulting team's successful experience in utilizing the Moody's Analytics national and regional economic forecast as a starting point for several past housing supply and demand studies we've conducted throughout the northeastern U.S. region. Each time the Moody's Analytics macroeconomic forecast was used, it was found that the long-term economic and demographic forecasts were proven as critically important to the initial analytical and technical foundation for the regional economic and demographic forecast used in each previous study. One such assignment was completed during the very uncertain economic times just after the turn of the century and just as the 2005-07 housing market bubble was forming-deflating. We expect that the selection of the May-June 2018 Moody's Analytics U.S. macroeconomic and regional forecasts for this study will again prove to be a sound analytical and technical decision.

**Overview of the Moody's May-June 2018 Forecast for the U.S. Economy:** The Moody's Analytics May-June 2018 macro forecast (hereafter the "Moody's Forecast") serves as the basis for the regional baseline economic and demographic forecast that was calculated in May-June 2018 from Moody's Analytics as the starting point for this housing study. The Moody's regional economic and demographic forecast for Queensbury is a step-down forecast based on a separate forecast from the Glens Falls Metropolitan

Statistical Area (“MSA”) which covers the Warren and Washington County region that utilizes the national forecast as a basis for the forecasted variables. Because the Moody’s Analytics U.S. Macro Model is a closed system, the independently-forecasted variables for the region are part of a system where all regional forecasts are forced to accumulate to the national total as determined by the U.S. Macro Model. As such, although the regional and town forecasts are developed independently based on their identified quantitative relationships to the U.S. economy, the sum of all of the independent regional forecasts are also influenced by the results of the U.S. forecast and the sum of all of the regions do not exceed the forecasted variables of the U.S. as a whole.

As mentioned above, the Moody’s U.S. Forecast incorporates the most recent trade, fiscal, and monetary policy changes under the current administration and their initial and projected impacts. These included the tax legislative overhaul for individuals and businesses, the ongoing international trade negotiations and tariff-related brinksmanship between the U.S. and its trading partners, current labor market dynamics concerning wage growth and extraordinarily low unemployment, and tightening monetary policy moves by the Federal Reserve, all of which have far-reaching national and regional economic implications into the conceivable future. The Moody’s Forecast accommodates these policy shifts by employing a series of assumptions of how these broad policy shifts will reverberate throughout the national economy as well as the regional economy of the MSA.

More specifically, the May-June Moody’s Forecast incorporates the growth trajectory the economy has enjoyed for the past several months, but predicts that the labor market currently does not contain the “slack,” or number of workers labeled “underemployed,”<sup>3</sup> that are necessary to fill all of the open jobs. Moody’s predicts that this will become a primary weakness in the near future, suppressing economic activity to some extent, as labor markets tighten further, wages and inflation increase, and business become more unable to fill an increasing number of job openings at higher wages.

The Moody’s Forecast includes the caution that the full-employment status of the U.S. economy currently would eventually limit the positive macroeconomic effects of the administration’s policy-induced economic stimulus during the forecast period. This was because the magnitude of the tax cuts and government expenditure multipliers generate a smaller effect on job and income growth when economic activity is near or at the full capacity. With little or no idle land, labor, or capital available to take advantage of those stimuli in the short term, less growth occurs than would otherwise be expected at a given level of stimulus. Conversely, the stimulative impact on the economy associated with the administration’s actions would likely have a greater impact were the U.S. economy now experiencing economic conditions like those during the “Great Recession” of 2009, when unemployment and large amounts of unused industrial and business capacity were present. However, the current conditions within the U.S. economy are markedly different than in 2009, when economic recovery legislation was passed as the U.S. and regional economies were emerging from the last recession. Instead, it is noteworthy that the positive effects of expansionary, or deficit spending, fiscal policy is often crowded out by off-setting actions associated with a less accommodative Federal Reserve and the actions of global investors, who have a demonstrated tendency to act to push up long-term interest rates in anticipation of higher inflation and larger federal budget deficits when the economy is operating close to “full capacity.”.

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<sup>3</sup> Underemployed includes the unemployed, part-timers who want more hours, and those not looking for work and thus are not counted as unemployed but who say they would take a suitable job.

In the Moody's Forecast, higher inflation rates and higher interest rates are built-in—including core<sup>4</sup> consumer price inflation pushing through the two to two-and-half percent level on a sustained basis. A persistent two-and-half percent rate of core inflation would be well above the Federal Reserve's rumored inflation target. During periods when the inflation rate exceeds the target of the Federal Reserve, the Federal Reserve often responds by increasing short-term interest rates—the federal funds rate. The Moody's Forecast expects the federal funds rate to increase to over three and one half percent by early 2020, and the long-term, 10-year Treasury yield to reach as high as four percent. Moody's Analytics notes in its May-June 2018 macroeconomic forecast that this is a “classic symptom” of an overheating U.S. economy, which has historically ended in an economic recession or downturn.

Beyond the initial four years to five years of the forecast time frame, the Moody's Forecast does not expect the Administration's actions to materially alter the long-run growth potential of the U.S. or MSA regional economy. Moody's Analytics expects the long-run growth potential of the U.S. economy as measured by real U.S. GDP<sup>5</sup>—the output growth potential that is consistent with stable unemployment—to remain the same. In effect, Moody's Analytics expects that the policy proposals of the new administration will not alter the two percent per annum long-term growth potential of the U.S. economy. Moody's Analytics notes in the May-June 2018 forecast that the corporate tax reform should provide a meaningful boost to the economy's growth potential. The lower marginal rates and the adoption of a territorial tax system will likely lower the cost of capital for many U.S. businesses and, as a result, encourage increased capital investment activity. Moody's Analytics also notes that more investment and a larger capital stock, in turn, will act to lift labor productivity growth and the U.S. economy's growth potential.

However, the Moody's Forecast also includes the expectation that the positive effect on the U.S. and regional economy's growth potential will require time to develop, and this “development” time frame is assumed under the Moody's Forecast to extend beyond the current administration. While the administration's policy initiatives could meaningfully add to the U.S. economy's growth potential during the near term, these initiatives are not expected to be “game changers.” While the initial period under this policy regime has shown a boost to economic activity, there are significant barriers to long-term sustained annual GDP growth of 4.0%. As a result, the Moody's Forecast predicts a possible correction, or the downward portion of the current business cycle, to be apparent by the Summer of 2020.

Among the primary indicators which Moody's cites to back up this prediction are the natural rate of unemployment and the inversion of the yield curve (The difference between long-term and short-term Treasury yields, seen below).

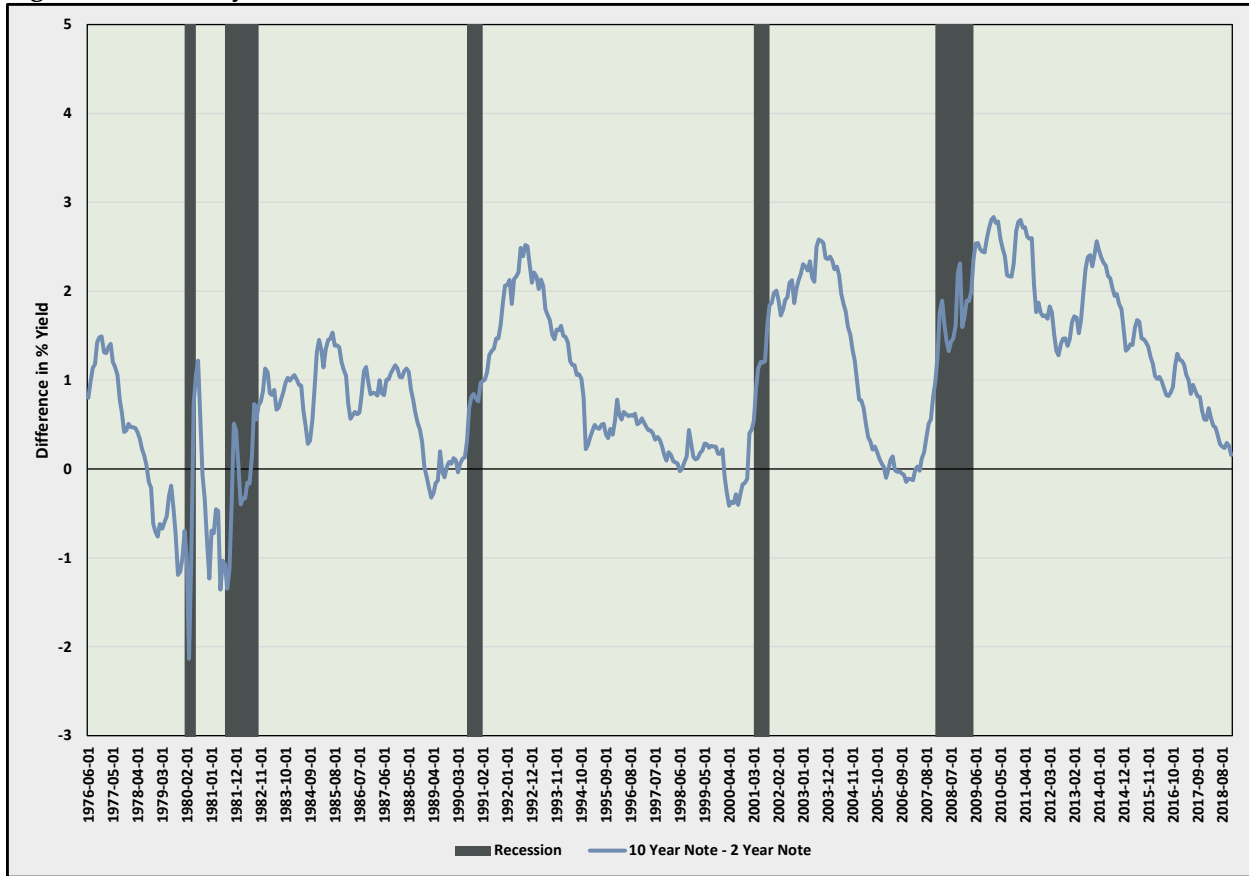
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<sup>4</sup> That is the inflation rate excluding volatile food and energy prices.

<sup>5</sup> GDP means Gross Domestic Product.



Figure A.1 Treasury Yield Curve (10 Year Note minus 2 Year Note)



While the specific number associated with the “natural” unemployment rate can be debated due to its very complex interplay of determinants, Moody’s reports that its estimate at 4.5% mirrors most alternative estimates by analysts. This national unemployment rate was achieved during the summer of 2017, and the indicator has continued to decline since, reaching 3.7% during September 2018. Drawing on historical evidence that, on average, recessions have occurred approximately three years after the economy has moved beyond full employment, leads Moody’s forecasters to their assumption of a recession in Summer of 2020. Similarly, an inverted yield curve is also a leading indicator of a recession. Citing the so-called “policy yield curve,” Moody’s measures the difference between the 10-year Treasury bond yield and the federal funds rate. If the curve inverts in the later stages of a business cycle, it shows that investors are anticipating lower yields from long-term bonds from a sluggish economy. Moody’s predicts an inversion to the yield curve occurring in summer 2019, and citing the historical length of time between the inversion of the yield curve and the next recession, averaging one year, this again leads Moody’s to assume a Summer 2020 recession in its forecasting.

The Moody’s Forecast does not expect that the net effect of these policy changes, when implemented and integrated into the U.S. economy’s supply side, will achieve the administration’s stated objective of sustained four percent annual growth rates for the U.S. economy over the long term. Moody’s predicts that the stimulative effect of tax reform or other government spending and investment may to a large degree be off-set by trade goals currently under pursuit. Those trade agreement re-negotiations and tariff impositions may hamper the U.S. economy’s future performance by leading to higher prices for commodities and intermediate goods. Such policy changes could be expected to impede competition and productivity

growth over the longer term in the U.S. economy. Overall, these negative and positive policy shifts within the U.S. economy are expected to result in little net change over the longer term due to the expected cross-cutting policy changes.

### ***Forecast Model Details:***

Since the Moody's Analytics U.S. Macroeconomic Model is a foundational part of this study, this section is intended to describe this sophisticated tool and to provide the reader with a road map to the model's construction. The Moody's Analytics U.S. Macroeconomic Model (hereafter the "Moody's U.S. Macro Model") is a large scale, multi-equation structural econometric model of the U.S. economy that is designed to produce a conjoined short-term and long-term forecast of the U.S. economy. The model includes more than 1,800 published and unpublished intermediate variables that split the difference between the theoretical "short" and "long" term time boundaries, defined by a family of quantitative models which employ pure time series methods. The analytical priority is to obtain the purest "statistical fit" for the time series data while employing few, if any, assumptions about empirical or theoretical underpinning of how the economy operates. This is combined with a family of quantitative models which are used to forecast the economy by heavily relying on theoretical applications of microeconomic theory, based on a carefully crafted set of theory-based assumptions, which is alternative to the first technical approach. The U.S. macroeconomic and accompanying regional forecasting models maintained by Moody's Analytics reflect a blending of the two types of model theory presented above. The Moody's U.S. Macro Model relies on the approach of "specifying, estimating, and then solving simultaneously" a large set of empirically-based equations that are intended to "mirror the structural workings" and inter-relationships of the U.S. economy.

The theory behind the Moody's U.S. Macro Model can be summarized as an intersection of the U.S. economy's aggregate demand and aggregate supply. Over the shorter term time horizon, the Moody's U.S. Macro Model assumes that "ups and downs" in economic activity are a function of changes in aggregate demand. This assumes that aggregate supply—or the growth potential of the U.S. economy—remains "unchanged" during that theoretical "short-term" time horizon, or in other words, the level of resources and technology that are available for output growth do not change. Over the longer term, Moody's U.S. Macro Model does incorporate changes in supply into the economy's growth potential. By incorporating the supply side changes, such as expansions in labor and capital and changes in technology which allow the economy's inputs to be transformed into higher levels of output at higher levels of efficiency, the longer-term Moody's Analytics macroeconomic forecast therefore reflects the Moody's U.S. Macro Model interaction between aggregate supply and aggregate demand. According to Moody's Analytics, this interaction is captured mathematically in the relationship between three key macroeconomic variables for the U.S. economy. These include:

- GDP depends on aggregate spending, which in turn depends on the expected real rate of interest, or the nominal rate less future inflation;
- Nominal interest rates are determined both by monetary policy and by private demand for credit, both of which are influenced by GDP;
- Inflation is determined by firm price-setting choices, which depend on the level of real activity and inflation expectations.

In its technical documentation of the Moody's U.S. Macro Model,<sup>6</sup> Moody's Analytics points out that the above mathematically describes a system of three equations that can be solved for the three unknowns—real or inflation-adjusted GDP, nominal-dollar interest rates, and inflation—conditional on given expectations of future income and inflation for the U.S. economy. Drs. Zandi and Hoyt further elaborate that the classical long-run equilibrium for the economy is achieved at the point where expectations are consistent with reality. When this occurs in the economy, the level of real output, interest rates and inflation remain stable at equilibrium values governed entirely by the supply side of the economy. However, they note that in the short run, a shock to any part of this system can cause spending and inflation to depart from expectations. If that occurs; it causes departures in current growth, interest, and inflation rates from their long-run equilibrium values, giving rise to business cycles—the recurring ups and downs in economic activity that have characterized the U.S. economy that have been documented by the National Bureau of Economic Research (“NBER”) since the middle of the 1800s.

Within the context of the above, the Moody's U.S. Macro Model includes a system of equations covering all aspects of the U.S. economy typically expected in classical macroeconomic theory. Aggregate demand in the Moody's U.S. Macro Model is disaggregated into consumption, business investment, international trade, and government expenditures. The key categories of macro activity included in the model include: (1) consumer spending, (2) gross private domestic investment, (3) international trade, (4) government spending and fiscal policy, (5) aggregate supply, (6) inflation, (8) monetary policy and financial markets, (9) personal income and corporate profits, (10) labor markets, and (11) housing. The Moody's U.S. Macro Model also includes break outs of key variables in the consumer sector, components of personal income, and output-jobs by industry. The detail for each of the eleven activity areas is summarized below.

**Consumer Spending:** Consumer spending is a key part of the economy and is disaggregated into spending on motor vehicles and parts, durable goods excluding motor vehicles, nondurable goods, and services as the key components of spending. Within the Moody's U.S. Macro Model, each of these consumption components is modeled on a per capita basis to account for population growth. These categories are modeled as a function of real or inflation-adjusted income and real or inflation-adjusted household net worth. Energy prices, as they impact the consumption of vehicles, nondurable goods and services are also factored in to the consumer spending's system of equations. The Moody's U.S. Macro Model treats vehicle spending as an intermediate step—since it is a key part of consumer spending as a durable or “big-ticket” good. Factors particular to the automobile market also have a significant influence on automobile purchases, so Moody's treats them separately within the broader framework of consumer durable purchases. The components of durable goods excluding motor vehicles, nondurable goods and services are modeled separately but forced to sum to the appropriate aggregate expenditure category. Other variables including unemployment, consumer sentiment, demographic trends, home sales, and the price of the particular good or service relative to the prices of all consumer goods and services are included in the models that support this macro activity area of the Moody's U.S. Macro Model.

**Gross Private Domestic Investment:** Gross private domestic investment is divided in the Moody's U.S. Macro Model into three different categories: residential construction, fixed business investment, and inventory investment. Each category of investment is determined by different factors which reflect their differing cyclical patterns and macroeconomic basis. Estimates of residential construction activity are

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<sup>6</sup> See U.S. Macro Model Methodology, April 2015; Dr. Mark Zandi and Dr. Scott Hoyt, Moody's Analytics; Economic & Consumer Credit Analytics, pp. 1-15. The description herein draws heavily from the above model documentation which was published as part of Moody's Analytics' work regarding “stress-testing” analyses for U.S. financial institutions. The technical information regarding the Moody's U.S. Macro Model's theoretical construction is also useful for understanding why and how this tool was employed in this housing study for the town.

impacted by household formation growth (i.e. number of new households being started) and housing affordability. Housing affordability, in turn, is determined by mortgage rates, house prices, and income growth; tax law changes; consumer sentiment; and lending standards established by mortgage lenders. Measures of residential construction activity included in the Moody's U.S. Macro Model include single- and multifamily housing starts, existing-home sales, and several measures of house prices—including the FHFA-HPI<sup>7</sup>. The FHFA HPI is thought to be a good proxy for housing prices because it includes all sale and re-financing transactions within a geographic area where an appraisal is used to establish housing value or price. The FHFA HPI excludes house transactions involving "jumbo" mortgages.<sup>8</sup>

Fixed business investment in the Moody's U.S. Macro Model is divided into four categories of equipment and software, three categories of intellectual property, and five categories of nonresidential structures. Moody's Analytics explains that business investment plays an important role in both the demand and supply sides of the economy. On the demand side, investment is a critical determinant of the business cycle because it responds to, and therefore amplifies, shifts in output. In the traditional accelerator/multiplier theory, the level of investment depends on the change in expected output; investment changes will in turn stimulate further movements in output through the multiplier effects. Investment influences the supply side of the economy since it is the principal determinant of potential output and labor productivity. Investment spending, under the Moody's U.S. Macro Model construct, adds to both the stock of capital available per worker and also determines the extent to which the capital stock embodies the latest and most efficient technology. The Moody's U.S. Macro Model specification of the investment equations is based on the neoclassical investment theory of individual firms. Following this approach, net investment is modeled as a function of changes in expected output and the cost of capital. The cost of capital is equal to the implicit cost of leasing a capital asset—per economic theory.

Although most theoretical analyses assume that businesses do not face constraints on investment funds, in practice there are limits to the availability of credit. Corporate cash flow and debt levels are therefore also important determinants in the investment equations in the Moody's U.S. Macro Model. Investment in intellectual property is dependent on technology spending and profits. Investment in different types of nonresidential structures is driven in the Moody's U.S. Macro Model by construction put in place, which is in turn determined by measures that proxy for absorption of space, vacancy rates, and government spending. Investment in mining structures is closely linked to changes in oil prices. Inventory investment is divided into farm and nonfarm inventories. Nonfarm inventory change is further divided into construction and mining, manufacturing, and wholesale and retail inventories. Inventory investment is dependent on final sales and production which is "proxied" by capacity utilization—a commonly reported level of asset utilization by industry category.

**International Trade:** World trade has been growing rapidly and has become more important to the U.S. economy in recent decades. This trend is expected to continue, despite the campaign rhetoric attributable to representatives of the new administration. The Moody's U.S. Macro Model includes an international trade sector that captures the interactions between foreign and domestic prices, interest rates, exchange rates, and estimated product flows. Within the model, export prices and volumes are determined by what are called stochastic equations, while nominal trade flows are calculated as identities. Merchandise trade

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<sup>7</sup> FHFA refers to Federal Housing Finance Agency Housing Price Index.

<sup>8</sup> A jumbo mortgage is a house loan for an amount that exceeds conforming loan limits established by regulation. The jumbo loan limit is \$417,000 in most regions of the United States. The limit on jumbo loans is \$625,500 in the nation's highest-priced areas.

flows are disaggregated between goods and services with imports of automobiles and parts also modeled separately within the Moody's U.S. Macro Model.

The key determinants of export volumes are global GDP growth and both the real and nominal trade-weighted value of the U.S. dollar. The structural equations in the Moody's U.S. Macro Model for imports allow a richer specification than do the corresponding export equations. Real imports are determined by specific domestic spending categories and relative prices. Projections of international economic activity are determined using the Moody's Analytics international economic model system and are provided exogenously<sup>9</sup> to the Moody's U.S. Macro Model and regional economic model system.

**Government Spending and Fiscal Policy:** Federal government spending and fiscal policies are treated in the Moody's U.S. Macro Model as partially exogenous to the U.S. economy, since legislative and administrative decisions are not tied with enough predictability to changes in macroeconomic conditions. At its most basic macroeconomic level, federal government spending is the sum of federal consumption and investment expenditures. These two expenditure categories are, in turn, divided into defense and nondefense categories. Federal defense and nondefense expenditures are each the sum of compensation and non-compensation federal purchases. Total federal government outlays in the Moody's U.S. Macro Model include the sum of defense and nondefense consumption expenditures plus transfer payments, net interest payments, subsidies less current surplus of government enterprises, federal grants-in-aid to state and local governments, less wage accruals net of disbursements. All outlays are exogenous except for transfer payments, which are a function of unemployment insurance payments, net interest payments (which are a function of interest rates and the publicly held Treasury debt), and government consumption (which is included in the Moody's U.S. Macro Model as a component of GDP and assumed to grow in a trend-like manner). Total federal government receipts are the sum of personal tax receipts, social insurance contributions, corporate profits tax receipts, and indirect tax receipts. Personal taxes account for the bulk of federal tax collections—accounting for nearly one-half of total receipts. Personal tax receipts are equal to the product of the average effective income tax rate times the tax base. The tax base is defined as personal income less nontaxable components of income (which include other labor income and government transfers). Most average effective tax rates are exogenous and actually comprise key policy levers in the model. The personal income tax rate is modeled based on high, low and middle marginal tax rate and changes in real stock and home prices. This allows for more policy levers in the Moody's U.S. Macro Model and account for capital gains tax receipts.

The federal budget deficit is measured both on a National Income and Product Accounts (or "NIPA") basis and on a unified basis. Differences between the two measures depend on accounting methods, coverage, and timing. For example, the unified budget counts receipts on a cash collections basis; the NIPA records corporate profit receipts on a liability basis (as is done in the so-called GDP accounts), and personal income taxes and Social Security payments on a "when paid" basis. Thus, unified outlays are counted when funds are disbursed. In contrast, NIPA outlays are recorded at the time of delivery. The state and local government sector of the Moody's U.S. Macro Model is modeled similarly to the federal sector. Revenues are a function of exogenous average effective tax rates and their corresponding national income categories, plus federal grants-in-aid. Expenditures for all but net interest costs are exogenously determined. Government spending in the NIPA calculations of GDP includes government consumption and adds

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<sup>9</sup> The term "exogenous" means that this variable is estimated using quantitative tools other than the U.S. Macro Model. Separate values are inputted into the Moody's U.S. Macro Model that have been determined elsewhere (e.g. through other models) that are not run jointly with the Moody's U.S. Macro Model and are therefore outside or "exogenous" to the model.

government investment spending. Other components are considered transfers rather than economic output. One unique feature of the government sector of the NIPA accounts is that, unlike most modeling of expenditures, government spending is forecast in nominal terms, with price deflators for each category of expenditures forecasted as well. Real values are then derived as identities within the Moody's U.S. Macro Model.

**Aggregate Supply:** The supply side of the Moody's U.S. Macro Model describes the U.S. economy's capabilities for producing output. By extension, the Glens Falls MSA regional economic model, which provided the baseline economic and demographic forecast for this study, describes the same capacity for producing output for the MSA. In the Moody's U.S. Macro model, aggregate supply or potential GDP is estimated by a Cobb-Douglas production function that combines factor input growth and improvements in productivity (e.g. through advances in technology that improve output efficiency). Factor inputs include labor and business fixed capital, and are defined by an estimate of the full-employment labor force and by the existing capital stock of private nonresidential equipment and structures. Population is estimated based on Census Bureau birth and death rates and immigration rates that are determined by the economic performance of the United States relative to the rest of the world. The baseline population forecast for the MSA was determined in a similar way, except the relative performance is for the MSA relative to the closed system for the U.S. economy—with the MSA's forecast part of an algorithm where the totals for the parts (e.g. all regional forecasts) are relationally forced to sum to the national total. Total factor productivity is calculated as the residual from the Cobb-Douglas production function estimated at full employment. A key unknown in estimating aggregate supply is what the full employment level of labor actually is. This level is derived from a measure of potential labor supply and a measure of the long-run equilibrium unemployment rate for the U.S. economy. This rate, often referred to as NAIRU or the **Non-Accelerating Inflation Rate of Unemployment**, is the unemployment rate consistent with steady price (and wage) inflation. It is also the unemployment rate at which actual GDP equals potential GDP.

Estimation of the NAIRU proceeds with the estimation of an expectations augmented Phillips curve relationship between inflation and unemployment. The inflation measure used is the chain price index for personal consumption expenditures excluding food and energy. The NAIRU estimated in this Phillips curve is the "married male" NAIRU. This group is chosen for the Moody's U.S. Macro Model because "married males" are expected to have the greatest attachment to the labor market, and thus be less susceptible to changes in labor force participation than other groups that may be affected more by changing demographic composition, changed work habits, or reduced discrimination (which are typical possible factors that drive labor force participation). This stability allows the Moody's U.S. Macro Model to more accurately estimate a married male (MM) NAIRU that is constant over time. Married female and unmarried NAIRUs are derived via statistical techniques such as regression from the married male NAIRU. These individual NAIRUs are demographically weighted to arrive at an overall NAIRU.

The growth of aggregate supply in the Moody's U.S. macro Model is the fundamental constraint on the long-term growth of aggregate demand. When actual GDP is above or below potential GDP, there is an output gap. Given currently high unemployment relative to NAIRU, the current output gap is large. Inflation created by demand that approaches or surpasses potential GDP (a positive output gap) raises credit costs and weakens consumer confidence, thus constraining aggregate demand when the economy is overheating. Conversely, lower inflation and easier credit stimulate demand when economic conditions are slack. Thus, output and employment gaps form the key determinants of prices in the Moody's U.S. Macro Model, as price movements become the mechanism for restoring the full-employment level of output. An increase in government spending, for example, narrows the output gap, driving up output prices and lowering the unemployment rate. Higher prices and a tighter labor market, in turn, tend to force

up wage rates, further putting upward pressures on prices- inflation, although this effect is partially offset by an increase in labor productivity. Higher inflation and a stronger real economy drive up interest rates and reduce real income gains. The net effect is a dampening of aggregate demand to bring it back in line with aggregate supply over the long-term.

**Inflation:** Decisions about prices are made by individual firms. Firms adjust their prices in response to conditions in their markets. If demand has been strong and they are producing more than they think is appropriate given their current prices, they will raise their prices. If demand has been weak and the firms are producing less than appropriate, they will lower their prices. When the Moody's U.S. Macro Model handles this process in terms of aggregate variables—GDP and the price level—prices will tend to rise whenever GDP has been above potential and will tend to fall when it has been below potential. Firms make their price decisions with the prices of their inputs in mind. The most important input is labor. Therefore, the behavior of the wage rate is a major determinant of the price adjustment process. Wages and demand pressures on prices determine a relationship between the deviation of GDP from potential and inflation. This is embodied in the wage equations of the Moody's U.S. Macro Model through an expectations augmented Phillips curve, where wages react to expected inflation and unemployment. The fundamental wage equation in the model is the wage component of the Bureau of Labor Statistics' quarterly "Productivity & Costs" release. The explanatory variables include the difference between the actual unemployment rate and the NAIRU, private nonfarm labor productivity growth, and consumer prices. Within the Moody's U.S. Macro Model, the impact of prices takes three years to fully play out in the model. In addition to labor, energy is another important determinant of business costs.

In the specification of the Moody's U.S. Macro Model, firms are expected to be quicker to pass through energy price increases to consumers on goods that are especially sensitive to oil prices such as gasoline and agricultural commodities. Firms also pass through price increases on services such as airfare, train fare and wholesale trade after material and persistent rises in their energy costs. Electricity and natural gas consumer prices are slower to rise, since utilities must seek the permission of policymakers in order to raise prices in the regulated utilities industry. Energy is an input cost to virtually every firm in every industry. As such, rising energy prices boost the prices for all goods and services to the extent that firms pass through price increases.

More than 60 producer price index components are included and forecasted in the Moody's U.S. Macro Model. Most are forecast based on historical performance relative to demand and other relevant drivers. More aggregate producer price indexes are determined by a weighted average of other producer prices and labor costs. The weights reflect the composition of each producer price's factor inputs. The consumer price indexes in the Moody's U.S. Macro Model are driven by producer prices, labor costs, and import prices. Import price deflators, for example, are direct determinants of many of the indexes for consumption goods. The core components of consumer prices are determined by the appropriate price deflators. Oil and food prices are determined exogenously. Consumer expenditure deflators are primarily determined by related consumer price indexes, although in some cases more fundamental drivers are utilized. The aggregate PCE deflator is determined stochastically and component deflators are constrained to be consistent.

**Monetary Policy and Financial Markets:** The conduct of U.S. monetary policy by the Federal Open Market Committee (or "FOMC") of the Federal Reserve is a very important part of the financial environment surrounding U.S. and regional housing markets. The key benchmark short-term rate in the Moody's U.S.

Macro Model is the federal funds rate. The federal funds rate<sup>10</sup> is determined within the model over the period including when former Fed Chair Paul Volker became chair of the Federal Reserve Board in 1979 through the end of the forecast period. This period includes a number of very different approaches to the conduct of monetary policy by the Federal Reserve, including former Chair Volker's implementation of monetarist theories, former Chair Alan Greenspan's policy of opportunistic disinflation, and former Chair Ben Bernanke's use of unconventional monetary policy tools to combat the "Great Recession" and financial crisis, and subsequent slower than desired recovery.

Despite the differences in approach, monetary policy as represented by the federal funds rate is included in the Moody's U.S. Macro Model with a so-called "Taylor Rule" specification—reflecting the Federal Reserve's dual objectives of fostering economic growth and maintaining long-term price stability. Developed by Stanford economist John Taylor, the Taylor Rule has been used as an important reference point for policymakers as they craft monetary policy as the economy has changed over time. The Taylor Rule is a central bank reaction function that computes an optimal federal funds rate from the equilibrium funds rate—that rate consistent with an economy operating at full-employment, growing at its potential with inflation at the Federal Reserve's target. Stock market volatility is also included in the reaction function to proxy for the impact of financial market stress on policymakers' views of the appropriate funds rate target. When the economy is operating at full employment and inflation is at the rate consistent with the Federal Reserve's definition of price stability, the federal funds rate should be equal to its equilibrium rate.

In addition, the Taylor Rule prescribes the central bank to lower interest rates when either inflation or the economy is operating below its respective target, and vice versa. The Taylor Rule has done a reasonable job in tracking actions by the FOMC since the late 1970s. As the Taylor Rule was vetted by accurately predicting Federal Reserve's actions, it provided financial markets a good metric to ascertain the path of monetary policy. For much of the period after the "Great Recession," the Taylor Rule called for a negative federal funds rate. Since a negative interest rate of any kind, much less a benchmark interest rate like the federal funds rate, is extremely unlikely in reality (not to mention a negative interest rate would also create major issues in the specification of any U.S. macro model), at a certain point close to "zero," a minimum, positive federal funds rate is imposed within the model.

For the remainder of the financial sector, money demand equations are derived from portfolio theory; the demand for cash depends on the level of income, the expected level of transactions, and the opportunity cost of holding liquid assets as opposed to other interest-earning instruments. Money in the Moody's U.S. Macro Model is not a single asset, but rather a group of asset categories with varying degrees of liquidity. At one end of the spectrum is currency, which can be exchanged directly for assets; money also includes savings and time accounts, and, at the other end of the spectrum, certificates of deposit. Required reserves—determined by the components of money demand and the monetary policy lever specifying the required ratio—define the demand for reserves in the banking system. Free reserves, defined as non-borrowed reserves less required reserves, are a measure of disequilibrium in the Moody's U.S. Macro Model. Total, borrowed, and excess reserves are included for completeness of U.S. financial markets within the Moody's U.S. Macro Model.

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<sup>10</sup> The federal funds rate is the interest rate at which depository institutions (banks and credit unions) lend reserve balances to other depository institutions overnight, on an uncollateralized basis. It is a benchmark rate that lays the groundwork for other consumer rates (like mortgage interest rates) that are charged in retail banking and other non-bank retail lending markets.



**Personal Income and Corporate Profits:** While the income side of the NIPA accounts is not as carefully followed as the demand side of the accounts, it is the income sector that makes macroeconomic models truly general equilibrium models. One household's spending is income to another household, while income generated by production is a constraint on final demand. Moreover, the distribution of income among households, businesses, and government has significant effects on the composition of output and on the dynamics of the business cycle. National income is defined as the sum of the payments to the factors of production. The Moody's U.S. Macro Model has behavioral equations for all nonprofit income flows including compensation of employees (wages and benefits), other labor income, employer contributions for social insurance, farm and nonfarm proprietors' income, and net interest paid by business.

Corporate profits with inventory valuation adjustment and capital consumption adjustment are estimated by quantitative methods such as regression on output, labor costs, and prices. Corporate cash flow is determined by subtracting dividends and corporate taxes from corporate profits and adding depreciation allowances. A key stock price variable in the U.S. Macro Model has been the S&P 500 Composite Stock Price Index. This is modeled as a function of after-tax profits, stock price volatility, and a distributed lag on the 10-year government bond rate. In 2015, a new variable, the Dow Jones total stock market index, has been added to the model in order to meet Comprehensive Capital Analysis and Review reporting requirements. Over history, the two series have shown very similar behavior. Consequently, the S&P variable is the primary driver for the Dow Jones Index.

**Labor Markets:** The labor market sector in the Moody's U.S. Macro Model uses labor/employment concepts of two major types as defined by the U.S. Bureau of Labor Statistics: (1) payroll jobs (which is a full-time position by place of work), and (2) household labor/employment-unemployment (which is a count of job holder residents or unemployed based on where they live—and each individual is counted as one employed or unemployed if they meet the required criteria for “participating in the labor force,” even if an employed resident holds more than one position or job).<sup>11</sup> Within the household data set, the labor force, the number of unemployed, and the rate of unemployment are all calculated for the household data series. Private payroll jobs is modeled within the Moody's U.S. Macro Model from both a top-down and bottom-up approach. Total private jobs are derived as a function of labor hours demanded, which in turn is a function of output. Labor hours are modeled based on lagged growth in output and labor productivity. Total payroll jobs are also modeled separately at the one-digit and two-digit NAICS level.

To properly examine industry specific employment impacts attributed to changes in consumer spending, business investment, trade and federal and state government spending, the Moody's U.S. Macro Model has incorporated data from the 1997 benchmark of the Bureau of Economic Analysis' U.S. Input-Output Accounts. In the Moody's Analytics U.S. Macro Model technical specifications, Moody's indicates that these data are used to generate quarterly estimates of gross product originating (GPO) by industry as follows:

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<sup>11</sup> It should be noted that this housing study uses both of these two employment concepts. In addition, this housing study uses a broader job concept as defined by the Bureau of Economic Analysis as part of its national income and product accounts program. The BEA definition of jobs is a broader employment-job concept than either of the series discussed above and was used (particularly in the Regional and Town models) because it presents a more complete employment-jobs picture that affects housing demand—including self-employed (proprietors), and farm and military jobs which are not a part of the Current Employment Survey (or CES) series from U.S. Bureau of Labor Statistics that counts nonfarm payroll jobs. The nonfarm payroll job concept which includes only non-agricultural jobs and does not include self-employed and proprietors. However, Moody's job-employment series are both important macro variables that provide important information on economic performance. As such, they remain key macro variables in the Moody's U.S. Macro Model and regional forecast model employed in this study.

GPO by industry *equals* the industry's share of total consumption *times* Real personal consumption expenditures; *plus* the industry's share of investment *times* Real investment *plus* the industry's share of exports *times* Real exports *plus* the industry's share of imports *times* Real imports *plus* the industry's share of federal spending *times* Real federal gross investment and consumption *plus* the industry's share of state and local spending *times* Real state and local gross investment and consumption.

Industry payroll jobs depend on the industry specific gross product originating and productivity terms in some cases for construction jobs. This intermediate value of construction payroll jobs is then divided by the sum of all the intermediate estimates of job categories. This share is then applied to total private jobs estimated separately. Thus, relative industry payroll job shifts occur, even though the actual industry payroll job levels are "forced" to equal the change in top-line, total private payroll jobs.

Household employment (which again is the count of employed residents by where they live) is modeled as a function of total payroll jobs by place of work. The two measures of jobs-employment can vary over the business cycle given changes in the number of people holding multiple jobs and the number of self-employed. These differences should be captured in the national level variable. The labor force is determined by the working age population, real hourly compensation and the share of the population of prime working age. The rate of labor force participation is determined through an identity. The number of unemployed and the unemployment rate are determined as identities from the household employment and labor force projections.

The Personal Income sector of the Moody's U.S. Macro Model is further broken down into eight different components. Wages and salaries, the largest income category, are divided into manufacturing, private service producing, and construction and mining categories. In the same spirit as jobs-employment, wages and salaries are modeled from a top-down and bottom-up approach. Total wages and salaries are modeled as a function of average weekly earnings. Individual wage and salary categories are modeled as a function of industry employment, industry average hourly earnings, and a broad measure of hours worked. Outside of the wages and salaries category, the other non-wages and salaries income categories including supplements to wages and salaries, basically benefits, are estimated as a function of wages and salaries. The sizable constant term for this category of Personal Income in the Moody's U.S. Macro Model reflects the rapid growth in this category of income over the past two decades due to rising medical costs and nonwage benefits. Contributions for social insurance are also a function of wages and salaries and tax rates.

Interest income in the Moody's U.S. Macro Model is estimated from a regression on a weighted average of short- and long-term interest rates. Dividend income is a function of corporate dividend payments. Rental income is exogenous, and proprietors' income is derived from output and profits. Transfer payments in the Moody's U.S. Macro Model are a function primarily of the share of the population over 65 since Social Security benefits are the largest component. The unemployment rate and the rate of consumer price inflation also play a role in the Moody's U.S. Macro Model for this component.

**Housing:** The housing sector determines the number of single-family and multifamily housing permits, starts, completions, new- and existing-home sales, house prices, mortgage originations for purchase and refinancing, and mortgage delinquency and foreclosure rates. Over the long run, demographic factors such as household formation and income growth drive growth of the housing market. Business cycles and construction cycles, as represented by the jobless rate and the availability and cost of labor and building materials, will create disequilibrium between housing demand and supply in the short run. The Moody's

U.S. Macro Model of housing measures includes both these long-term and short-term forces, and provides important background for the MSA housing unit demand and unit supply estimates.

In the Moody's U.S. Macro Model, the demand for homes as expressed by new- and existing-home sales is related to household formation over the long term. Real, or inflation-adjusted, per household income growth is also an important determinant of housing demand as higher incomes make it possible for more households to buy a housing unit. The user cost of housing, or the after tax interest cost of owning a home less the expected return to buying a home, is a short-term driver of housing sales. The higher the user cost, the lower the housing unit sales. The expected return to buying a house is expected house price appreciation. The housing sales equations also include a measure of credit availability: with looser lending standards helping drive sales over the near term.

Similarly, the level of housing permits issued is largely determined by the number of household formations over the long term. Over time, the level of housing permits issued will closely follow the number of new household formations, after considering demolitions. However, permits and household formations are not equal in each period, given changes in the business cycle and building activity. Within the Moody's U.S. Macro Model, also affecting starts and sales are the general economic conditions as represented by employment or income growth, the user cost of housing, and the availability of credit. Credit availability has become a particularly important factor influencing the level of housing unit construction given recent changes in bank capital standards and the emphasis of bank regulators on credit quality. In the Moody's U.S. Macro Model, single-family housing permits are modeled based on relationships of the 30-year fixed mortgage rates to a four-quarter moving average of single family housing prices, the loan to housing price ratio, the ratio of fixed 30-year mortgage rates to 30-year adjustable mortgage rates, and real disposable income growth per household in the economy over time.

House prices within the Moody's U.S. Macro Model are specified as a function of factors that influence both the demand and supply of housing. The demand for housing depends on income per household, the jobless rate, after-tax borrowing costs, credit availability, and the distress sale share of total existing-housing sales. Income per household measures both the ability and willingness of households to purchase a home. Rising income levels in the Moody's U.S. Macro Model will result in increased house buying activity. The jobless rate also impacts consumers' willingness to buy. If consumer confidence is low, house purchases will remain lackluster even if income levels are growing. Finally, the distress sale share of total existing-house sales has had a significant impact on house prices during the recent housing boom-bust cycle, representing discounted excess supply of housing. House price appreciation and changes in the distress share are inversely correlated. As such, the Moody's U.S. Macro Model treat distress share as an explanatory variable in the house price model.

Purchase mortgage originations are modeled as a function of the value of new- and existing-home sales and the loan-to-value ratio. To account for the changing share of home sales that are for cash, the Moody's U.S. Macro Model includes the mortgage foreclosure rate. The cash share of home sales tends to be greater when there are more distress sales that are purchased by investors with cash. Refinance originations as a share of mortgage debt outstanding are determined by the difference between the current 30-year fixed mortgage interest rate and the average rate over the last five years (the average duration of a mortgage loan). The spread between interest rates on fixed and adjustable rate mortgages is also included in the model to capture the desire of ARM borrowers to refinance and lock in fixed rates when those rates are low.

Mortgage delinquency rates are determined by employment growth, house price changes, household financial obligations, and loan-to-value ratios. Job-employment growth reflects the ability of homeowners to meet their mortgage payments, while the change in house prices captures changes in the level of homeowners' equity. Significant declines in equity values are necessary before homeowners will stop making their mortgage payments altogether. Mortgage foreclosures are also included in the Moody's U.S. Macro Model as a function of lagged mortgage delinquencies, real house price movements, household financial obligations, and employment growth. The housing sector has been expanded substantially since the housing boom and bust cycle of the mid-2000s. Some notable additions to the Moody's U.S. Macro Model in the housing activity sector include the CoreLogic Case-Shiller® 20-City Single-Family House Price Index, single-family months of supply at current sales rate, and new single-family houses for sale.

**Table A.1 U.S. Macro Forecast Variables from Moody's Analytics**

U.S. Economic Forecast Summary	1990	2001	2007	2017	2022	2027	Average Annual Percent Change			Average Annual Percent Change		
	History				Forecast		1990-01	2001-07	2007-17	2017-22	2022-27	2017-27
<b>Indicators</b>	<b>History</b>				<b>Forecast</b>		<b>History</b>			<b>Forecast</b>		
<b>Real National Income Accounts (Billions of Chained 2009 Dollars)</b>												
Real Gross Domestic Product	8,955	12,682	14,874	17,096	19,238	21,168	3.2%	2.7%	1.4%	2.4%	1.9%	2.2%
Real Personal Income	7,275	10,611	12,358	14,583	16,070	17,849	3.5%	2.6%	1.7%	2.0%	2.1%	2.0%
Real Per Capita Income (\$/Person)	29,081	37,204	40,962	44,735	47,705	51,257	2.3%	1.6%	0.9%	1.3%	1.4%	1.4%
<b>Price and Wage Indexes</b>												
U.S. Consumer Price Index (1982-84=100)	130.7	177.0	207.3	245.1	276.0	308.2	2.8%	2.7%	1.7%	2.4%	2.2%	2.3%
GDP Implicit Price Deflator (2009=100)	66.8	83.8	97.3	113.4	126.5	139.2	2.1%	2.5%	1.5%	2.2%	1.9%	2.1%
<b>Current Dollar National Income (Billions of Dollars)</b>												
Personal Income	4,906	8,992	12,000	16,429	20,243	24,676	5.7%	4.9%	3.2%	4.3%	4.0%	4.2%
Wages & Salaries	2,741	4,954	6,395	8,353	10,293	12,432	5.5%	4.3%	2.7%	4.3%	3.8%	4.1%
Non-Wage & Salaries	2,165	4,037	5,605	8,076	9,949	12,244	5.8%	5.6%	3.7%	4.3%	4.2%	4.2%
Dividends, Interest & Rent	1,023	1,649	2,356	3,186	3,820	4,652	4.4%	6.1%	3.1%	3.7%	4.0%	3.9%
Transfer Receipts	597	1,193	1,728	2,860	3,586	4,456	6.5%	6.4%	5.2%	4.6%	4.4%	4.5%
Per Capita Income (\$/Person)	19,611	31,525	39,775	50,398	60,091	70,862	4.4%	4.0%	2.4%	3.6%	3.4%	3.5%
Median Household Income (\$/Household)	31,102	42,703	50,740	59,442	68,984	79,679	2.9%	2.9%	1.6%	3.0%	2.9%	3.0%
<b>Labor Force and Employment (Millions)</b>												
U.S. Civilian Labor Force	125.9	144	153	160	167	173	1.2%	1.1%	0.5%	0.8%	0.7%	0.8%
Total U.S. Employment	118.8	137	146	153	159	164	1.3%	1.1%	0.5%	0.7%	0.7%	0.7%
Unemployment Rate (%)	5.62	4.74	4.62	4.35	4.94	5.23	-1.5%	-0.4%	-0.6%	2.6%	1.2%	1.9%
Nonfarm Payroll Employment	109.5	132.1	138.0	146.6	152.7	157.5	1.7%	0.7%	0.6%	0.8%	0.6%	0.7%
Private Nonfarm	91.1	111.0	115.8	124.3	130.0	133.9	1.8%	0.7%	0.7%	0.9%	0.6%	0.7%
Natural Resources and Mining	0.8	0.6	0.7	0.7	0.8	0.7	-2.1%	3.0%	-0.6%	2.4%	-0.4%	1.0%
Construction	5.3	6.8	7.6	7.0	7.9	8.2	2.4%	1.9%	-0.9%	2.6%	0.7%	1.7%
Manufacturing	17.7	16.4	13.9	12.4	12.0	11.2	-0.7%	-2.8%	-1.1%	-0.7%	-1.3%	-1.0%
Transportation and Utilities	4.2	5.0	5.1	5.7	5.8	5.8	1.5%	0.4%	1.2%	0.3%	-0.1%	0.1%
Information	2.7	3.6	3.0	2.8	2.8	2.8	2.8%	-3.0%	-0.8%	0.0%	0.0%	0.0%
Wholesale Trade	5.3	5.8	6.0	5.9	6.1	6.2	0.8%	0.7%	-0.2%	0.6%	0.4%	0.5%
Retail Trade	13.2	15.2	15.5	15.9	16.1	16.4	1.3%	0.3%	0.2%	0.3%	0.4%	0.3%
Financial Activities	6.6	7.9	8.3	8.5	8.7	9.2	1.6%	0.9%	0.1%	0.7%	1.0%	0.9%
Professional and Business Services	10.8	16.5	17.9	20.5	22.1	23.6	3.9%	1.4%	1.3%	1.6%	1.3%	1.4%
Education and Health Services	11.0	15.8	18.7	23.2	24.6	25.9	3.3%	2.8%	2.2%	1.2%	1.0%	1.1%
Leisure and Hospitality	9.3	12.0	13.4	16.1	17.1	17.9	2.4%	1.8%	1.8%	1.2%	1.0%	1.1%
Other Services	4.3	5.3	5.5	5.8	5.9	6.0	1.9%	0.7%	0.5%	0.5%	0.2%	0.3%
Government	18.4	21.1	22.2	22.3	22.7	23.7	1.3%	0.8%	0.0%	0.4%	0.8%	0.6%
Government - Federal	3.2	2.8	2.7	2.8	2.9	2.9	-1.3%	-0.2%	0.3%	0.8%	0.2%	0.5%
Government - State and Local	15.2	18.4	19.5	19.5	19.8	20.7	1.7%	1.0%	0.0%	0.3%	0.9%	0.6%
<b>Population (Millions)</b>												
Total Population	250.04	285.31	301.59	326.01	336.86	348.22	1.2%	0.9%	0.8%	0.7%	0.7%	0.7%
Ages Less than 5 Years	18.90	19.31	20.15	20.04	20.37	20.59	0.2%	0.7%	-0.1%	0.3%	0.2%	0.3%
Ages 5 to 19 Years	53.08	61.63	62.65	62.15	61.69	61.75	1.4%	0.3%	-0.1%	-0.1%	0.0%	-0.1%
Ages 20 to 44 Years	100.39	104.28	103.59	108.37	112.11	114.85	0.3%	-0.1%	0.5%	0.7%	0.5%	0.6%
Ages 45 to 64 Years	46.35	64.77	77.26	84.37	82.70	82.15	3.1%	3.0%	0.9%	-0.4%	-0.1%	-0.3%
Ages 65 Years and Greater	31.32	35.32	37.95	51.08	59.98	68.88	1.1%	1.2%	3.0%	3.3%	2.8%	3.0%
Total Households	92.07	93.39	94.76	96.31	97.73	99.27	0.1%	0.2%	0.2%	0.3%	0.3%	0.3%
<b>Miscellaneous Indicators</b>												
FHFA Home Price Index, (1980Q1=100, SA)	165.0	252.2	375.8	400.2	459.4	565.5	3.9%	6.9%	0.6%	2.8%	4.2%	3.5%
FHA/VA 30-Year Fixed Mortgage Rate (% NSA)	10.0	7.0	6.5	4.1	5.5	5.8	-3.2%	-1.3%	-4.4%	5.9%	1.0%	3.4%
Housing Starts (Millions, SAAR)	1.20	1.60	1.34	1.21	1.93	1.63	2.6%	-2.9%	-1.0%	9.8%	-3.3%	3.1%
Starts, Single-Family (Millions, SAAR)	0.90	1.27	1.04	0.85	1.47	1.28	3.2%	-3.4%	-1.9%	11.5%	-2.8%	4.1%
Starts, Multi-Family (Millions, SAAR)	0.30	0.33	0.31	0.36	0.46	0.36	0.8%	-1.2%	1.5%	5.0%	-4.8%	0.0%
Existing Home Sales, Single-Family (Millions, SAAR)	2.92	4.73	4.42	4.91	4.92	5.13	4.5%	-1.1%	1.1%	0.0%	0.8%	0.4%
Existing Home Price, Single-Family (Median \$)	96,755	154,422	215,544	247,792	294,622	361,952	4.3%	5.7%	1.4%	3.5%	4.2%	3.9%

Notes: N/A is "Not Available"; SA is "Seasonally Adjusted"; NSA is "Not Seasonally Adjusted"; SAAR is "Seasonally Adjusted Annual Rate"

Source: Moody's Analytics May-June 2018 US Forecast 6.30.2018

Prepared by Economic & Policy Resources, Inc.

## *Overview of the Regional MSA and Town Forecasting Process*

According to the above technical description of the Moody's U.S. Macro Model, the model specifies, estimates, and then solves simultaneously, a large set of equations that "mirror the structural workings" of the U.S. economy. The model is maintained on a monthly basis by Moody's Analytics, and produces a short-term and long-term economic and demographic forecast for the U.S. economy. The structural model uses historical data from the various federal agencies which develop, publish and periodically revise these data on a regular basis. For this study, the U.S. macroeconomic forecast through calendar year 2027 that comes from the Moody's U.S. Macro Model forms the basis for the external macroeconomic drivers that help determine the short-term and long-term economic and demographic forecast for the regional MSA economy. Table A.2 (on the following page) shows the key macroeconomic variables from the Moody's Forecast which form the important U.S. economic and demographic background for the region's and town's short-term and long-term economic and demographic forecast.

As such, the first step in creating the economic and demographic forecast (including the detailed population forecast) for the region, and subsequently the Town, is derived from the Moody's Forecast, and more geographically-specific economic and demographic data from a special baseline forecast that was commissioned by the EPR-Crane Associates Team from Moody's Analytics for the regional economy. More specifically, the EPR-Crane Associates Team in March 2018 developed a comprehensive regional economic and demographic forecast through calendar year 2027 for the Glens Falls Metropolitan Statistical Area ("MSA") derived from Moody's regional model for the MSA, whose two-county area (Warren and Washington Counties) includes the entire Town of Queensbury, using the Moody's Forecast for the U.S. economy as the basis for that regional forecast.

The Moody's regional macro model, like the Moody's U.S. Macro Model, specifies, estimates, and solves simultaneously a large set of equations that mirror the structural workings of the MSA's economy in relation to the external drivers that are part of the U.S. economic forecast—in this case the Moody's Forecast (completed in May-June of 2018). As mentioned above, by adopting a middle ground, the Moody's model is able to include a significant number of endogenous indicators to help explain historic changes in economic, financial, and demographic trends and to forecast future trends in GDP, interest rates and inflation and the resulting regional implications of that U.S. forecast for the region and the Town.

Over the longer term, the Moody's model construct allows the numerous and interrelated macro-economic variables that will impact the short-term and longer-term economic and demographic indicators (including population) to play themselves out in a detailed economic and demographic forecast for the region and Town. The Moody's regional model for the MSA incorporates natural population changes, births minus deaths, but also includes in population changes (both population declines or increases) driven by the region's economics—in that it assumes the economy influences the most important component of population dynamics, the in- and out-migration of resident population.

In the next section, we turn to a brief explanation on the difference between the Cornell's Program of Applied Demographics Population Projection for Warren and Washington Counties and the results of Moody's Analytics Glens Falls MSA economic and demographic forecast as adjusted by the EPR-Crane Associates Team for the Town that was used as the economic and demographic background in this town housing study.

**Table A.2 Glens Falls MSA Variables from Moody's Analytics**

Glens Falls Metro Region	1990	2001	2007	2017	2022	2027	Average Annual Percent Change 1990-01 2001-07 2007-17			Average Annual Percent Change 2017-22 2022-27 2017-27		
Indicators	History				Forecast		History			Forecast		
<b>Real Metro/Regional Income Accounts (Millions of Chained 2009 Dollars)</b>												
Real Gross Metro Product	4,017	4,971	5,642	6,115	6,846	7,501	2.0%	2.1%	0.8%	2.3%	1.8%	2.1%
Real Personal Income	2,957	3,766	4,162	4,906	5,171	5,569	2.2%	1.7%	1.7%	1.1%	1.5%	1.3%
Real Per Capita Income (\$/Person)	24,811	30,230	32,304	38,867	40,396	42,864	1.8%	1.1%	1.9%	0.8%	1.2%	1.0%
<b>Price and Wage Index</b>												
Regional Consumer Price Index (1982-84=100)	136.2	181.4	216.4	250.5	281.4	313.5	2.6%	3.0%	1.5%	2.4%	2.2%	2.3%
<b>Current Dollar Metro/Regional Income Accounts (Millions of Dollars)</b>												
Personal Income	1,994	3,191	4,042	5,527	6,527	7,721	4.4%	4.0%	3.2%	3.4%	3.4%	3.4%
Wages & Salaries	1,041	1,473	1,885	2,383	2,763	3,212	3.2%	4.2%	2.4%	3.0%	3.1%	3.0%
Non-Wage & Salaries	954	1,718	2,157	3,144	3,764	4,509	5.5%	3.9%	3.8%	3.7%	3.7%	3.7%
Dividends, Interest & Rent	420	530	545	888	1,079	1,308	2.1%	0.5%	5.0%	4.0%	3.9%	4.0%
Transfer Receipts	297	578	838	1,322	1,602	1,941	6.2%	6.4%	4.7%	3.9%	3.9%	3.9%
Per Capita Income (\$/Person)	16,731	25,616	31,368	43,786	50,991	59,430	3.9%	3.4%	3.4%	3.1%	3.1%	3.1%
Median Household Income (\$/Household)	29,970	39,932	46,586	55,045	60,280	70,027	2.6%	2.6%	1.7%	1.8%	3.0%	2.4%
Median Household Income—Owner (\$/Household)	33,786	45,448	53,271	66,033	74,344	84,395	2.7%	2.7%	2.2%	2.4%	2.6%	2.5%
Median Household Income—Renter (\$/Household)	17,031	22,910	26,853	31,925	36,086	40,933	2.7%	2.7%	1.7%	2.5%	2.6%	2.5%
<b>Metro/Regional Labor Force and Employment (Thousands)</b>												
Regional Civilian Labor Force	59.45	63.36	68.73	60.72	61.51	62.43	0.6%	1.4%	-1.2%	0.3%	0.3%	0.3%
Total Regional Employment	56.11	60.69	65.78	57.67	58.21	59.03	0.7%	1.4%	-1.3%	0.2%	0.3%	0.2%
Unemployment Rate (%)	5.61	4.22	4.30	5.03	5.35	5.44	-2.6%	0.3%	1.6%	1.3%	0.3%	0.8%
Total Regional Employment (BEA)	60.60	65.18	71.24	71.35	72.62	74.07	0.7%	1.5%	0.0%	0.4%	0.4%	0.4%
Wage & Salary Employment (BEA)	49.41	52.49	55.58	55.67	57.10	58.42	0.6%	1.0%	0.0%	0.5%	0.5%	0.5%
Proprietors Employment (BEA)	11.20	12.69	15.66	15.68	15.52	15.66	1.1%	3.6%	0.0%	-0.2%	0.2%	0.0%
Nonfarm Payroll Employment	48.21	52.95	56.13	55.86	57.64	59.11	0.9%	1.0%	0.0%	0.6%	0.5%	0.6%
Private Nonfarm	38.46	42.21	44.88	45.47	47.02	48.23	0.8%	1.0%	0.1%	0.7%	0.5%	0.6%
Natural Resources and Mining	0.37	0.29	0.34	0.23	0.25	0.25	-2.1%	2.5%	-4.0%	1.8%	-0.1%	0.9%
Construction	2.03	1.88	2.54	2.50	2.76	2.81	-0.7%	5.1%	-0.2%	2.0%	0.4%	1.2%
Manufacturing	9.67	7.23	6.61	5.85	5.66	5.49	-2.6%	-1.5%	-1.2%	-0.7%	-0.6%	-0.6%
Transportation and Utilities	1.46	0.96	0.87	0.88	0.89	0.89	-3.8%	-1.5%	0.1%	0.2%	-0.1%	0.1%
Information	0.97	1.33	1.10	0.90	0.91	0.91	3.0%	-3.2%	-2.0%	0.2%	0.2%	0.2%
Wholesale Trade	1.57	0.98	1.16	1.18	1.23	1.25	-4.2%	2.8%	0.2%	0.8%	0.3%	0.6%
Retail Trade	6.73	7.31	7.70	7.54	7.79	7.88	0.8%	0.9%	-0.2%	0.7%	0.2%	0.4%
Financial Activities	1.34	2.11	2.12	1.95	2.12	2.37	4.2%	0.0%	-0.8%	1.7%	2.2%	1.9%
Professional and Business Services	2.16	4.24	5.32	5.58	5.88	6.18	6.3%	3.8%	0.5%	1.0%	1.0%	1.0%
Education and Health Services	4.96	7.26	8.04	8.51	8.90	9.29	3.5%	1.7%	0.6%	0.9%	0.9%	0.9%
Leisure and Hospitality	5.79	6.91	6.81	7.89	8.21	8.47	1.6%	-0.2%	1.5%	0.8%	0.6%	0.7%
Other Services	1.40	1.69	2.27	2.46	2.43	2.45	1.8%	5.0%	0.8%	-0.2%	0.2%	0.0%
Government	9.75	10.74	11.25	10.39	10.63	10.87	0.9%	0.8%	-0.8%	0.4%	0.5%	0.5%
Government - Federal	0.43	0.35	0.39	0.32	0.35	0.36	-1.9%	1.9%	-2.0%	2.0%	0.4%	1.2%
Government - State and Local	9.32	10.39	10.86	10.07	10.27	10.51	1.0%	0.7%	-0.7%	0.4%	0.5%	0.4%
<b>Population (Number)</b>												
Total Population	119,192	124,579	128,853	126,218	128,011	129,917	0.4%	0.6%	-0.2%	0.3%	0.3%	0.3%
Ages Less than 5 Years	8,543	6,700	6,473	5,921	5,966	5,841	-2.2%	-0.6%	-0.9%	0.2%	-0.4%	-0.1%
Ages 5 to 19 Years	25,085	26,628	25,101	20,222	19,668	19,523	0.5%	-1.0%	-2.1%	-0.6%	-0.1%	-0.4%
Ages 20 to 44 Years	46,253	41,519	39,719	36,533	37,185	37,271	-1.0%	-0.7%	-0.8%	0.4%	0.0%	0.2%
Ages 45 to 64 Years	22,908	31,473	37,822	38,105	36,429	34,927	2.9%	3.1%	0.1%	-0.9%	-0.8%	-0.9%
Ages 65 Years and Greater	16,403	18,258	19,738	25,438	28,763	32,355	1.0%	1.3%	2.6%	2.5%	2.4%	2.4%
Births	426	319	326	277	278	272	-2.6%	0.4%	-1.6%	0.1%	-0.5%	-0.2%
Deaths	278	300	307	334	335	345	0.7%	0.4%	0.8%	0.1%	0.6%	0.3%
Natural Change (Births minus Deaths)	148	19	19	-57	-57	-73	-17.0%	-0.1%	N/A	-0.1%	5.1%	2.5%
Net Migration	232	95	104	84	150	169	-7.8%	1.5%	-2.1%	12.3%	2.4%	7.2%
Total Households	42,926	48,684	51,618	53,371	55,259	57,053	1.2%	1.0%	0.3%	0.7%	0.6%	0.7%
<b>Miscellaneous Indicators (Number)</b>												
FHFA Housing Price Index (1995:Q1=100)	N/A	109.11	197.20	195.72	219.80	271.19	N/A	10.4%	-0.1%	2.3%	4.3%	3.3%
Housing Starts (SAAR)	786	417	534	335	697	623	-5.6%	4.2%	-4.6%	15.8%	-2.2%	6.4%
Housing Completions (SAAR)	899	467	687	344	641	653	-5.8%	6.7%	-6.7%	13.3%	0.4%	6.6%
Existing Home Sales, Single-Family (SAAR)	2,154	2,371	1,729	2,048	1,745	1,811	0.9%	-5.1%	1.7%	-3.2%	0.8%	-1.2%
Existing Home Price, Single-Family (Median \$)	83,473	88,660	165,610	162,014	193,697	244,943	0.5%	11.0%	-0.2%	3.6%	4.8%	4.2%

Notes: N/A is "Not Available"; SA is "Seasonally Adjusted"; NSA is "Not Seasonally Adjusted"; SAAR is "Seasonally Adjusted Annual Rate"; BEA is Bureau of Economic Analysis  
 Sources: Moody's Analytics May-June 2018 Glens Falls MSA Forecast 6.30.2018 and Economic & Policy Resources Prepared by Economic & Policy Resources, Inc.

**Table A.3 Queensbury Forecast Variables from EPR**

Queensbury	1990	2000	2010	2016	2022	2027	Average Annual Percent Change			Average Annual Percent Change		
Indicators	History				Forecast		1990-00	2000-10	2010-16	2016-22	2022-27	2016-27
<b>Current Dollar Town Income Accounts (Thousands of Dollars)</b>												
Personal Income	522,651	833,383	1,235,206	1,534,301	1,844,146	2,180,816	4.8%	4.0%	3.7%	3.1%	3.4%	3.2%
Wages & Salaries	334,116	538,844	798,559	909,525	1,069,316	1,246,897	4.9%	4.0%	2.2%	2.7%	3.1%	2.9%
Non-Wage & Salaries	188,535	294,539	436,646	624,776	774,830	933,919	4.6%	4.0%	6.2%	3.7%	3.8%	3.7%
Dividends, Interest & Rent	117,478	180,570	189,657	313,873	384,342	461,536	4.4%	0.5%	8.8%	3.4%	3.7%	3.6%
Transfer Receipts	71,058	113,969	246,990	310,903	390,488	472,382	4.8%	8.0%	3.9%	3.9%	3.9%	3.9%
Per Capita Income (\$/Person)	23,095	32,757	44,271	55,661	66,501	77,083	3.6%	3.1%	3.9%	3.0%	3.0%	3.0%
Median Household Income (\$/Household)	34,337	45,547	61,009	65,914	73,823	83,929	2.9%	3.0%	1.3%	1.9%	2.6%	2.2%
Median Household Income-Owner (\$/Household)	40,149	53,257	72,688	76,714	86,222	97,998	2.9%	3.2%	0.9%	2.0%	2.6%	2.3%
Median Household Income-Renter (\$/Household)	21,708	28,795	39,286	38,095	42,984	48,217	2.9%	3.2%	-0.5%	2.0%	2.3%	2.2%
<b>Town Labor Force and Employment (Numbers)</b>												
Town Civilian Labor Force	12,217	13,466	14,335	13,720	13,786	14,050	1.0%	0.6%	-0.7%	0.1%	0.4%	0.2%
Total Town Employment	11,703	12,977	13,230	13,106	13,138	13,369	1.0%	0.2%	-0.2%	0.0%	0.3%	0.2%
Unemployment Rate (%)	4.21	3.63	7.46	4.48	4.70	4.85	-1.5%	7.5%	-8.2%	0.8%	0.6%	0.7%
Total Town Employment (BEA)	12,161	13,485	13,612	13,930	14,200	14,638	1.0%	0.1%	0.4%	0.3%	0.6%	0.5%
Wage & Salary Employment (BEA)	10,772	11,945	11,959	12,652	12,903	13,301	1.0%	0.0%	0.9%	0.3%	0.6%	0.5%
Proprietors Employment (BEA)	1,389	1,540	1,653	1,278	1,297	1,337	1.0%	0.7%	-4.2%	0.3%	0.6%	0.4%
<b>Population (Number)</b>												
Total Population	22,630	25,441	27,901	27,565	27,731	28,292	1.2%	0.9%	-0.2%	0.1%	0.4%	0.2%
Ages Less than 5 Years	1,507	1,471	1,267	1,175	1,175	1,157	-0.2%	-1.5%	-1.2%	0.0%	-0.3%	-0.1%
Ages 5 to 19 Years	5,016	5,480	5,389	5,013	4,778	4,767	0.9%	-0.2%	-1.2%	-0.8%	0.0%	-0.5%
Ages 20 to 44 Years	8,537	8,245	7,449	7,163	7,168	7,207	-0.3%	-1.0%	-0.6%	0.0%	0.1%	0.1%
Ages 45 to 64 Years	4,549	6,386	8,834	8,666	8,170	7,869	3.5%	3.3%	-0.3%	-1.0%	-0.7%	-0.9%
Ages 65 Years and Greater	3,021	3,859	4,962	5,548	6,440	7,869	2.5%	2.5%	1.9%	2.5%	4.1%	3.2%
Births	N/A	253	246	246	233	229	N/A	-0.3%	0.0%	-0.8%	-0.4%	-0.6%
Deaths	N/A	239	289	277	293	303	N/A	2.0%	-0.7%	0.9%	0.7%	0.8%
Natural Change (Births minus Deaths)	N/A	15	-43	-32	-59	-74	N/A	N/A	-5.1%	11.0%	4.6%	8.1%
Net Migration	N/A	204	135	78	156	195	N/A	-4.0%	-8.8%	12.4%	4.6%	8.8%
Total Households	22,428	25,115	27,474	27,249	27,386	27,924	1.1%	0.9%	-0.1%	0.1%	0.4%	0.2%
<b>Miscellaneous Indicators (Number)</b>												
Home Price Index, (Index 2000=100, SA)	N/A	100.0	172.5	190.8	210.3	256.0	N/A	5.6%	1.7%	1.6%	4.0%	2.7%

Notes: N/A is "Not Available"; SA is "Seasonally Adjusted"; NSA is "Not Seasonally Adjusted"; SAAR is "Seasonally Adjusted Annual Rate"; BEA is Bureau of Economic Analysis  
 Source: *Economic & Policy Resources, Inc.*

Prepared by *Economic & Policy Resources, Inc.*

## ***Moody's Model and EPR Team Projections vs. Population Projections from the Cornell Program of Applied Demographics***

Moody's collects the historical data and their team of economists sets up the theory-bound structural equations to explain and forecast economic, financial and demographic trends for 382 Metropolitan Statistical Areas (MSAs) and 50 states. Included in that system is a regional economic and demographic forecasting model for the Glens Falls MSA—as one of the MSAs. This forecast from Moody's Analytics, which was created in March of 2018 based on the May-June 2018 Moody's Forecast for the U.S. economy, differs from the analysis presented in the recent *Long-term Population Projections for New York and its Counties* produced by demographers at Cornell University's Program on Applied Demographics ("PAD") in September 2018.

While Moody's is forecasting demographic change, in this case population, as it relates to structural economic change in the region, Cornell PAD is projecting demographic change based solely on a historical or retrospective view of past demographic data and trends. Moody's Analytics, therefore, takes a forward-looking, more holistic approach to the economics and demographics of the region, forecasting the region's future economic performance and demographic changes within a larger prospective view of the region's [and by extension—the Town's] economic, financial, and demographic picture. A caveat to the Moody's Analytics method is that all of the various economic, financial, and demographic variables are to some degree endogenous to the model and slight changes in one or many indicators could significantly impact the economic and demographic forecast developed for this study. Moody's Analytics updates the U.S. Macro Model every month, including periodic re-specification of underlying equations to help improve the model's forecasting accuracy—which necessitates continuous revision and updates. However, the requirements of this study necessitate that an initial, foundational forecast of the economic and demographic determinants of housing demand be agreed to and that this forecast have the longevity to keep the study's long term forecasts and findings relevant for as long a period of time into the future as it can. This seems particularly important given the aging of the U.S. economic cycle, and the recent global economic and political uncertainties that may complicate achieving that longevity objective for this study.

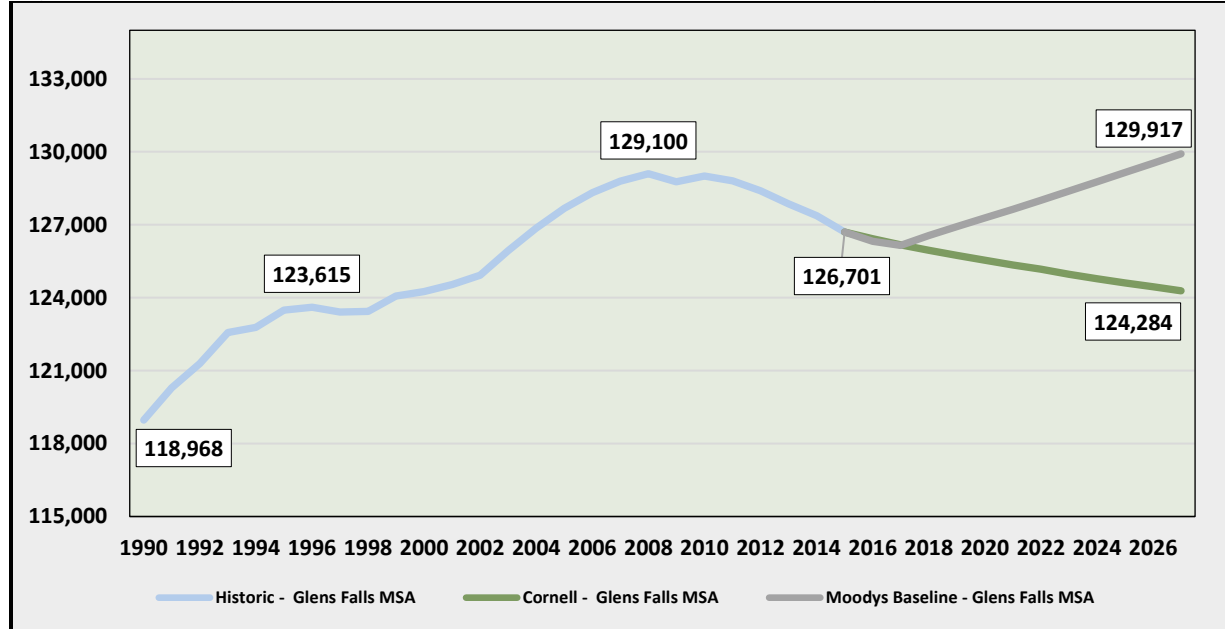
More specifically, the Cornell PAD uses a retrospective or backward-looking cohort component modeling approach that considers components of population change through a strict and direct version of recent historic population dynamics. This is clearly a less complicated forecasting approach. However, such an approach neither takes into account the underlying economic trends influencing population and demographic changes, nor does it consider more than a few variables (for example in- and out-migration, birth, and death rates) relative to the economic models with a large number of inputs. While in certain situations (such as a study with a short-term time horizon), it is appropriate to view the demographic future as a mere extension of a region's demographic past<sup>12</sup>, the EPR-Crane Associates Team did not believe this was a robust enough approach nor the best, fully-considered methodology on which to base a regional housing demand and supply study that covers a ten-year period going forward. After thorough analysis, EPR concluded that a structural macroeconomic model for the MSA—and for the Town of Queensbury was necessary to forecast future housing supply and demand because of the interplay between the housing market and the overall economy of the region and the national economy. Figure A.2 (below) shows how these two different approaches-methodologies can lead to significantly different forecasts of resident population for the future. These differences can become large, especially as the prospective timeline approaches ten years out into the future.

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<sup>12</sup> This is particular relevant with respect to natural change (births vs. deaths) within the region.



**Figure A.2: Moody’s Analytics Baseline Forecast vs. Cornell PAD’s Projection for Glens Falls MSA**



### Key Economic Variables

The projection performed by the Cornell PAD continues the negative trend in population change which the region has actually experienced since 2010. The Cornell PAD projects this trend into the future using estimated data regarding migration rates (from 2012 to 2016) from the U.S. Census Bureau and natality-mortality rates data (from 2000 to 2017) from the U.S. Centers for Disease Control and Prevention. The baseline Moody’s forecast for the MSA region includes the expectation that the region’s population will actually increase in the future, despite the actual population decline experienced over the period. As mentioned previously, the Moody’s forecast incorporates exogenous economic drivers of population and demographic change, rather than exclusively at the historical performance of individual population components and demographic variables. Population is only one variable in Moody’s regional economic and demographic structural model for the MSA region. It is prudent, then to examine some non-demographic variables in the MSA model that can help explain why population is forecasted to grow.

As shown in Figure A.3 below, Industrial Production and Retail Sales in the MSA all experienced a major decline from calendar year 2007 through calendar year 2009, as we would expect with the onset of the “Great Recession.” Since 2010, however, Real Gross Product along with Industrial Production and Retail Sales experienced variable periods of growth and contraction and are forecasted to continue to do so in the near future, trending towards long-term positive growth. It is intuitive then to expect the population to increase in order to enable or support this expected future economic growth. However, taking into consideration the recent historical trend, the EPR-Crane Associates Team would not expect it to be substantial. Thus, the EPR-Crane Associates Team arrives at how Moody’s regional economic and demographic forecasting model is generally set up: economic theory and expectations would dictate some population growth but the historical trend is warning that likely near-term future population increases will be somewhat tempered from a historical perspective. Taking a look at the wider historical context of population growth coupled with Moody’s forecast in Figure A.4 on the following page, the EPR-Crane Associates Team believes that this is the more fully-considered, reasonable projection for resident

population change through calendar year 2027 when compared to the historical, more narrowly-focused projection technique employed by the Cornell PAD.

**Figure A.3: Moody's Analytics Economic Indicators – Glens Falls Historical and Forecasted—Annual Rate of Change (%)**

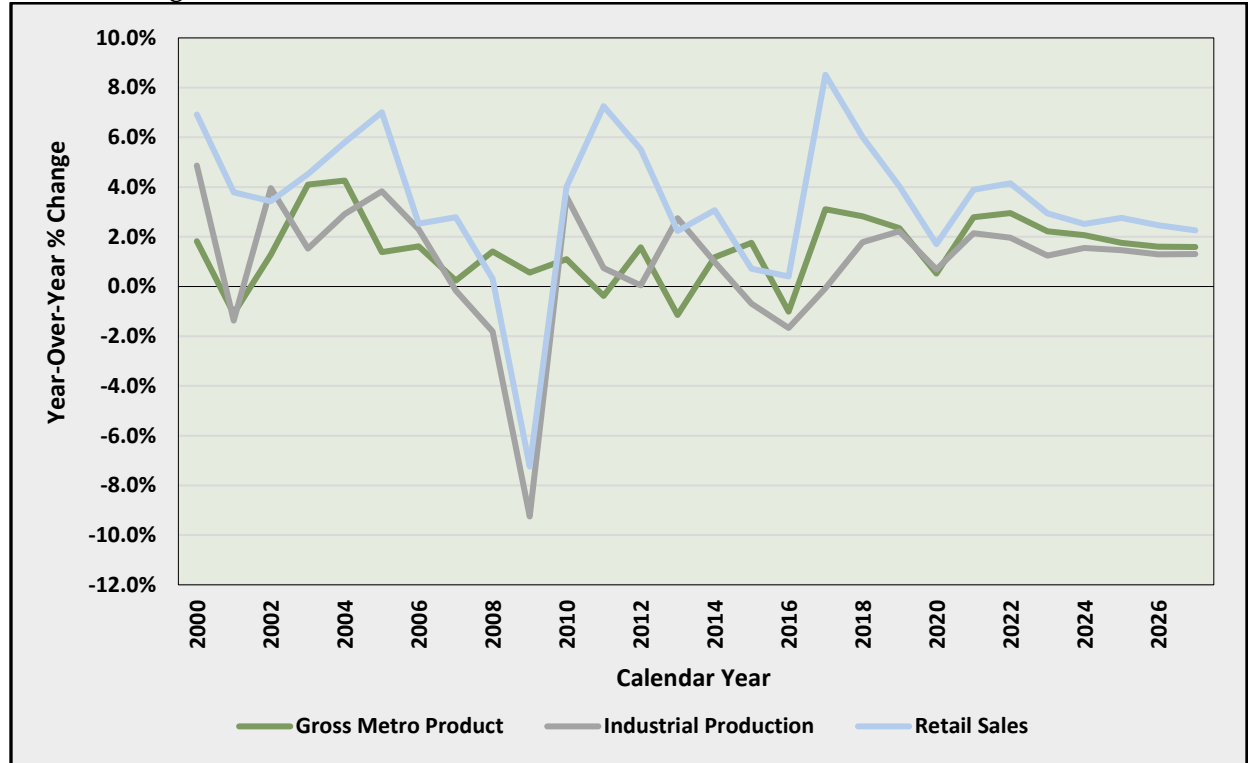
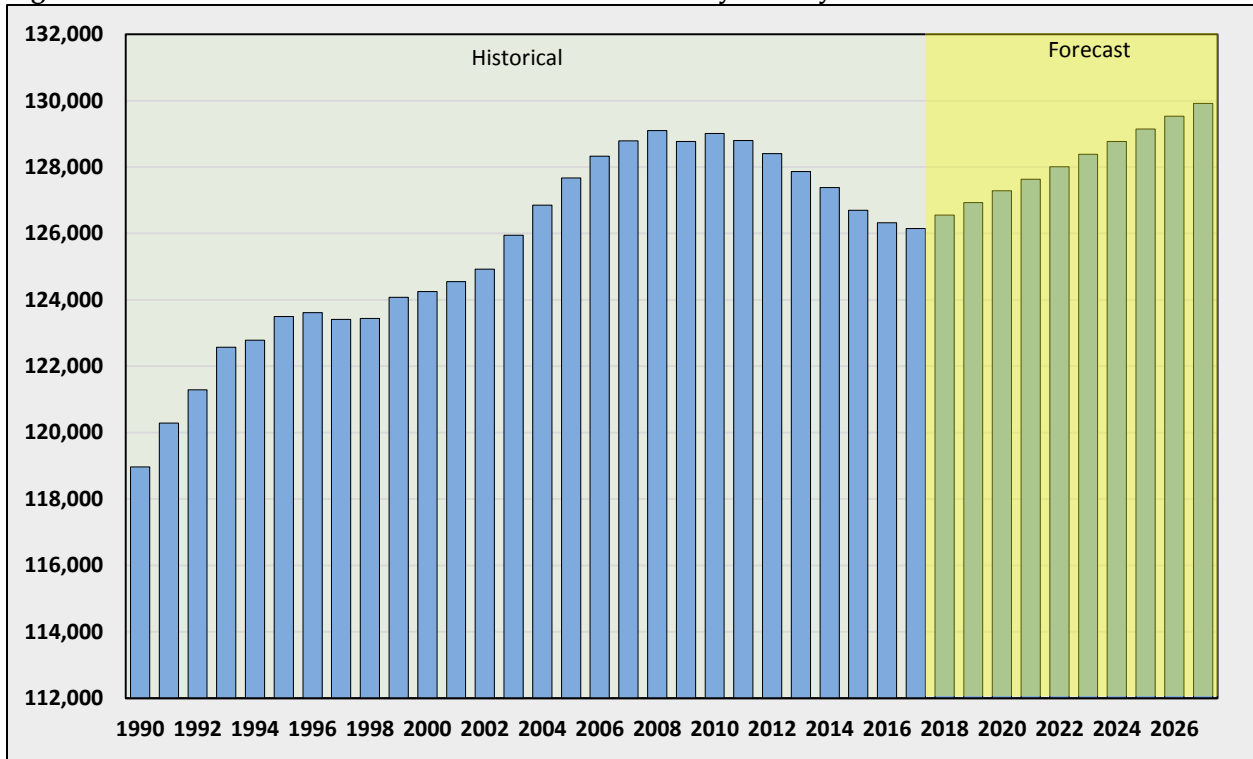


Figure A.4: Glens Falls MSA–Historical (1990–2017)/Moody’s Analytics Baseline Forecast (2018 – 2027)



### *Creating a Unique Forecast Model for Glens Falls MSA Region and Town of Queensbury*

Figures A.5 (and A.6) sets forth graphically the components of population change which were included in the regional economic and demographic forecast baseline for the MSA region and for the Town.

From the chart, it seems apparent that net migration has played a prominent role in overall population change. Strong economic growth in the early 2000s drove in-migration to the MSA region. The Great Recession led to slower economic growth, and which ultimately resulted in out-migration from 2011 through 2016. Data for 2017 shows modest in-migration, indicating the trend may be shifting again. Similar to net migration, the natural change (births minus deaths) was showing consistent growth from 2000 to 2008, but following the Great Recession the natural change shifted to the point where the number of deaths outpaced births. The Moody’s Analytics regional baseline forecast expects a more modest decline in that natural change from 2018 to 2027, although it still follows the same overall downward trend for the natural change in population and faster growth from in-migration, as shown set forth in Figure A.7.

Figure A.5: Net Migration and Natural Increase in Population – Glens Falls MSA 2001 – 2017

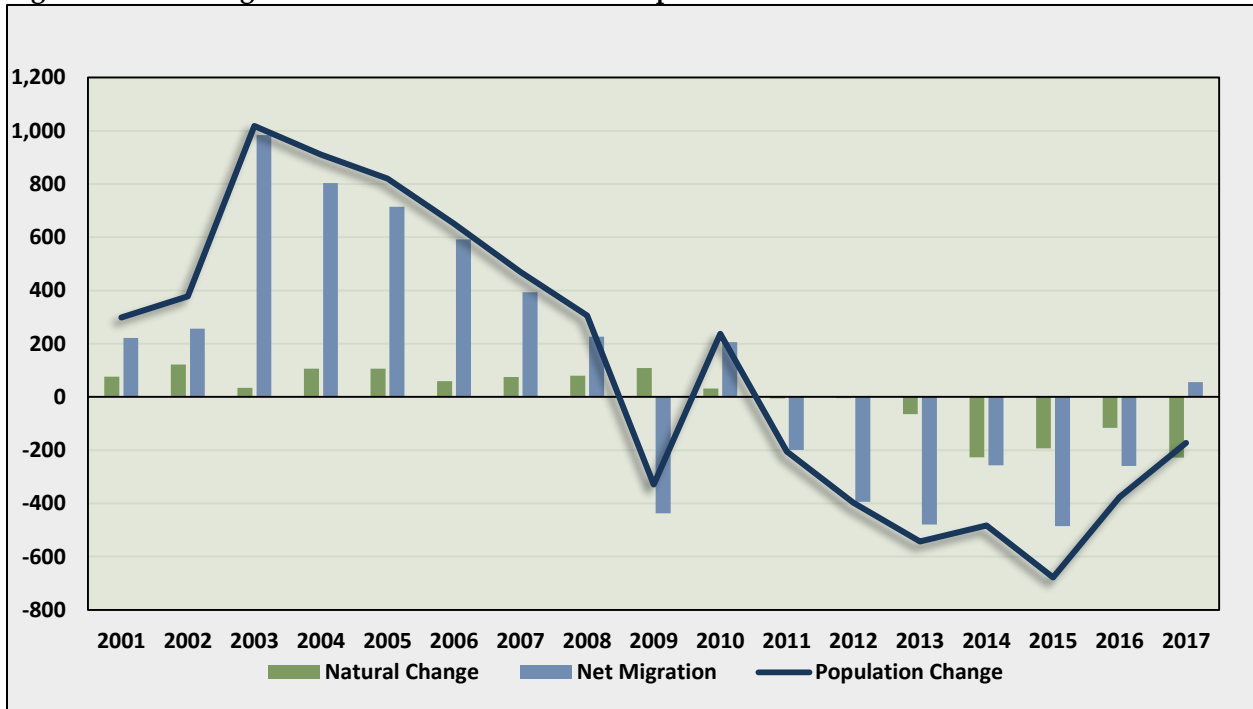
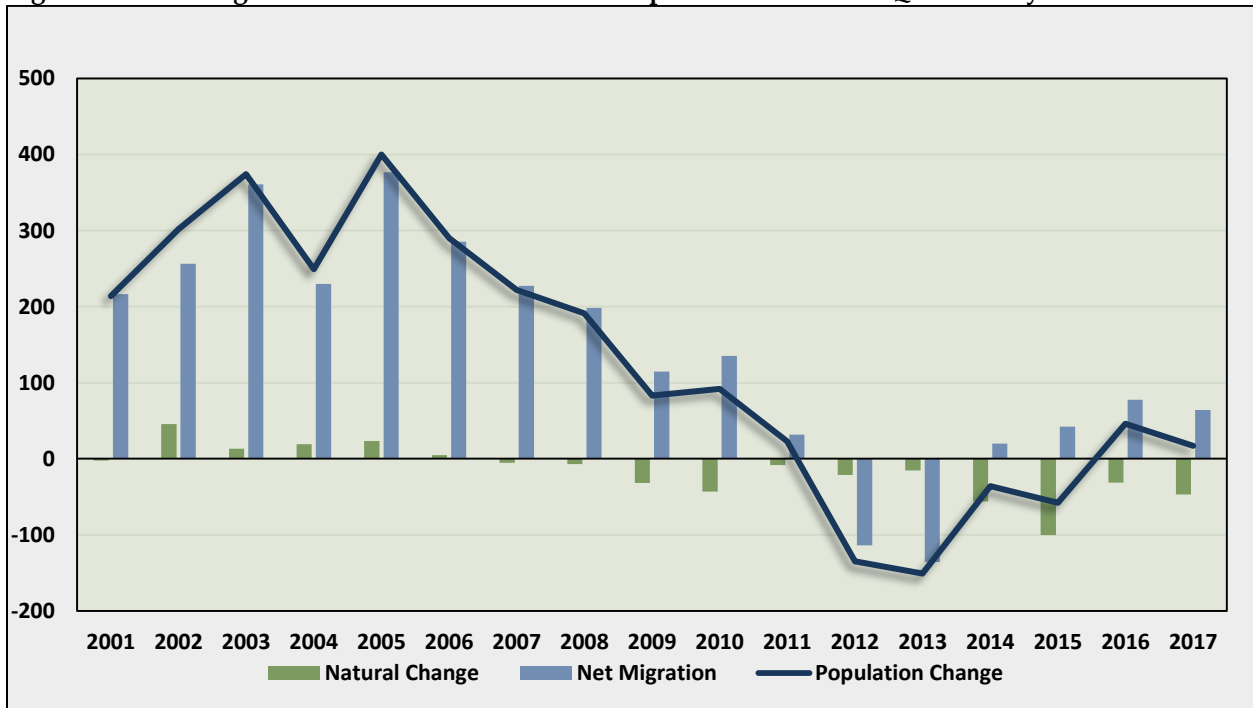
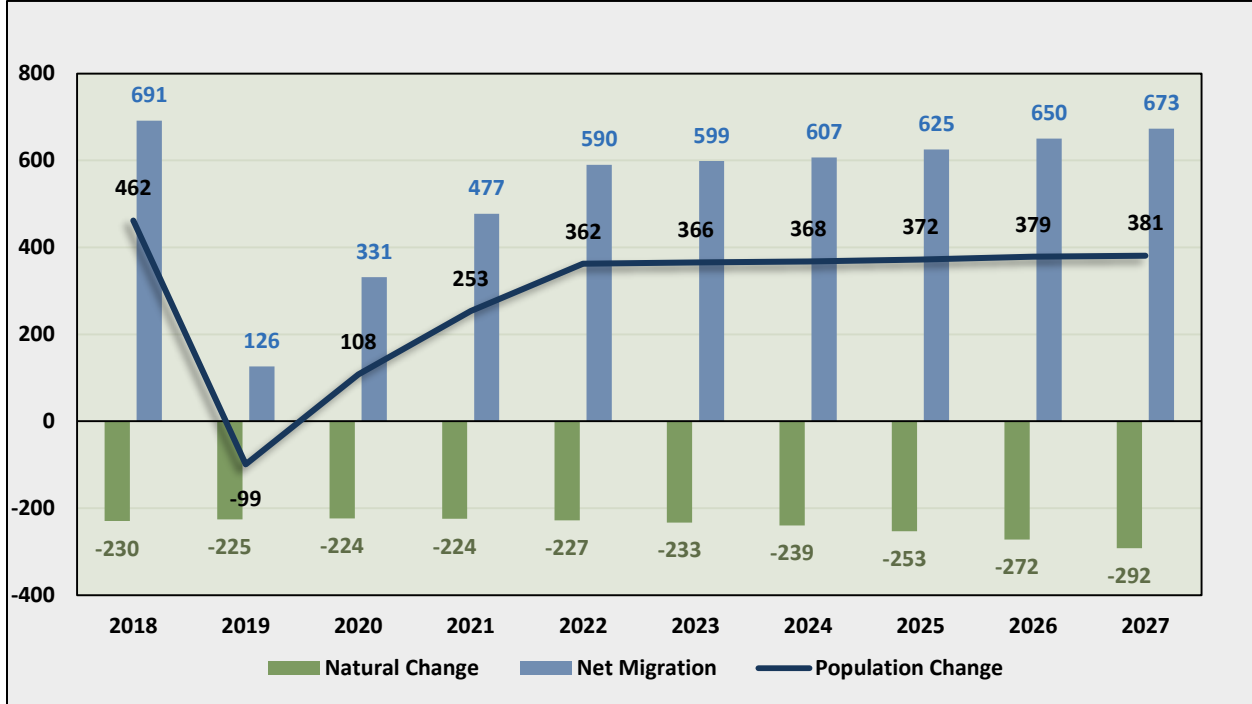


Figure A.6: Net Migration and Natural Increase in Population – Town of Queensbury 2001-2017



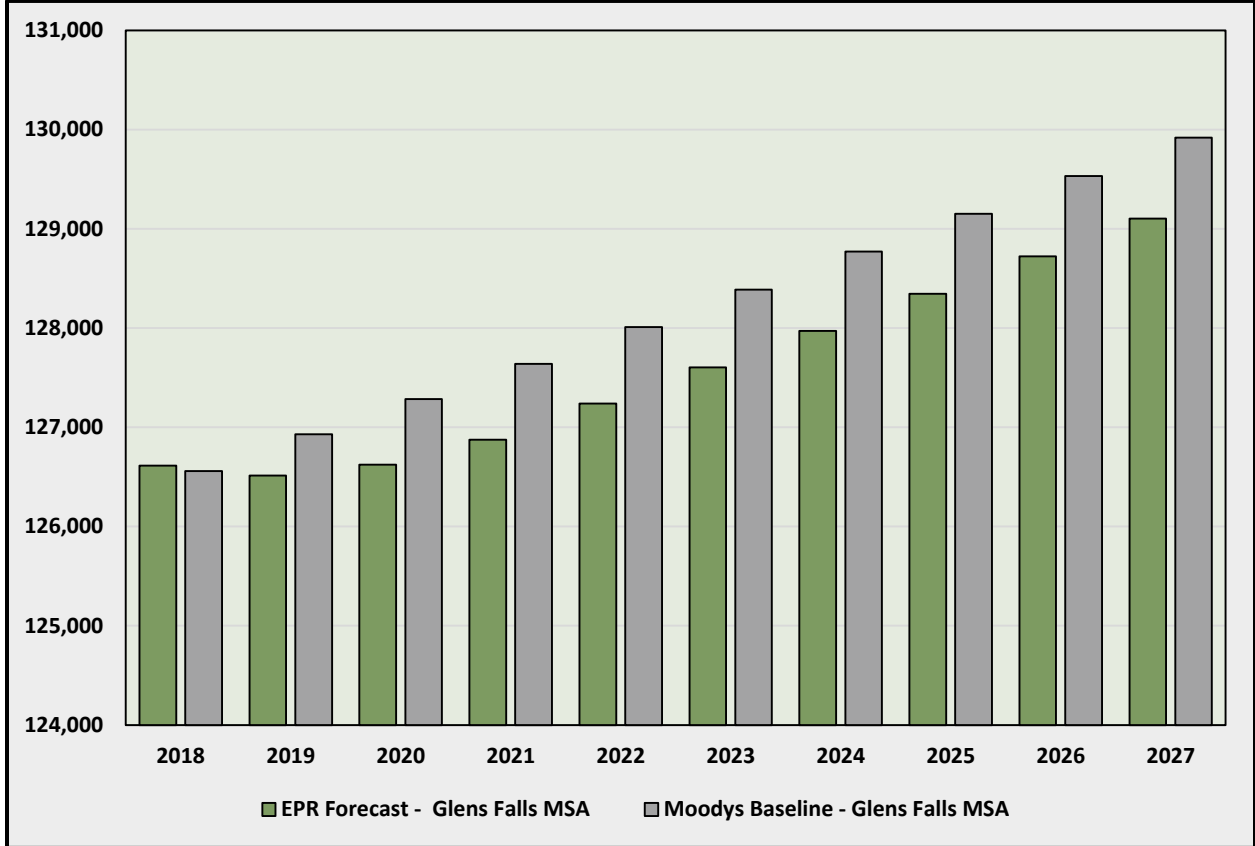
**Figure A.7: Moody’s Analytics/EPR-Crane Associates Team Baseline Forecast of Net Migration and Natural Population Change–Glens Falls MSA**



The initial adjusted forecast had a large increase in population in the first forecasted year. This was likely caused by the Moody’s forecast not incorporating certain important characteristics of the MSA (it is impossible to know which ones), and it reflected a typical “forecast launching” issue—where historical values are matched to forecasted future values as estimated by the quantitative model. In order to properly address this issue—in terms of the change in population from 2017 (last year of region historical data) to 2018 (first year of forecasted region data) a statistical adjustment to the Moody’s forecast was made to weight the previous years’ demographic trends a little more heavily.

To accomplish this, a 5-year moving average was applied to the Moody’s Analytics baseline data, where the value in 2018 was the 5-year average of the total population in the MSA from 2014 through 2018. Instead of 2027’s population forecasted to be 129,917 in the original Moody’s forecast, the adjusted population would now be 129,104. This approach resolves the forecast’s launching problem and the 5-year moving average application to years 2018 through 2027 in the Moody’s Analytics baseline regional forecast completes the adjusted forecast. Forecasting based on a VAR (Vector Autoregression) produces a lower regional population forecast than what Moody’s Analytics forecasted in the regional population forecast baseline. To further revise, again based on the inclination to give consideration to demographic trends, we took into account the forecasted natural change of population by Moody’s Analytics for years 2017 through 2027. We subtracted the forecasted number of deaths (net of births) in the MSA during these years from the results obtained from the forecast based on the VAR above. This lowered the EPR forecast for population even further away from the Moody’s Analytics forecast. Figure A.8 below shows the difference between EPR’s revised forecast and Moody’s regional baseline forecast.

Figure A.8: Glens Falls MSA Population Forecast – EPR Adjusted Forecast for Glens Falls MSA (Green) vs the Moody’s Analytics Baseline Population Forecast for Glens Falls MSA (Gray)



# APPENDIX B: CURRENT SOCIO-ECONOMIC LANDSCAPE OF QUEENSBURY AND REGIONAL DEMOGRAPHIC-ECONOMIC FORECAST

## ***Introduction***

Queensbury is situated as the southeastern gateway to the Adirondack Park region of New York. Located on Lake George, one of the state’s most popular year-round destinations, Queensbury is the administrative government center for Warren County and represents the leading municipality and center of commerce for the greater surrounding region.

This Appendix provides both an overview of recent economic and demographic trends in the Town of Queensbury and presents the regional economic and demographic forecast on which the estimate of future housing needs is based. This overview includes recent information on population, households, employment, visitation, household income, commuting patterns, and other important data relative to housing demand in Queensbury as well as within the surrounding area. The surrounding area includes: (1) the overall geographic context of Glens Falls Metropolitan Statistical Area (“MSA”); (2) its two component counties of Warren and Washington; and (3) two peer communities, namely the City of Glens Falls and the Town of Kingsbury. The long-term forecast builds upon the background of this regional demographic-economic profile.

## **Socio-Economic Profile of Queensbury**

### ***Population Trends – 1990-2017<sup>1</sup>***

Attracting and retaining people to live, work, raise a family, and retire underlies the economic vitality of any area. Changes in population are almost always associated with changing economic conditions within the local area. Over the nearly last three decades, Queensbury has experienced moderate population growth. During the 1990s and 2000s, the Town was the fastest growing community in the region, with its population growing at an average annual rate of 1.0 percent. More than half of the total 10,000 population gain during these two decades in the two-county Glens Falls MSA were residing in Queensbury; and eight out of every ten new residents in Warren County resided in Queensbury. By 2011, Queensbury had reached its population peak of 27,899 residents. Since then, population growth in the Town has plateaued; and by 2017, the Town’s population stood at 27,582, a slight decline from its earlier peak.

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<sup>1</sup> Generally for most social, demographic and economic metrics used in this report, 2016 represents the last historical data release, particularly for the Town and its peer communities. Thus, 2017 is the initial year of the forecast period (2017-2027). There are of course some 2017 exceptions—and are here presented (as in population counts) as the last historical year.

**Table B.1 Population in Glens Falls MSA, 1990-2017**

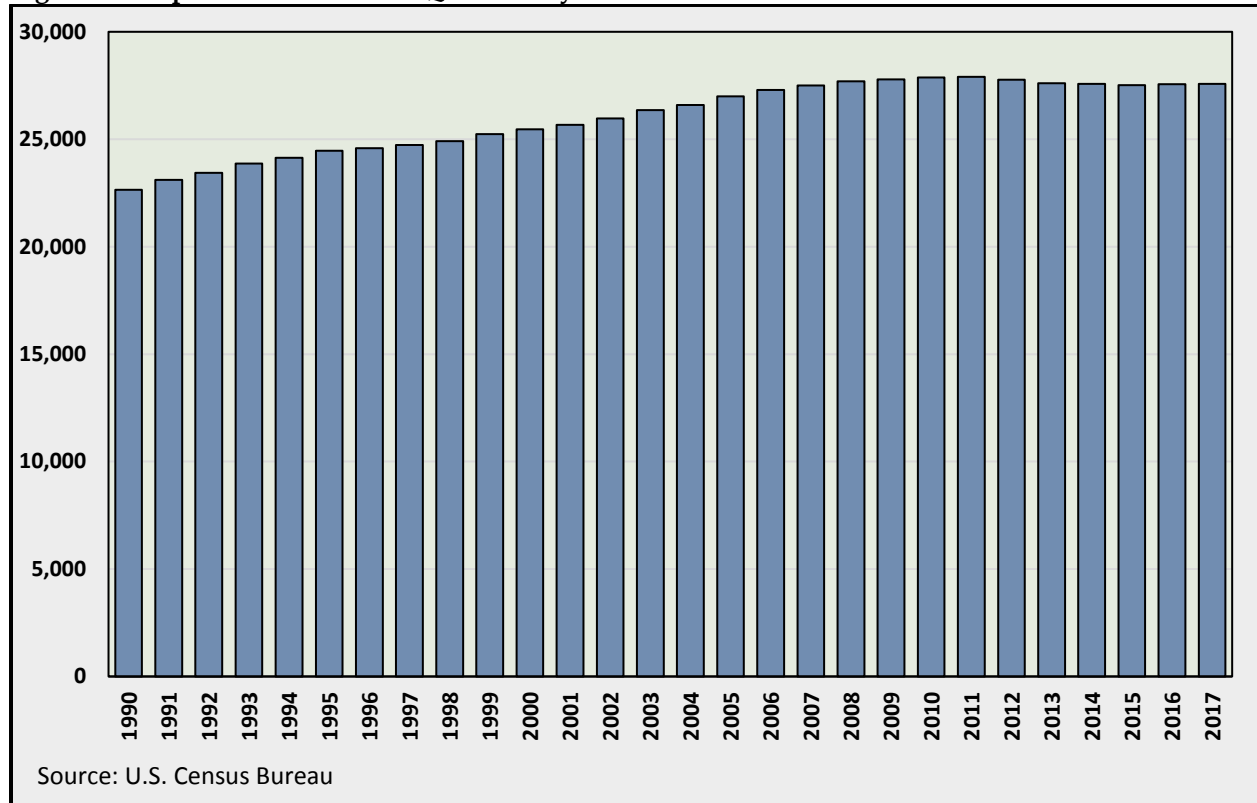
Year	Queensbury	Glens Falls City	Warren County	Kingsbury	Washington County	Glens Falls MSA
1990	22,649	15,191	59,510	11,988	59,516	119,027
1991	23,107	15,116	60,117	12,063	60,169	120,286
1992	23,435	15,154	60,719	12,105	60,571	121,290
1993	23,866	15,258	61,541	12,143	61,031	122,572
1994	24,130	15,163	61,754	12,099	61,029	122,783
1995	24,459	15,083	62,061	12,137	61,435	123,496
1996	24,585	14,983	62,087	12,105	61,528	123,615
1997	24,730	14,905	62,171	12,067	61,239	123,410
1998	24,919	14,807	62,256	12,025	61,180	123,436
1999	25,240	14,771	62,660	11,985	61,414	124,074
2000	25,459	14,374	63,273	11,232	60,977	124,250
2001	25,673	14,382	63,406	11,366	61,142	124,548
2002	25,975	14,443	63,774	11,468	61,152	124,926
2003	26,349	14,544	64,323	11,662	61,621	125,944
2004	26,598	14,577	64,576	11,869	62,278	126,854
2005	26,998	14,695	65,206	12,013	62,468	127,674
2006	27,288	14,750	65,554	12,166	62,771	128,325
2007	27,510	14,768	65,740	12,322	63,054	128,794
2008	27,701	14,770	65,848	12,463	63,252	129,100
2009	27,784	14,713	65,694	12,548	63,077	128,771
2010	27,876	14,693	65,672	12,719	63,336	129,008
2011	27,899	14,696	65,735	12,691	63,068	128,803
2012	27,764	14,607	65,425	12,668	62,980	128,405
2013	27,613	14,527	65,106	12,698	62,756	127,862
2014	27,577	14,454	64,901	12,628	62,478	127,379
2015	27,519	14,285	64,448	12,561	62,253	126,701
2016	27,565	14,377	64,519	12,452	61,806	126,325
2017	27,582	14,439	64,532	12,385	61,620	126,152
<b>1990-2000 Change</b>	<b>2,810</b>	<b>-817</b>	<b>3,763</b>	<b>-756</b>	<b>1,461</b>	<b>5,223</b>
<b>2000-2010 Change</b>	<b>2,417</b>	<b>319</b>	<b>2,399</b>	<b>1,487</b>	<b>2,359</b>	<b>4,758</b>
<b>2010-2017 Change</b>	<b>-294</b>	<b>-254</b>	<b>-1,140</b>	<b>-334</b>	<b>-1,716</b>	<b>-2,856</b>
<b>1990-2017 Change</b>	<b>4,933</b>	<b>-752</b>	<b>5,022</b>	<b>397</b>	<b>2,104</b>	<b>7,125</b>
<b>1990-2000 % Change</b>	<b>1.2%</b>	<b>-0.6%</b>	<b>0.6%</b>	<b>-0.6%</b>	<b>0.2%</b>	<b>0.4%</b>
<b>2000-2010 % Change</b>	<b>0.9%</b>	<b>0.2%</b>	<b>0.4%</b>	<b>1.3%</b>	<b>0.4%</b>	<b>0.4%</b>
<b>2010-2017 % Change</b>	<b>-0.2%</b>	<b>-0.2%</b>	<b>-0.2%</b>	<b>-0.4%</b>	<b>-0.4%</b>	<b>-0.3%</b>
<b>1990-2017 % Change</b>	<b>0.7%</b>	<b>-0.2%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.2%</b>

Source: U.S. Census Bureau

Prepared by Economic & Policy Resources



**Figure B.1 Population in Town of Queensbury 1990-2017**



As in the Town, population change has varied over the years in peer communities and counties. Most communities in Warren and Washington Counties grew during the 1990s and 2000s, reaching their respective population peaks between 2008 and 2010. The exception has been the City of Glens Falls, whose population has been in secular decline<sup>2</sup> since 1993 (when it peaked at 15,258). Growth in economic activity and attendant population gains has been slow to recover since the end of the U.S. Great Recession.

**Table B.2 Population by Race**

	Queensbury	Glens Falls City	Warren County	Glens Falls MSA	United States
Total:	<b>100.0%</b>	100.0%	100.0%	100.0%	100.0%
White alone	<b>96.1%</b>	93.8%	96.1%	95.1%	73.3%
Black or African American alone	<b>1.6%</b>	1.4%	1.2%	2.2%	12.6%
American Indian and Alaska Native alone	<b>0.5%</b>	0.3%	0.3%	0.3%	0.8%
Asian alone	<b>1.2%</b>	1.3%	0.9%	0.7%	5.2%
Native Hawaiian and Other Pacific Islander alone	<b>0.0%</b>	0.4%	0.1%	0.0%	0.2%
Some other race alone	<b>0.1%</b>	0.4%	0.3%	0.4%	4.8%
Two or more races:	<b>0.6%</b>	2.4%	1.2%	1.3%	3.1%

*Prepared by Economic & Policy Resources*

Queensbury’s racial demographics are largely representative of the County and the MSA as a whole. Like the region, Queensbury’s population is mostly White alone (96.1%) with the next largest group being Black

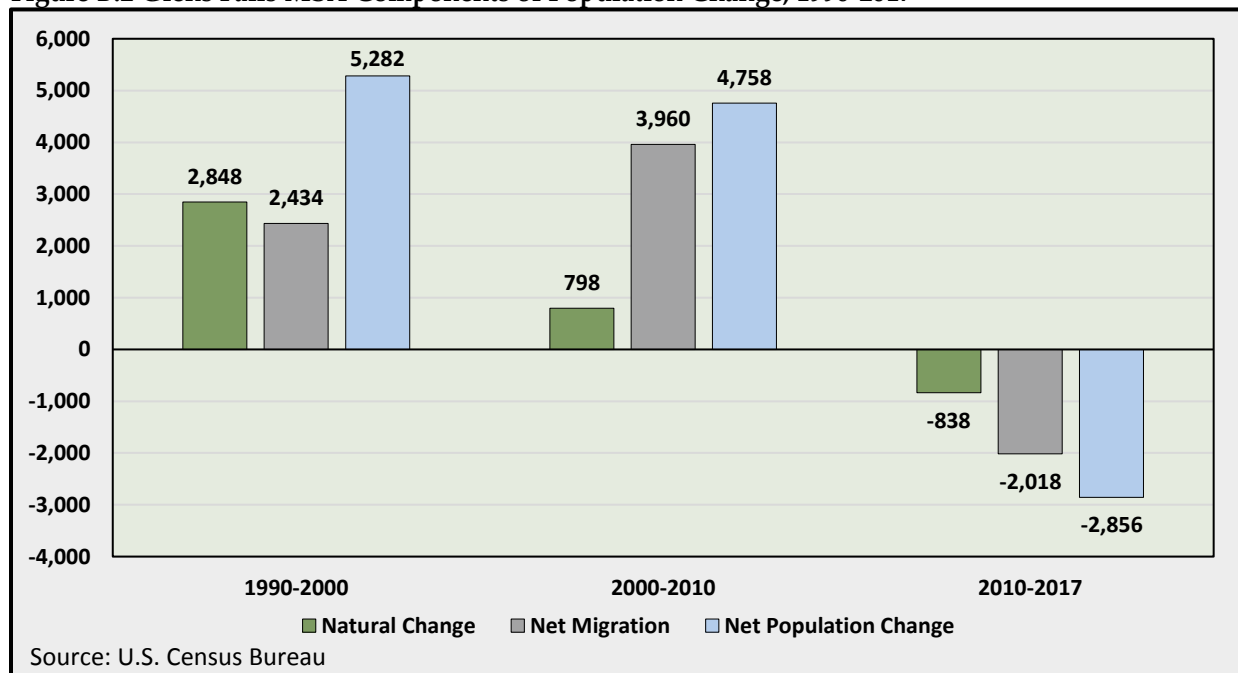
<sup>2</sup> Decline over the long term that is not dependent on seasonality or the business cycle.

or African American. The town does differ slightly from the region in that the third largest group is Asian alone while in the region “two or more races” is the third largest. The town and region do differ significantly from the United States as a whole. While the U.S. is a majority White alone, the town and regional populations are made up of more than 20% more white alone than the U.S. as a whole. Every other group is also a significantly larger proportion of the population in the U.S. than in the town or region.

**Factors Behind Population Growth and Decline.** An area's population can change in two ways. There is natural change—the number of births minus the number of deaths; and/or net migration—the balance of persons moving into and out of an area. During the 1990s and 2000s, Glens Falls MSA (Warren and Washington Counties) stood out as one of the fastest growing regions in the state due first (1990s) to natural increase—more births than deaths; and later (2000s) to net migration from other regions and countries. Since 2010, the region for the most part has seen its population decline due to both natural decrease (more deaths than births) and net out-migration (See Figure B.2).

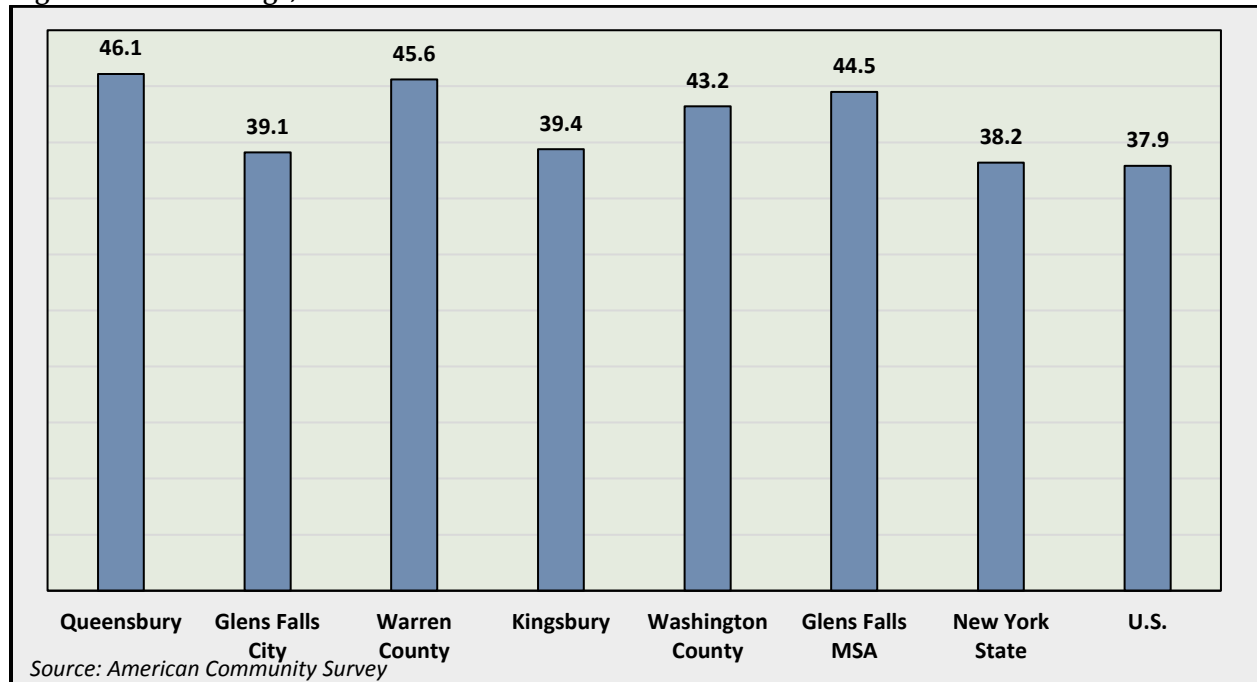
The eventual slow-down and more recent declining trend is largely due to the age profile of Warren County (and to a lesser effect Washington County) affecting both birth and death rates. As a population grows older, the bulk of its population ages out of childbearing years and eventually into higher mortality age groups. Thus, without new household formation and replacement population via net migration, the number of deaths will eventually outnumber new births in the region. The birth rate (i.e., number of births per 1,000 residents) in the Glens Falls region peaked back in 1990 at 14.30. Since then, the birth rate has steadily declined to its current low of 8.78. For Glens Falls MSA, 2011 marked the year in which its natural increase (births minus deaths) flipped to natural decrease (deaths minus births).

**Figure B.2 Glens Falls MSA Components of Population Change, 1990-2017**



In Warren County, the effect of this aging is more pronounced as the county has one of the oldest median age (45.6 years) in New York. Likewise, for Queensbury its median age is 46.1 years; compared with City of Glens Falls whose median age is 39.1 years. Washington County—with a median age of 43.2 years is also highly ranked on the senior scale. In comparison, the median age in New York and the United States is 38.2 years and 37.9 years, respectively (See Figure B.3).

**Figure B.3 Median Age, 2016**



The aging population in the region can be viewed as shifting shares of broad age cohorts between 1990 and 2016. These broad age groupings are:

- 0-19 years: Infants to school age adolescents to prospective new workforce entrants and college-age population.
- 20-44 years: New household formations; new entrants in workforce to workers in their prime years;
- 45-64 years: Maturing persons and workers with accumulated skills and experience; and
- 65 years and older: Principally retirees.

In 1990, nearly 30% of the region’s population were in the youngest age cohort of 0-19 years. Since the early 1990s, the region’s youngest age grouping has declined in both relative and absolute numbers. Overall, births have been in secular decline in the region. Similarly, school enrollments (Kindergarten through Grade 12) have declined throughout the region. Public school enrollment peaks varied from 1990 (in Kingsbury) and 1993 (in City of Glens Falls) to 1998 (in Warren County) and 2005 (in Queensbury). While public school enrollments have fallen throughout the state over the last two decades, regional school districts have seen their enrollments decline (from peak) by 10.7 percent in Kingsbury, by 17.7 percent in Queensbury, and by 26.5 percent in Glens Falls City.

**Table B.3 Public School Enrollments**

Year	Queensbury	Glens Falls City	Warren County	Kingsbury	Washington County	Glens Falls MSA
1990	3,175	2,818	10,360	2,646	10,643	21,003
1995	3,452	3,033	11,111	2,543	10,940	22,051
2000	3,688	2,952	11,296	2,390	10,829	22,125
2005	3,980	2,673	11,078	2,355	10,349	21,427
2010	3,692	2,473	10,093	2,264	9,366	19,459
2015	3,408	2,200	9,096	2,376	8,774	17,870
2016	3,341	2,221	8,954	2,385	8,681	17,635
2017	3,334	2,208	8,880	2,340	8,655	17,535
2018	3,275	2,230	8,757	2,364	8,566	17,323

*Source: NYS Education Department* *Prepared by Economic & Policy Resources*

College-bound population are mostly oriented toward higher education institutions located outside of the region. SUNY Adirondack—a two-year community college<sup>3</sup> in Queensbury is the only college within the two-county region. Enrollment at SUNY Adirondack averages nearly 4,000 students; while the college—like most community colleges—caters to the local population and businesses, there is one dormitory on the campus which houses about 400 students.<sup>4</sup>

The population share of the 20-44 year age grouping has also declined since the 1990s. Most households form and most entrants into the workforce are from this age cohort. During the 1990s and 2000s, this age grouping registered the largest share of the regional population; coupled with high rates of household formation and additions to the regional labor force. Most of the employment gains in the region occurred during these decades.

<sup>3</sup> Four year degrees and master's degree programs became available with the opening of the SUNY at Plattsburgh Queensbury Branch on the SUNY Adirondack campus.

<sup>4</sup> The U.S. Census Bureau counts college students at their place of residence; thus, those students enrolled at colleges outside of the Glens Falls metropolitan region are no longer counted as year-round residents of the region.

**Table B.4 Population by Age Cohorts in Queensbury, Warren County, Washington County, and Glens Falls MSA 1990-2016**

Geography	Age Cohorts					1990-2016	
		1990	2000	2010	2016	1990-2016	% Change
Queensbury	0-19	6,523	6,951	6,656	6,212	-311	-4.8%
	20-44	8,537	8,245	7,449	7,191	-1,346	-15.8%
	45-64	6,011	6,386	8,834	8,699	+2,688	44.7%
	65+	3,021	3,859	4,962	5,569	+2,548	84.3%
Warren County	0-19	16,603	16,818	15,003	13,256	-3,347	-20.2%
	20-44	22,556	20,924	18,638	17,932	-4,624	-20.5%
	45-64	11,499	15,936	20,746	19,786	+8,287	72.1%
	65+	8,551	9,595	11,285	13,545	+4,994	58.4%
Washington County	0-19	16,964	16,618	14,873	13,267	-3,697	-21.8%
	20-44	23,361	21,297	19,851	18,608	-4,753	-20.3%
	45-64	11,237	14,522	18,841	18,562	+7,325	65.2%
	65+	7,768	8,540	9,771	11,369	+3,601	46.4%
Glens Falls MSA	0-19	33,567	33,436	29,876	26,523	-7,044	-21.0%
	20-44	45,917	42,221	38,489	36,540	-9,377	-20.4%
	45-64	22,736	30,458	39,587	38,348	+15,612	68.7%
	65+	16,319	18,135	21,056	24,914	+8,595	52.7%

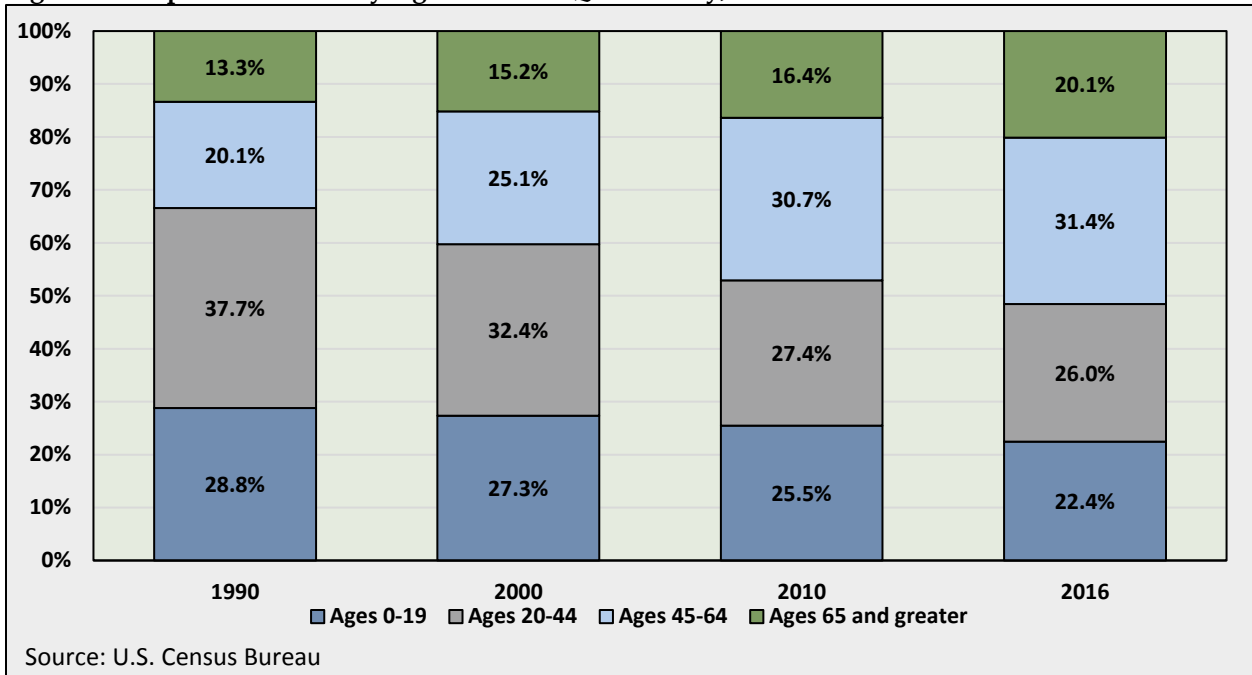
Source: U.S. Census Bureau

Prepared by Economic & Policy Resources

The aging population of the region can readily be seen in the broad age cohorts of 45-64 years and 65 years and older, which combined currently make up more than 50% of the region's total population. Each town and city has its own separate population age structure<sup>5</sup>; Queensbury, in particular, has a current age structure that resembles a stationary population pyramid—low birth rates, a growing elderly class, and younger age cohorts shrinking. Many within the 65 years and older cohort are “retirees;” this group has grown in both absolute and relative terms between 1990 and 2016. Though much of these gains are due to natural aging, there has also been a net migration of “retirees.” As the general population continues to age, the elderly will constitute an increasing share of region's population base, making the “graying” of Glens Falls MSA (as well as the Town) a significant socio-economic development phenomenon.

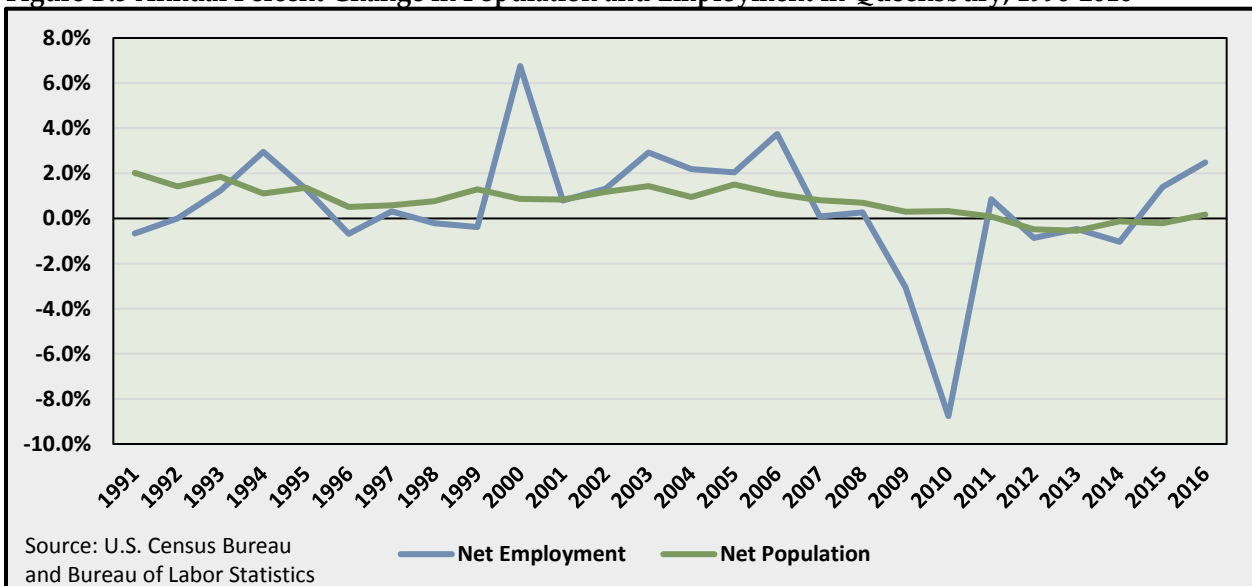
<sup>5</sup> Age structures are typically called population pyramids. Through a simple graph, this population pyramid conveys a complex social narrative of population through its shape. While each place has its own unique age structures, there are three prototypical shapes: expansive (generally, young and growing, characterized by a typical “pyramid” shape of a broader base with younger age cohorts and a narrow top of elder age cohorts); constrictive (generally, elderly and shrinking, with an inverted shape tapering at the bottom); and stationary (generally, little or no population growth, with a rectangular shape).

**Figure B.4 Population Share by Age Cohort in Queensbury, 1990-2016**



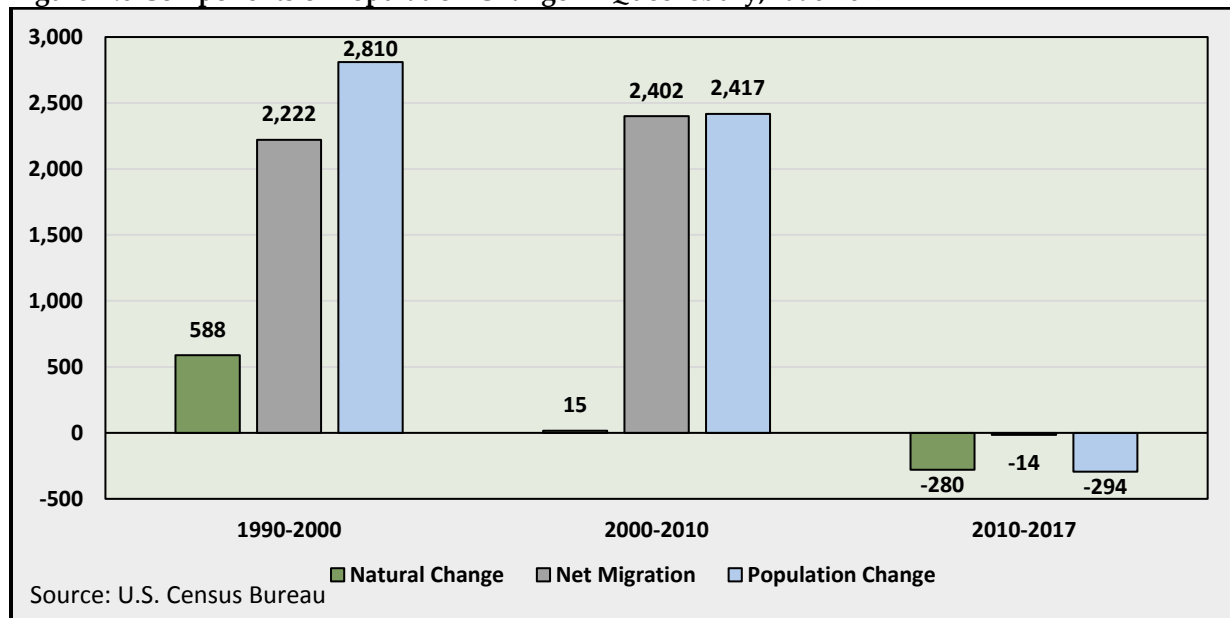
As noted earlier, a region’s or town’s population can change due to natural increase (or decrease)—namely births minus deaths; and net migration—the balance of persons moving into and out of an area. For Queensbury, natural increase played an important early role in population change in the Town. Net in-migration became an emerging influence during the latter 1990s and early 2000s; net in-migration is significantly related to local economic performance. Though the phenomenon is somewhat muted compared to past regional economic cycles, people follow jobs. In general, as job prospects increase within an area, people will migrate to that area from elsewhere, attracted by the likelihood of employment. Such migrants, however, tend to arrive well after economic expansion is under way; thus, a region’s population growth will tend to lag behind its employment growth.

**Figure B.5 Annual Percent Change in Population and Employment in Queensbury, 1990-2016**



To summarize for the Town, natural increase (or decrease) and net migration have contributed to the town’s population over the last nearly three decades. During the 1990s, natural increase was a significant, positive contributor to population change (net 588 births over deaths over the decade); with net migration providing the lion’s share of the growth in the town over the decade (contributing a net 2,222 to the town’s population). In the 2000s, net natural increase began to erode ending with a marginally positive contribution; while virtually the entire population growth was due to net in-migration. Since 2010, natural change has been a net negative number (i.e., the number of deaths were higher than the number of births), contributing a net loss of -280 between 2010 and 2016. Net migration, already substantially diminished during the protracted Great Recession, also contributed a net population loss (-14) in the years since 2010.

**Figure B.6 Components of Population Change in Queensbury, 1990-2017**



### ***Households in Queensbury***

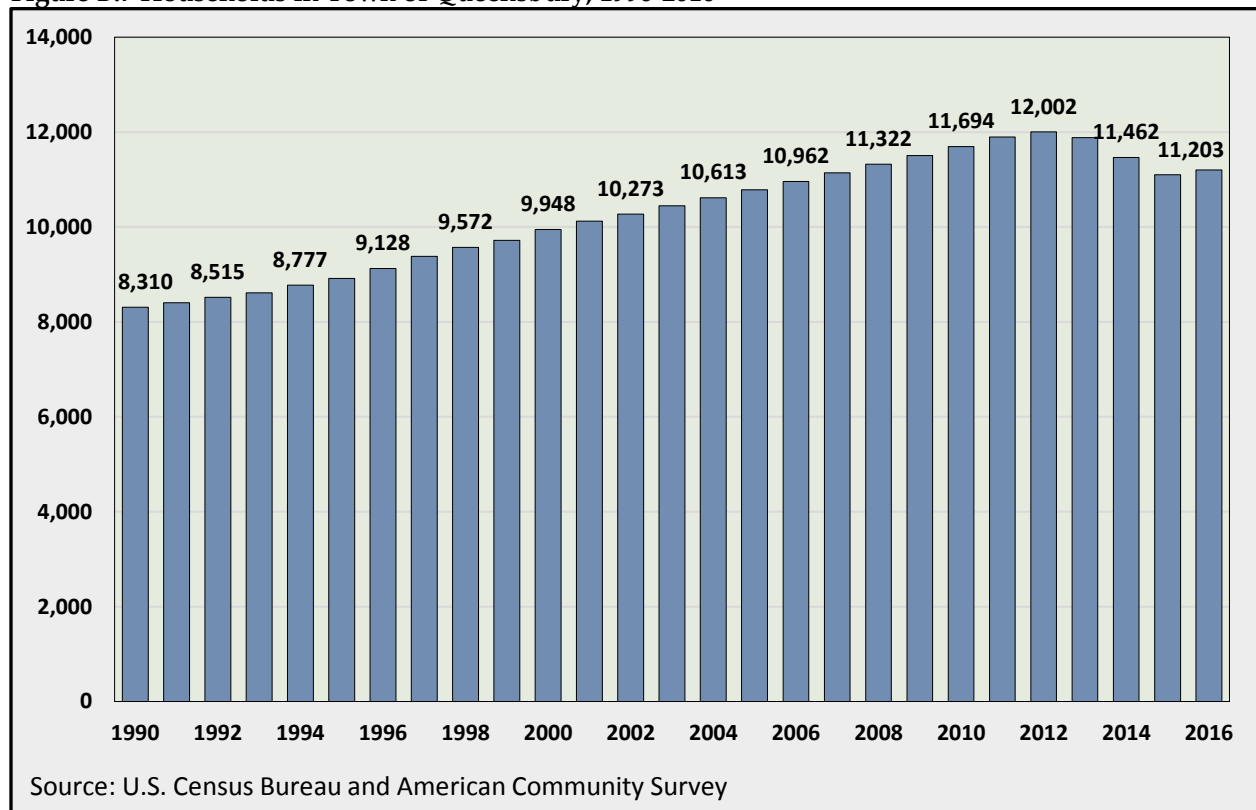
A significant demographic determinant in housing demand is new formations of households and household size. Looking back at the past three decades, household changes have mainly reflected the maturing of the “baby boom” population. Baby boomers are generally defined as those persons who were born between 1946 and 1964—a period of time when the nation experienced strong population growth rates following the end of World War II. The oldest “baby boomers” are today in their late-sixties to mid-seventies, and the youngest nearing their mid-fifties. Therefore, the majority of this population group has already formed independent households—a factor that is very important to housing markets.

The post-“baby boom” population—which is significantly smaller than the “baby boom” population—is now in the prime age categories for forming new households. An overall slowdown in the rate of new household formations because of the aging of the “baby boomer” segment of the population is an overall demographic trend that is expected to continue to dominate in the entire United States over the next decade. This well-known demographic dynamic will therefore affect the level and nature of housing demand in Queensbury over the next decade as well.

Off-setting declining housing demand caused by the aging “baby boom” population is the trend towards declining household size—the trend toward fewer persons per household. The most obvious implication for housing demand from this trend is that more housing units will be required to house each increment of population growth in the region over the next decade than was the case over the last twenty to thirty years.

The decline in average household size again reflects long-standing social changes in the U.S. that have resulted in smaller families and the increasing share of total households by non-family households. For years, the social literature has been filled with studies about the decline of the traditional married-couple family, the increase in single-parent families and the growth of single-person households.<sup>6</sup> The implication of smaller household size is increasing responsibility to meet the evolving housing unit needs of town residents as the population grows with these new household characteristics. The result is potentially greater demand for smaller units, characteristic of households headed by persons aged 50 years and older.

**Figure B.7 Households in Town of Queensbury, 1990-2016**



**Table B.5 Households in Town of Queensbury, 1980-2016 (Selected Years)**

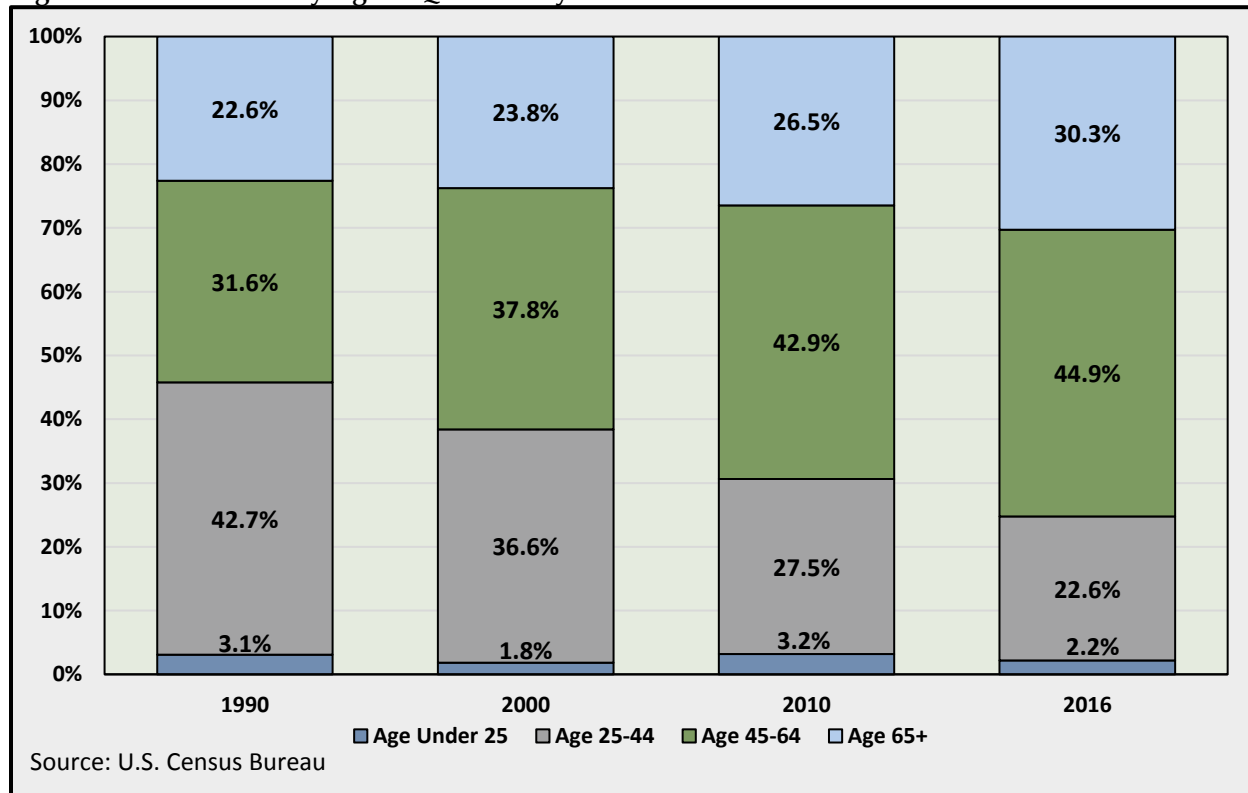
<sup>6</sup> Nationally, the number of single-parent families rose sharply during the 1970s, but leveled off at about 15 percent of all families across the nation during the late 1980s and early 1990s; increasing again in the later 1990s through the 2010s to about a third of all families are single-parent in 2017. According to the U.S. Census Bureau, approximately 32 percent of all children are living in a single-parent household. The share of single-person households has increased gradually since the 1970s. In 2000, about 22 percent of all households were single-person; in 2017, about 30 percent are single-person households. [In New York, 29.7 percent of all households in 2017 were single-person households.] An increasing share of single-person households are in the above 50 years cohort category; about 62 percent of all households.



Region/Municipality	1990	2000	2010	2016	Change in Households			
					1990-2000	2000-2010	2010-2016	1990-2016
Town of Queensbury	8,310	9,948	11,473	11,158	1,638	1,525	-315	2,848
Glens Falls City	6,129	6,267	6,632	6,375	138	365	-257	246
Warren County	22,559	25,726	28,818	27,873	3,167	3,092	-945	5,314
Kingsbury	4,447	4,491	5,442	5,039	44	951	-403	592
Washington County	20,256	22,458	24,790	24,765	2,202	2,332	-25	4,509
Glens Falls MSA	42,815	48,184	53,608	52,638	5,369	+424	-970	9,823

Source: U.S. Census Bureau and American Community Survey. Prepared by Economic & Policy Resources

Figure B.8 Households by Age in Queensbury



### Seasonal Population

The prior discussion on population and population change in the region is focused on “resident” population, as reported by the U.S. Census Bureau. However, during significant portions of any given year, Queensbury and the greater Glens Falls MSA are also the home to a large number of “seasonal” residents not counted by the Census Bureau. Seasonal population includes both temporary residents that stay in second homes and visitors who stay in lodging establishments<sup>7</sup>. Queensbury is the gateway city of Lake George region, one of New York State’s leading visitor destinations. The below *Figure B.9* provides a bell-shaped curve of seasonal visitation in Queensbury, via lodging stays.

Seasonal or second homes represent a sizeable portion of the local housing market. Nearly one-fifth of all housing units in the region are utilized as seasonal or second homes. In Warren County, which includes

<sup>7</sup> Lodging includes such accommodations as hotels and motels, hostels, and bed and breakfast places; but also so-called “alternative lodging,” that is, homes utilized as vacation rentals under Airbnb or VRBO (“Vacation Rental by Owner”).

the popular Lake George area, a quarter of its housing stock are used as second-homes. However, the share of seasonal and/or second-homes in Queensbury is much less a part of its housing mix accounting for about 8 percent.

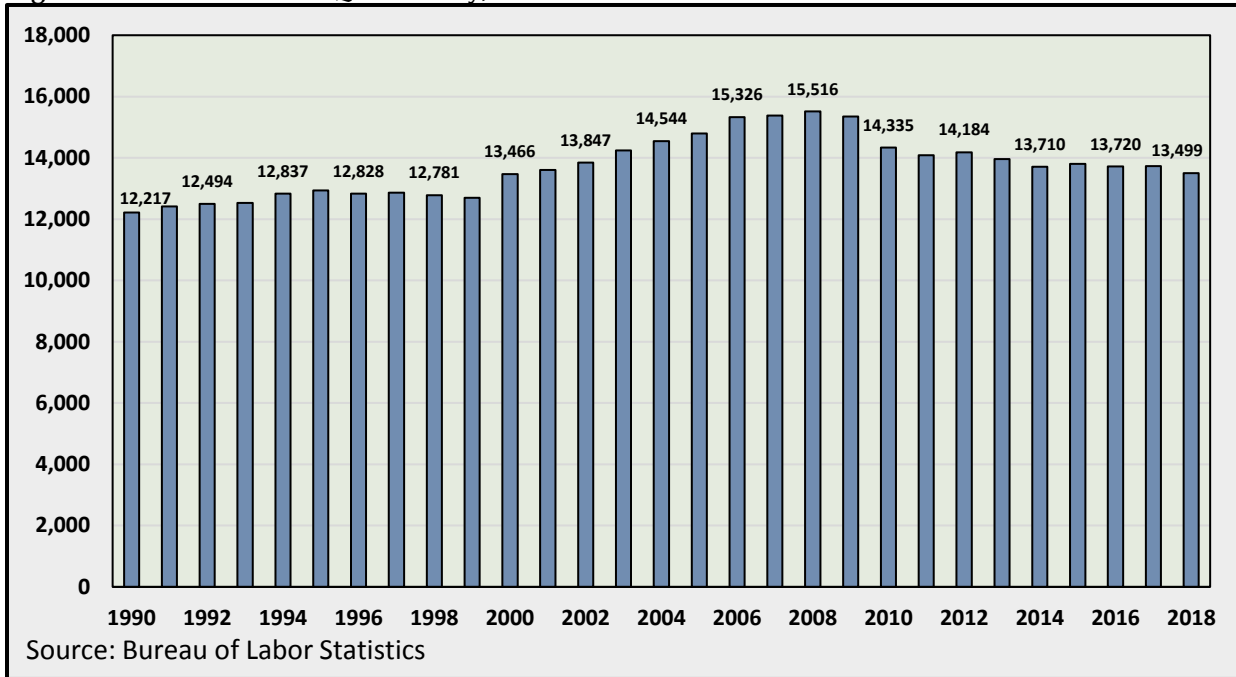
**Figure B.9 Average Monthly Visitation in Queensbury 2016**



### ***Labor Market and Employment Trends in Queensbury***

**Labor Force Trends.** The region’s (and Town’s) labor market continues to change in fundamental ways. During the 1990s and especially the early 2000’s, the Town’s labor force grew substantially, consistent with employment gains and overall regional economic growth. The Town’s labor force expanded by 27% during the period between 1990 and its peak of 15,380 in 2008. However, starting with the bottom of the recession in 2009, the labor force contracted steadily due to the depth of the “Great Recession” and the region’s subsequent sluggish recovery. The year 2010 marked an abrupt drop in the labor force, showing that 1,000 people had left the Queensbury labor market—an annual reduction of -6.6%. The most recent data shows a slight uptick in the initial months of 2018, but year-to-year labor force growth has still not been observed for the Town since 2008. In 2017, the Town’s labor force totaled 13,729 workers; a 10 percent loss since its 2008 peak.

**Figure B.10 Labor Force in Queensbury, 1990-2017**

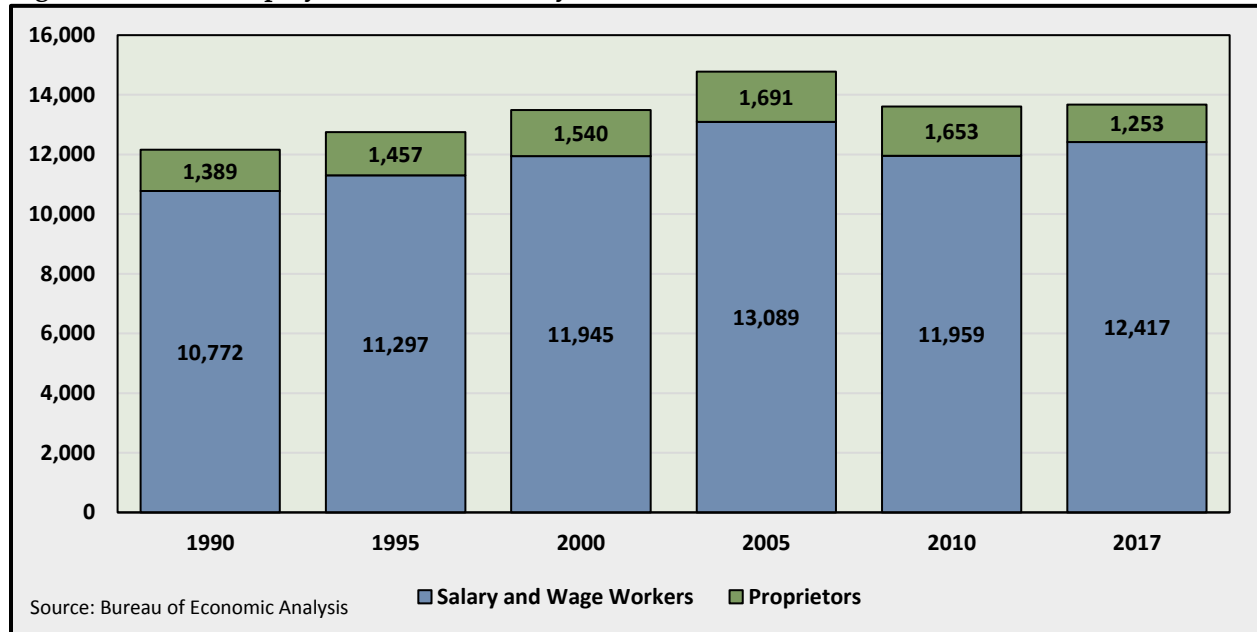


**Employment Trends.** In the 1990s, total employment<sup>8</sup> in the town has remained relatively stable, then grew rapidly in the 2000s with peak employment over the period being reached in 2008, with 15,388, according the Bureau of Economic Analysis. Much of the region’s employment growth occurred during the early 2000s, however the start of the next decade signaled actual losses in employment as the region experienced then recovered from the Great Recession. Thus far during the latter half of the 2010s, employment growth in the town has plateaued at the same levels first observed in the early 2000s.

The Town’s predominant worker historically has been salary and wage-earning employment rather than proprietorship. Since 1990 the share of proprietors in Queensbury has remained relatively stable at roughly 10 percent, with most of the employment growth the town experienced during the 1990s and 2000s generated by wage-earning job positions.

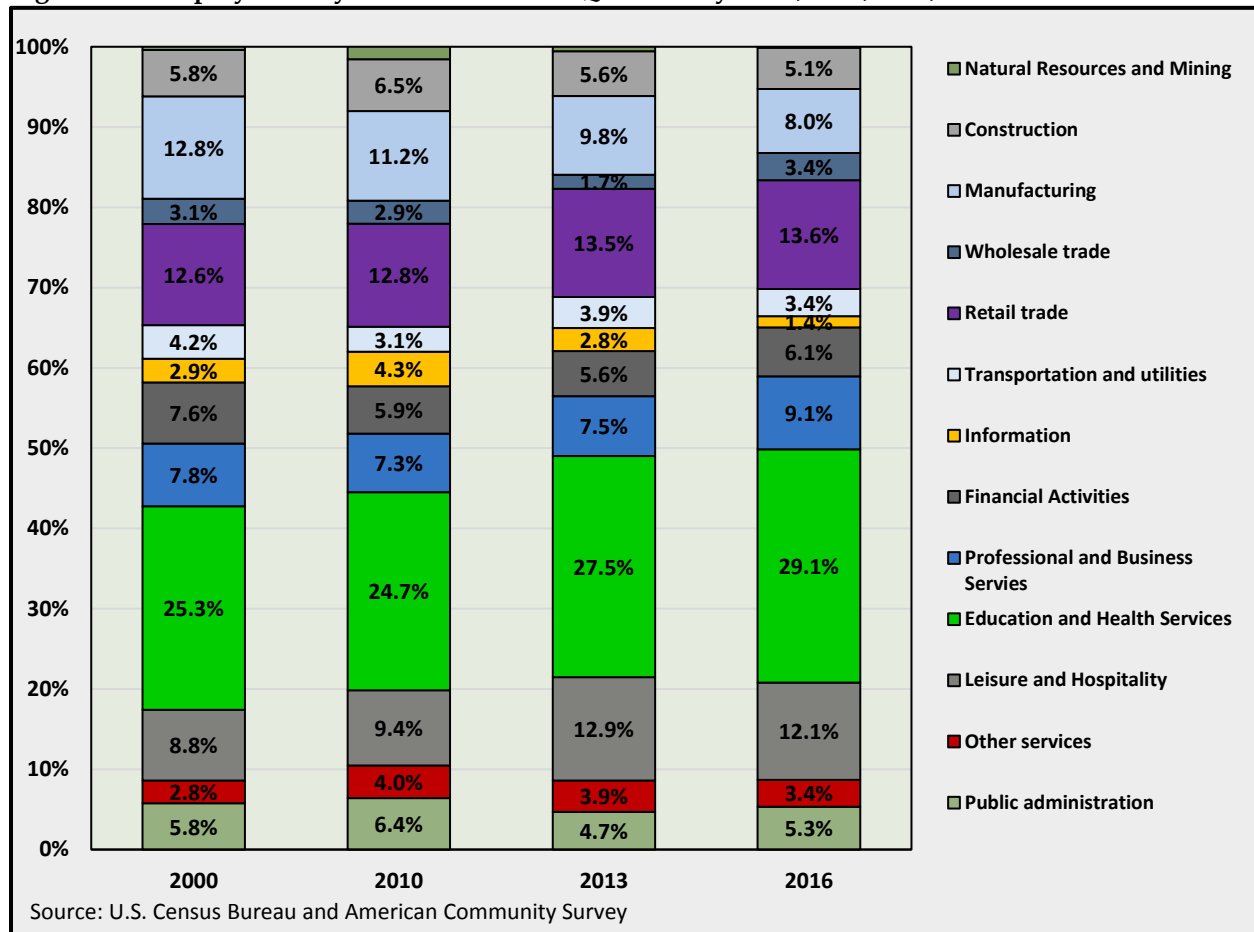
<sup>8</sup> Total employment used in this report is consistent with the Bureau of Economic Analysis (BEA) series of full- and part-time employment. In addition to wage and salary employment BEA includes employment of proprietors; as well as farm workers and military.

Figure B.11 Total Employment in Queensbury, 1990-2017



This pattern was more or less mirrored within the broad industry sectors within the regional economy. Natural resources and mining and the manufacturing sectors both experienced noticeable contractions between 2010 and 2016 as a percentage of total employment, declining by 1.4% and 3.2% respectively over that time period. During the same time period, the leisure and hospitality sector's share of total employment expanded by 2.7%, and education and health services expanded by 4.4%. However, the relatively minor churn amongst these four industry sectors represents the most significant changes to the makeup of the region's economic base since the depths of the recession and subsequent recovery. This would indicate that, while the town's employment base has contracted, Queensbury's employment situation is relatively stable.

Figure B.12 Employment by Sector in Town of Queensbury: 2000, 2010, 2013, and 2016



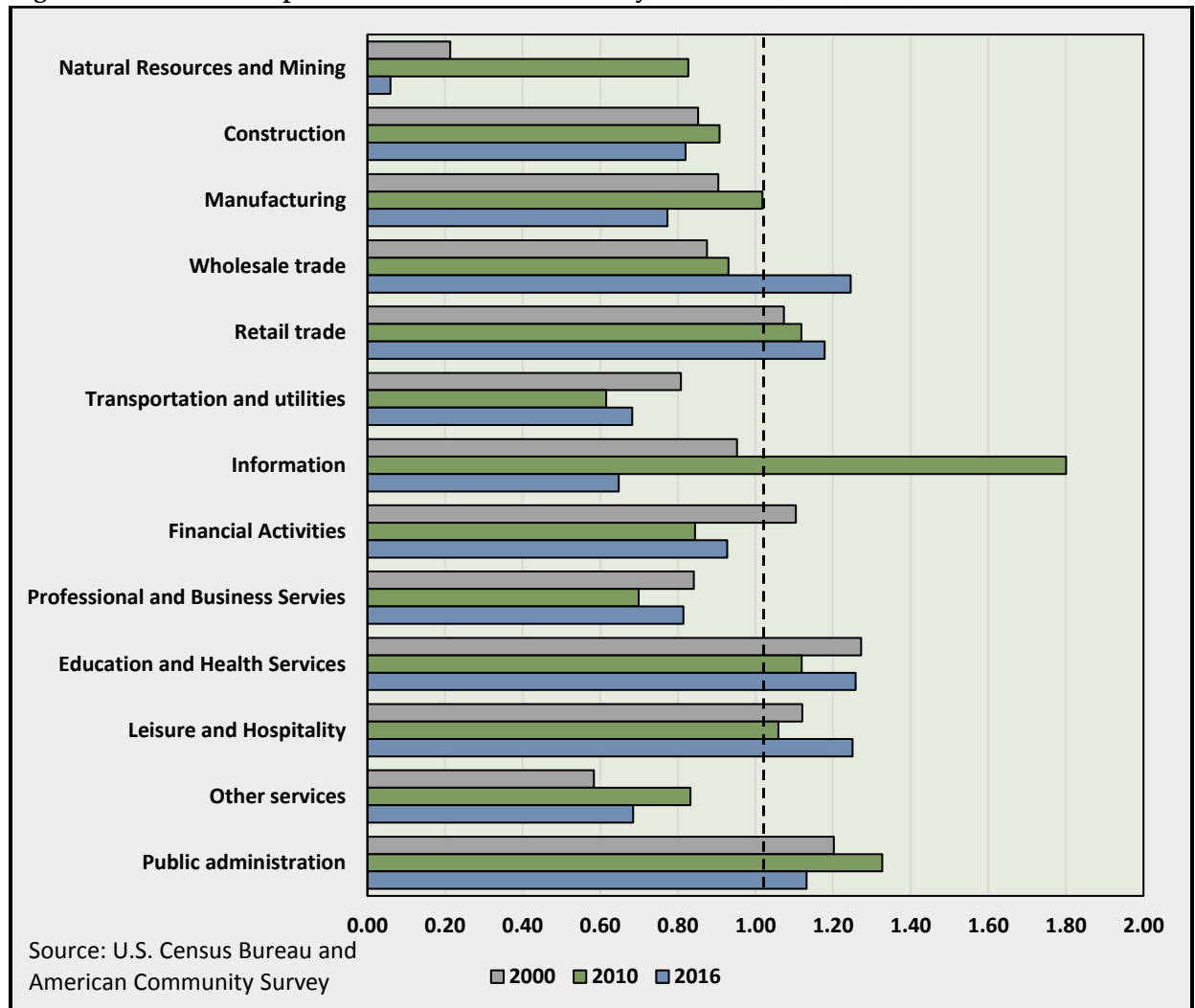
**Regional Employment Structure.**<sup>9</sup> In economic terms, a region’s employment base is defined as that employment among firms whose products or services are sold to markets outside of the region, thereby capturing new income for the area. Those customers may be in other parts of the state, in other states, or in foreign countries. Regional economic theory holds that selling to a non-local customer brings income into a region, and qualifies that firm as part of the local economic base. Businesses that sell to local customers, such as other businesses or households, are called non-basic businesses. Services provided to markets outside the region and services provided to visitors coming in from outside the region also qualify as basic industries in capturing streams of new revenue. Other sources of new money are construction activity, non-local government activity, and retirees.

Basic employment is that share of a regional industry’s employment that corresponds to the industry’s output sold outside the region. Estimates of basic employment among the regional industries was based on an indirect measure of specialization called location quotient analysis. Location quotients are simply measures of economic specialization; here comparing the share of total employment in a particular industrial grouping in the region with the share it represents in the nation. The quotient for any industry or sector is determined by dividing its share of the region employment by its share of national employment. The idea behind this measure is that a region that is highly specialized in a given sector is exporting a

<sup>9</sup> Due to data limitations, Warren County is the region used here and is considered to be a good proxy for the Town.

portion of that good or service. In contrast, a less developed industry sector implies that the region is importing goods and services to meet local demand in that sector.

**Figure B.13 Economic Specialization of Warren County, New York, 2000, 2010, and 2016**



A location quotient is formally computed in the following manner:

$$LQ_i = \frac{E_{ic} / E_c}{E_{is} / E_s}$$

where:

$LQ_i$  is the location quotient for sector  $i$ ;

$E_{ic} / E_c$  is the percent of regional employment in sector  $i$ ; and

$E_{is} / E_s$  is the percent of national employment in sector  $I$ .

Essentially, location quotients indicate an industry sector's self-sufficiency and export orientation. Three important location quotient values derive from this self-sufficiency and export orientation notion. A quotient of 1.0 means that the region has the same proportion of its employment in sector  $i$  as the nation. In other words, the region just meets local consumption requirements through local production of the specified good or service. If the location quotient is less than 1.0, the region is not producing enough to meet local needs, meaning that local residents and businesses need to import some goods or services to meet production or consumption requirements. This analysis can become a key indicator for an import substitution strategy for local economic developers. If the location quotient is greater than 1.0, the county has a larger proportion of its employment in sector  $i$  than does the nation. This excess proportion is assumed to be for export purposes.

The location quotient is often used as a proxy for the extent to which an area's production is being consumed locally or sold to non-local markets. Such an approach helps to identify a region's export sectors. Implicitly, this notion contends that a regional economy depends upon the vigor of its export industries. Other economic sectors in the region in turn support these export-oriented industries by providing needed supplies and services. As these export industries grow, then linked local sectors will in turn expand.

More recently, this technique has been utilized to help identify local industry clusters. Any exporting industry, identified through location quotient analysis, might be a strong candidate for further development and can serve as the core of an industry cluster for the region.

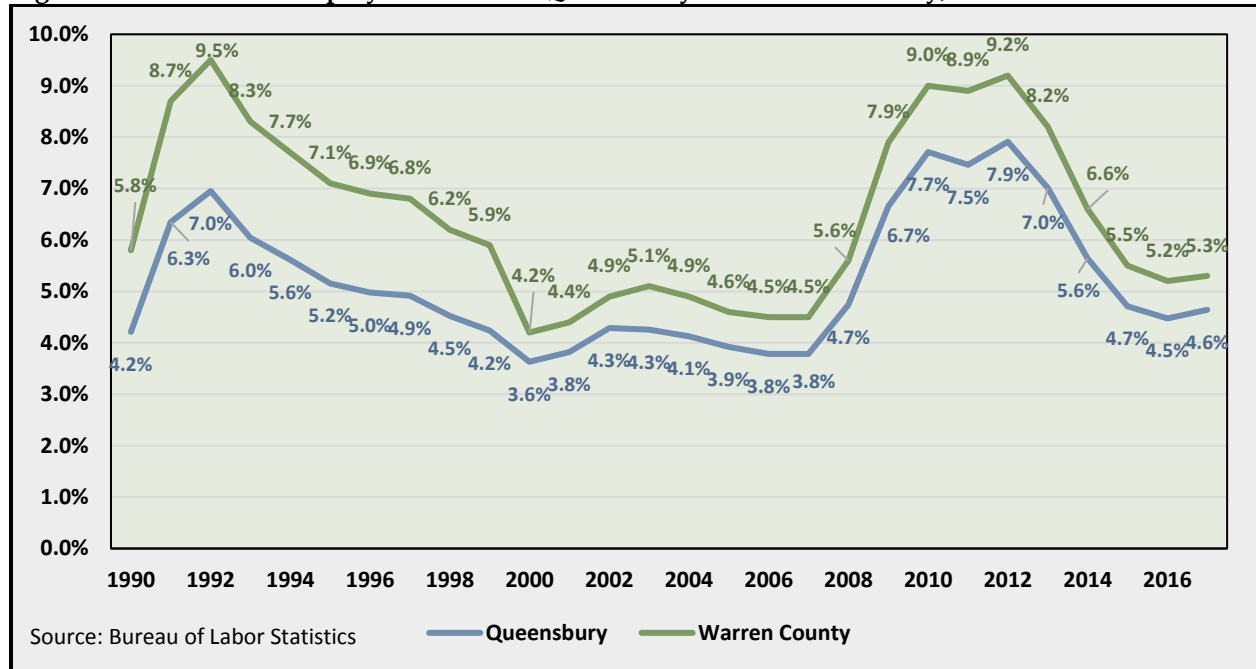
Economic snapshots of Warren County are provided for 2000, 2010 and 2016. Currently, the regional industries of importance include leisure and hospitality, education and health services, and wholesale trade. Each of these industries have location quotients exceeding 1.2; underscoring economic specialization.

**Unemployment.** Unemployment is a significant indicator of the vitality of a region's economy. As noted earlier, the labor force consists of two groups: those who are working; and those who are seeking work. Those who are not working but are actively looking for work constitute the unemployed.<sup>10</sup>

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<sup>10</sup> Discouraged workers, defined as those no longer active in looking for work, are not included in the official labor force numbers.

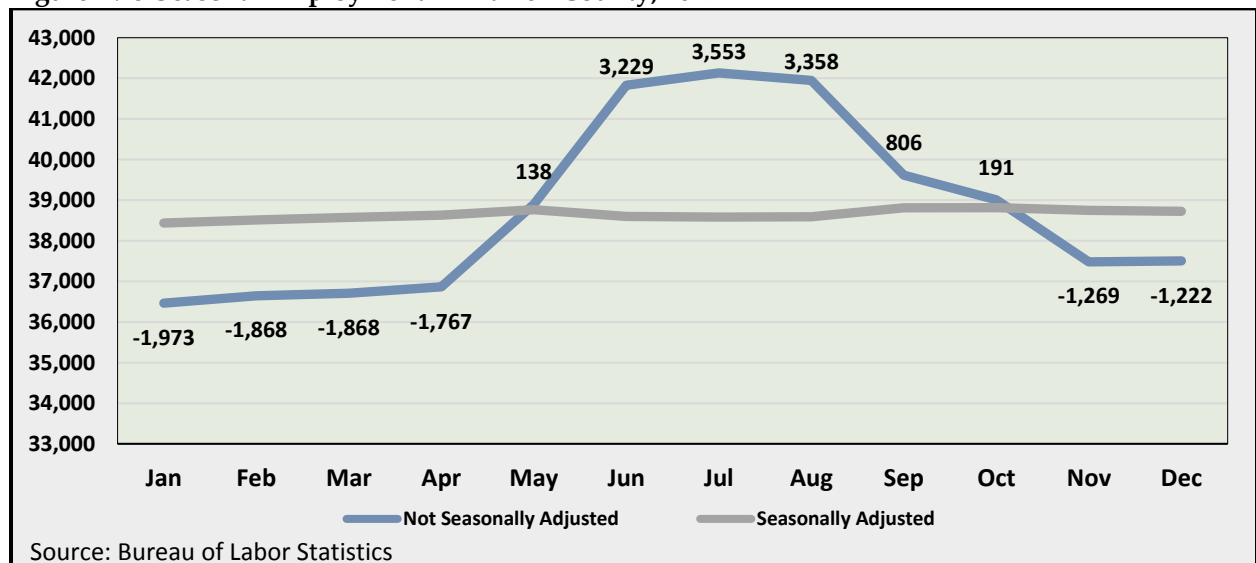
Figure B.14 Annual Unemployment Rate in Queensbury and Warren County, 1990-2017



The unemployment rate in Warren County has been consistently higher—between 0.6 to 2.5 percentage points—than the Town’s unemployment rate over the past 27 years. Though both the county and the town are still gradually recovering from the “Great Recession,” unemployment in the town has remained an average of 1.3% below the county average.

**Seasonal Employment.** As in population, seasonality of employment is significant within the region. Businesses, employers, and local government entities hire additional workers during the summer season, typically beginning in May and ending in September. The seasonal surge in workers is most pronounced in trade and leisure and hospitality sectors, which are the leading tourism-related industries in the region.

Figure B.15 Seasonal Employment in Warren County, 2017





## Commuting Patterns

There is a daily dynamism of movement from residents to work places. These commuting worker flows include (1) internal movements—town residents traveling to in-town workplaces; and (2) external movements, composed of either town residents commuting to workplaces located outside of the town, or nonresidents commuting to workplaces in the town. The table below, which presents the most recent available commuting behavior data of residents and workers in the town, indicates that the town itself is—for the most part—a net importer of workers. In 2015<sup>11</sup>, there were about 8,864 residents holding jobs outside of the town—primarily in Glens Falls or Saratoga. In addition, the commuting pattern table shows that the town imports about 10,486 non-residents to work in its employment centers.

The commuter data shows that Interstate 87 (“The Northway”) plays a vital role in connecting residents of the town with employment opportunities to the south. The Northway runs south-to-north from New York City through the Hudson Valley and the Capital District, through the eastern Adirondacks, and ending at the Canadian border. Resting at the boundary between the Capital District and the Adirondack Forest, many residents of Queensbury commute south to Saratoga Springs and as far away as Albany and Colonie (with an estimated 700 residents making the trip).

Many workers in the neighboring towns of Kingsbury, Moreau, and the other communities surrounding the town to the north, east, and west commute to work at various establishments in Town.

**Table B.6 Commuting Patterns in Town of Queensbury, 2015**

Where Residents of Queensbury Work by Town	2015		Where Workers in Queensbury Live by Town	2015	
	Count	Share		Count	Share
Queensbury town (Warren, NY)	3,039	25.50%	Queensbury town (Warren, NY)	3,039	22.50%
Glens Falls city (Warren, NY)	2,413	20.30%	Glens Falls city (Warren, NY)	1,421	10.50%
Saratoga Springs city (Saratoga, NY)	568	4.80%	Moreau town (Saratoga, NY)	1,020	7.50%
Colonie town (Albany, NY)	377	3.20%	Kingsbury town (Washington, NY)	973	7.20%
Moreau town (Saratoga, NY)	346	2.90%	Fort Edward town (Washington, NY)	344	2.50%
Kingsbury town (Washington, NY)	335	2.80%	Wilton town (Saratoga, NY)	287	2.10%
Wilton town (Saratoga, NY)	329	2.80%	Lake Luzerne town (Warren, NY)	244	1.80%
Albany city (Albany, NY)	323	2.70%	Lake George town (Warren, NY)	240	1.80%
Lake George town (Warren, NY)	308	2.60%	Warrensburg town (Warren, NY)	240	1.80%
Fort Edward town (Washington, NY)	230	1.90%	Fort Ann town (Washington, NY)	238	1.80%
Manhattan borough (New York, NY)	146	1.20%	Corinth town (Saratoga, NY)	209	1.50%
Malta town (Saratoga, NY)	126	1.10%	Argyle town (Washington, NY)	165	1.20%
All Other Towns	3,363	28.30%	All Other Towns	5,105	37.70%

<sup>11</sup> Most current year of available data.

Figure B.16 Where Residents of Queensbury Work, 2015

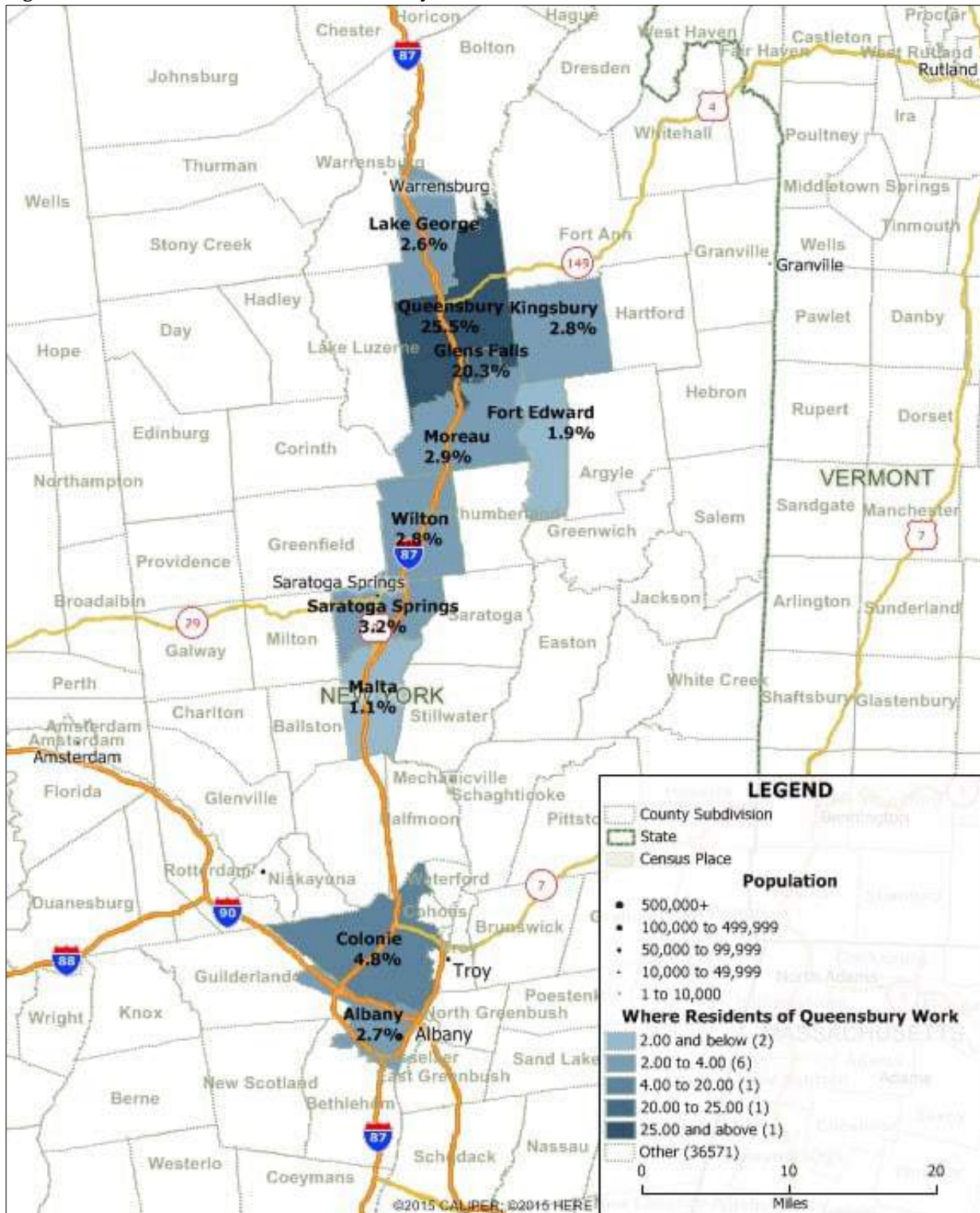
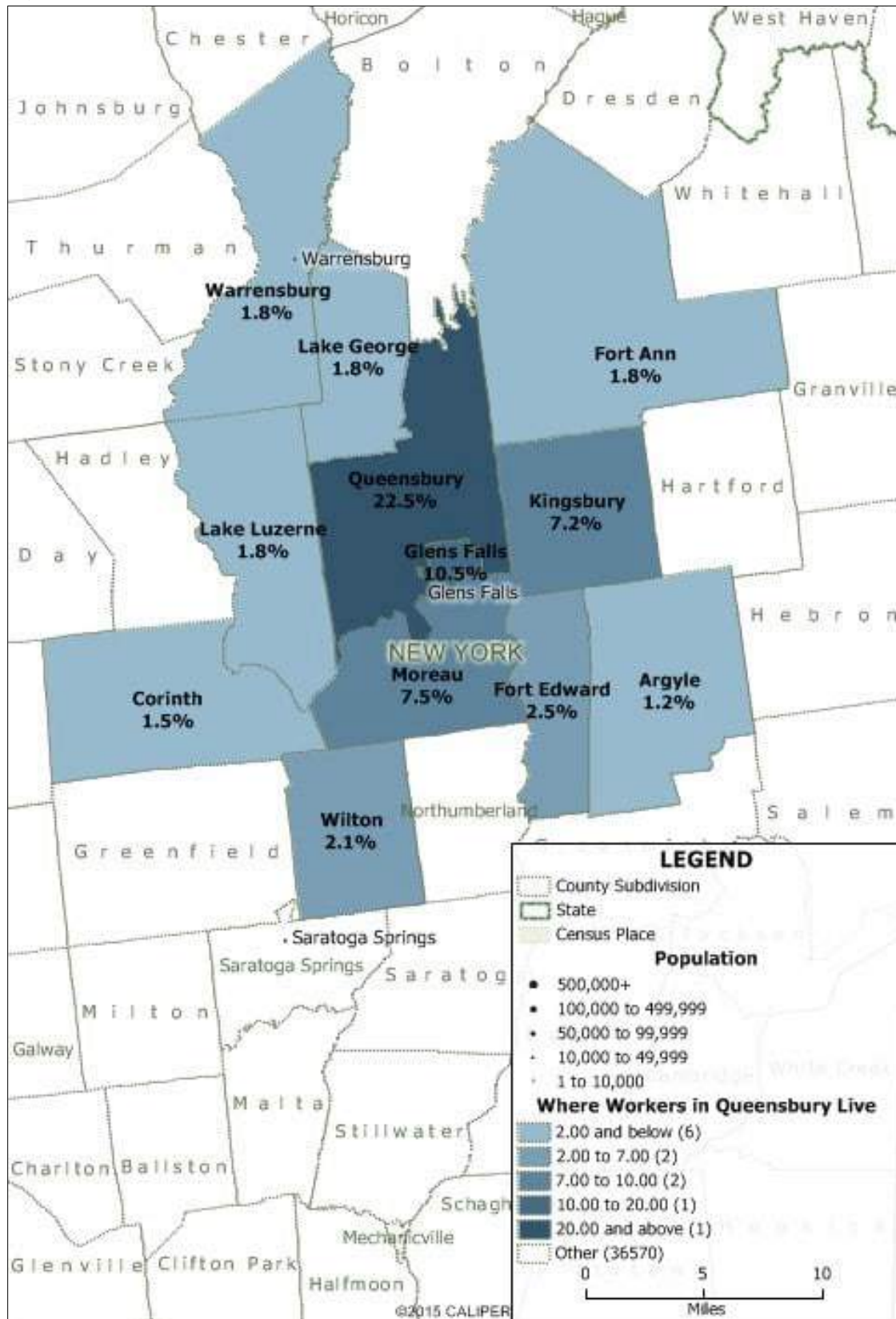


Figure B.17 Where Workers in Queensbury Live, 2015



## ***Trends in Personal and Household Income in Queensbury***

**Personal Income.** Employment measures only tell part of the economic story of a region. Personal income in Queensbury, the most broad-based measure of general purchasing power available at the local level, amounted to over \$1.54 billion in 2016. When measured in current dollars, the county's total personal income increased more than three-fold between 1990 and 2016. However, when measured in constant 2012 dollars to adjust for inflation, the entire increase over the 26-year period amounted to 76 percent.<sup>12</sup>

Personal income consists of three major components: net earnings for labor services, property incomes, and transfer payments. Net labor earnings (\$910 million), which accounted for 59.3 percent of the Town's total personal income in 2016, can be considered payment for current labor services. Net earnings include wage and salary disbursements, proprietors' income, and other labor income which are mostly employer contributions to private pension and welfare funds. The contributions that individuals make to social insurance programs (e.g., Social Security taxes) are excluded from net earnings.

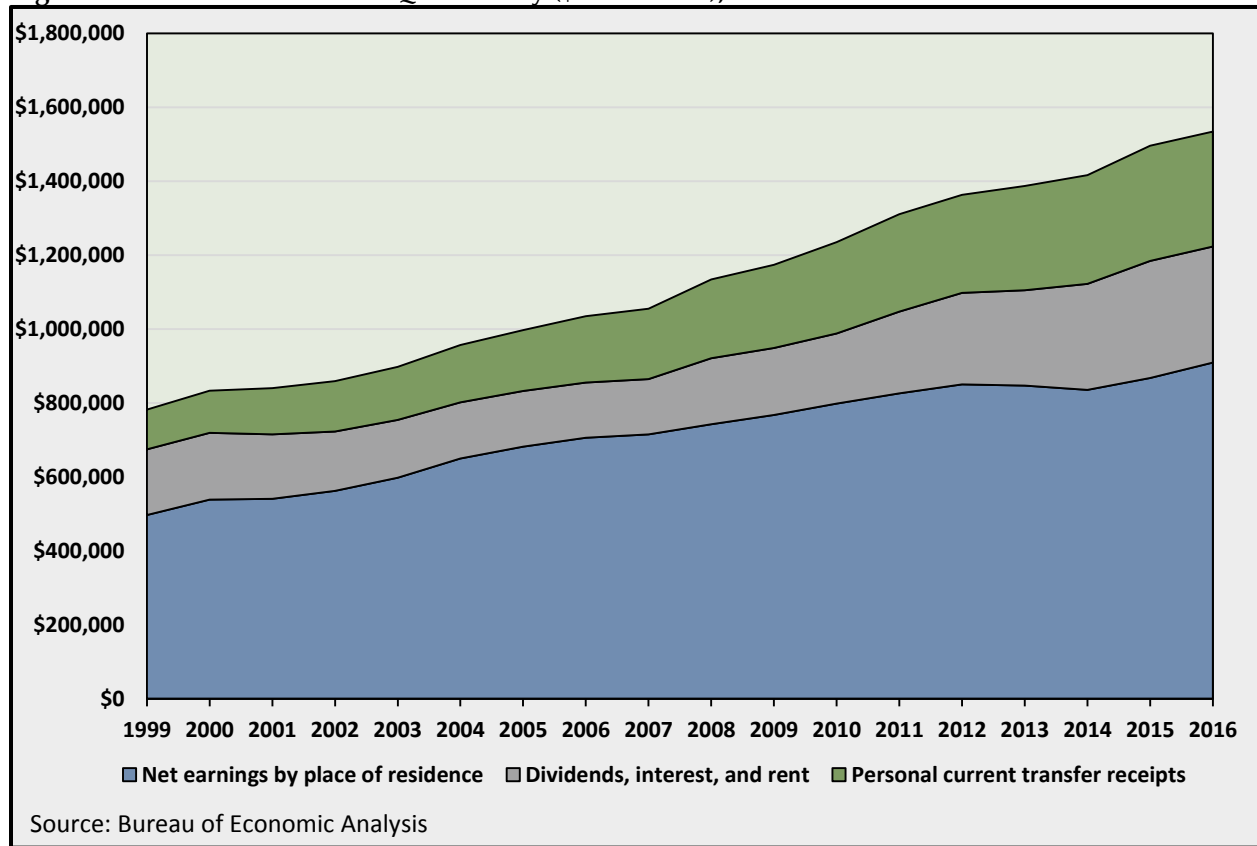
The remaining non-labor portion (\$625 million or 40.7 percent) of the Town's personal income was split between dividends, interest, and rent (which is also called property income) and transfer receipts. While wages and proprietor income are the return to productive labor, dividends, interest and rent are the return to fixed assets like stocks, bonds, and rental property. Property incomes (\$314 million) account for 20.4 percent of regional income; above the New York State average. Transfer receipts, the other portion of non-labor income, accounts for 20.2 percent of the Town's personal income (\$311 million); compared to the state's share of 18 percent. Transfer receipts are commonly referred to as "unearned income," receipts from the government to people (and non-profit institutions) for reasons other than labor services. Some people might think "welfare payments" when hearing transfer receipts. However, "welfare" only accounts for about 5 percent of transfer receipts in 2016, with unemployment insurance benefits adding another 2 percent. Transfers receipts include retirement benefits, medical benefits, veterans benefit payments, federal assistance for education and training programs for individuals, but also include government payments to nonprofit institutions as well as business payments to individuals.

Retirement benefits and medical payments amount to nearly three-quarters of all transfer payments for the Town. Together with the about 21 percent of personal income coming from dividends, rent and interest, non-labor income comes to 41 percent of the regional economy; and this is mostly controlled by the region's senior citizens. Put another way, if one focused only on jobs and the money they bring in, over two-fifths of the economy would be ignored.

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<sup>12</sup> The U.S. Bureau of Economic Analysis reports personal income data in current dollars--the basis of the value or purchasing power of the dollar during the year in which the incomes are received. To remove the effects of inflation and allow for direct comparison of personal income in terms of an approximation of real purchasing power over time, constant dollar or real estimates of personal income are computed using the Implicit Price Deflator for personal consumption expenditures (2012 = 1.00).

Figure B.18 Personal Income in Queensbury (\$Thousands), 1999-2016



**Median Household Income.**

Median household income for the Town as a whole was \$65,914 in 2016, growing by \$7,509 over the previous eight years. For residents who owned their home, median household income in 2016 was \$76,714. This is in contrast to the median household incomes of renters in Queensbury at \$38,095 in 2016. To contrast further, in the eight years since 2009, owners’ median household income has grown by \$8,423 while renters’ median household income has grown by a relatively marginal \$1,172. This shows a clear contrast between economic conditions and opportunities experienced by individuals within either housing category.

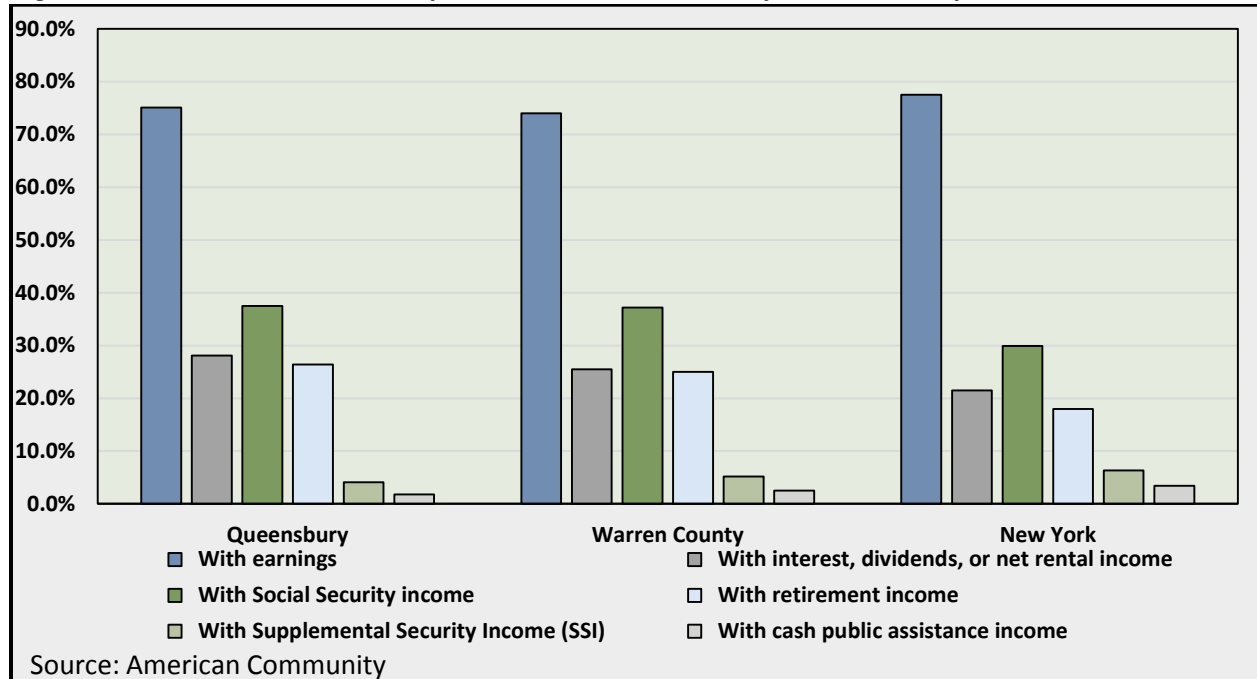
Table B.7 Median Household Income of Queensbury and Peer Communities, 1999, 2010 and 2016

Region/Municipality	1999	2010	2016	Annual Growth Rate	
				1999-2010	2010-2016
Queensbury	\$47,225	\$61,009	\$65,914	2.40%	1.30%
Glens Falls City	\$30,222	\$41,950	\$46,305	3.00%	1.70%
Kingsbury	\$34,919	\$44,574	\$46,721	2.20%	0.80%
Warren County	\$39,198	\$51,619	\$57,174	2.50%	1.70%
Washington County	\$37,668	\$48,327	\$51,449	2.30%	1.00%
New York	\$43,393	\$55,603	\$60,741	2.30%	1.50%
United States	\$41,994	\$51,914	\$55,322	1.90%	1.10%

Source: U.S. Census Bureau and American Community Survey

Prepared by Economic & Policy Resources

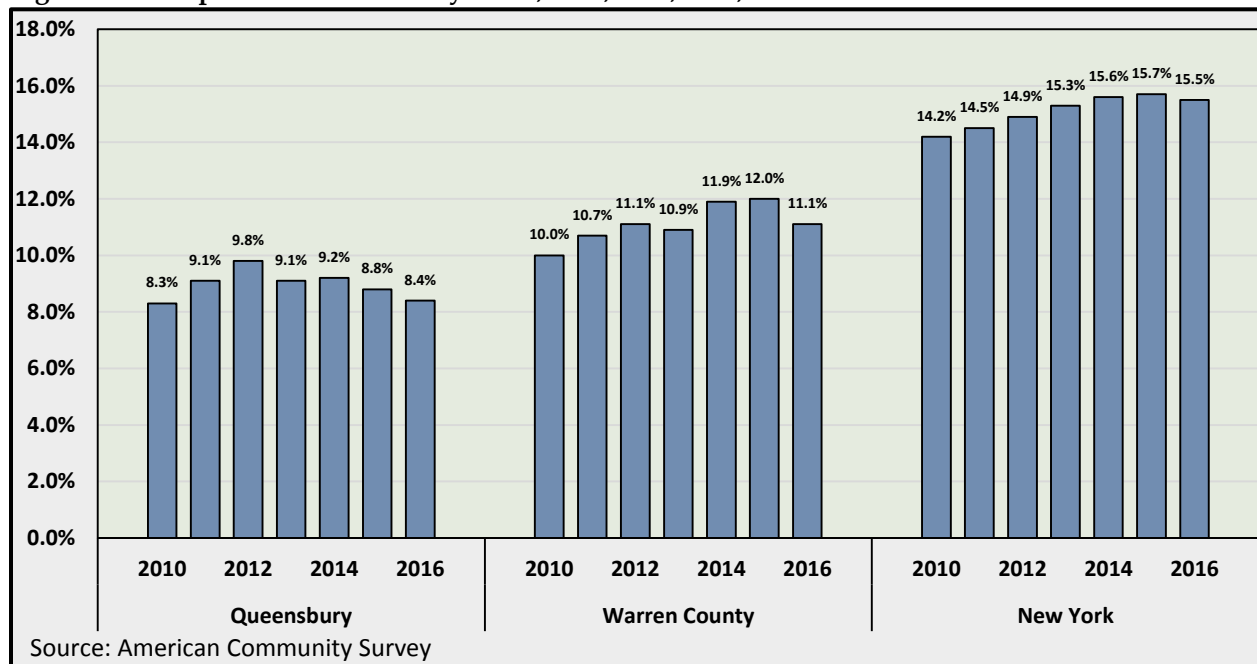
Figure B.19 Percent of Households by Income Source, Queensbury, Warren County, and New York, 2016



**Poverty in Queensbury.**

Statistics indicate that 2016 poverty levels for individuals range from a low of 8.4 percent within the Town, compared to the New York State count of 15.5 percent. For children (under 18 years old), 11.6% within the Town fall below the threshold, compared to 21.9% statewide.

Figure B.20 People below the Poverty Level, 2010, 2012, 2014, and 2016

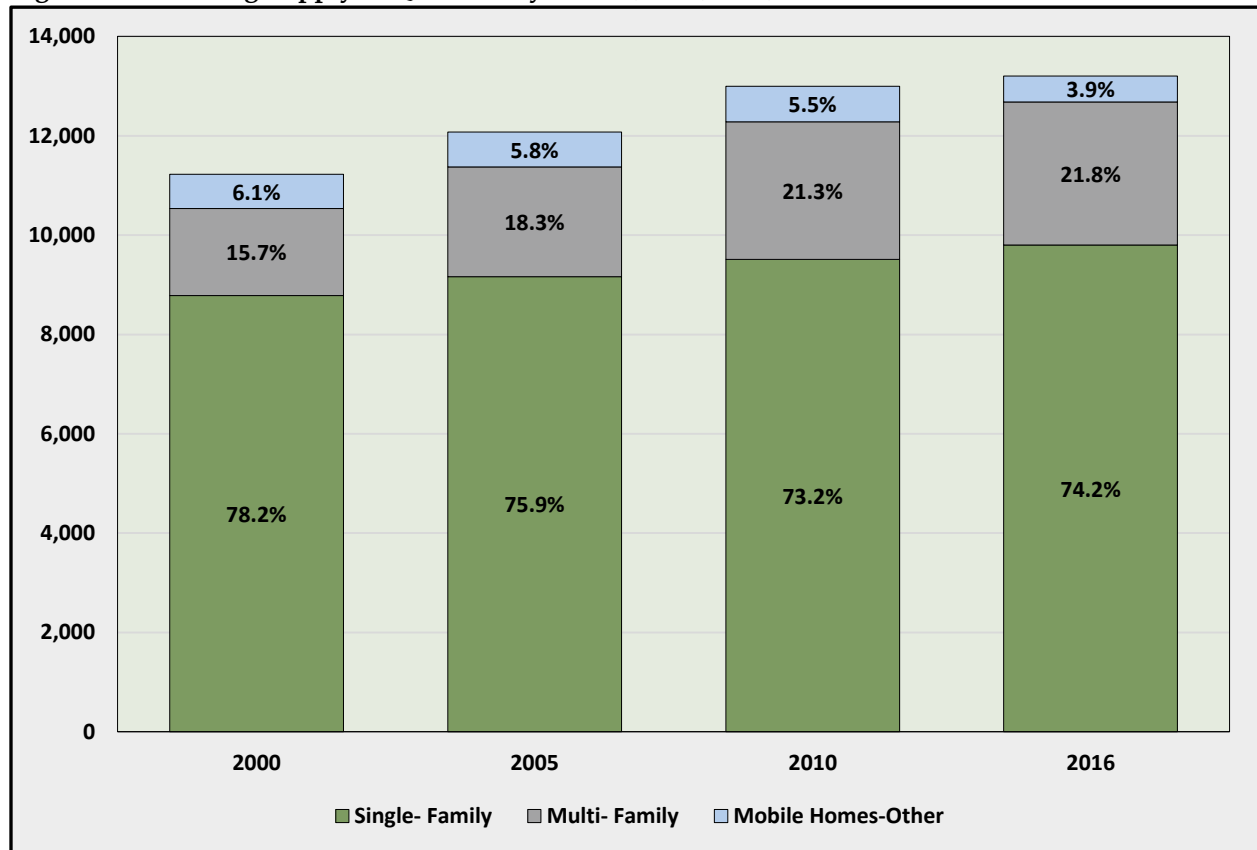


### Housing Supply in Queensbury

Turning to the housing inventory for the Town, Glens Falls City, and the County, the majority of housing units within the Town has historically been single-family units, with over 78% being single-family units in 2000. When compared to other nearby communities, the Town still has had a much higher concentration of single-family units.

In contrast, the City of Glens Falls had one of the lowest percentages of single family units at just 50% of units. Over the past 16 years, more multi-family units have been added than single-family units, leading to the share of multi-family units in the Town growing significantly over that time frame. As of the 2016 base year for this study, there were approximately 9,802 single-family units in the Town along with 2,881 multi-family units and 520 mobile home/other units (see Figure B.21 and Tables B.8, and B.9 below).

Figure B.21 Housing Supply in Queensbury in 2000, 2005, 2010, and 2016



**Table B.8 Housing Supply in Queensbury, Glens Falls City and Warren County: 1990, 2000-2016**

Year	Queensbury				Glens Falls City				Warren County			
	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other
1990	9,632	7,263	1,570	799	6,569	3,200	3,293	76	31,737	22,668	4,999	2,911
2000	11,223	8,780	1,758	685	6,811	3,373	3,421	17	34,852	25,703	6,687	2,462
2001	11,389	8,859	1,842	689	6,840	3,408	3,413	19	35,346	25,981	6,881	2,484
2002	11,558	8,937	1,928	693	6,870	3,444	3,406	20	35,648	26,117	7,040	2,492
2003	11,729	9,014	2,018	697	6,899	3,479	3,398	22	36,116	26,369	7,235	2,511
2004	11,902	9,089	2,113	700	6,929	3,515	3,389	25	36,625	26,649	7,443	2,533
2005	12,078	9,164	2,211	704	6,958	3,550	3,381	27	37,159	26,943	7,660	2,557
2006	12,257	9,236	2,314	707	6,988	3,586	3,373	29	37,692	27,233	7,880	2,579
2007	12,439	9,309	2,420	710	7,018	3,622	3,364	32	38,159	27,470	8,092	2,597
2008	12,623	9,378	2,531	713	7,048	3,658	3,355	35	38,414	27,553	8,261	2,600
2009	12,809	9,447	2,646	716	7,079	3,695	3,345	39	38,592	27,579	8,417	2,597
2010	12,999	9,514	2,766	719	7,109	3,730	3,336	43	38,726	27,569	8,565	2,592
2011	13,123	9,596	2,729	798	7,387	3,780	3,559	48	38,890	28,071	8,295	2,524
2012	13,170	9,622	2,758	790	7,595	3,920	3,669	6	39,004	28,442	8,355	2,207
2013	13,147	9,681	2,755	711	7,406	3,900	3,500	6	39,122	29,054	7,986	2,082
2014	12,964	9,603	2,682	679	7,507	3,708	3,795	4	39,265	28,986	8,228	2,051
2015	13,048	9,702	2,761	585	7,301	3,617	3,652	32	39,515	29,328	8,125	2,062
2016	13,203	9,802	2,881	520	7,230	3,613	3,605	12	39,793	29,388	8,399	2,006

Sources: US Census Bureau; American Community Survey

Prepared by Economic & Policy Resources, Inc.

**Table B.9 Housing Supply in Kingsbury, Washington County, and Glens Falls Metropolitan Area: 1990, 2000-2016**

Year	Kingsbury				Washington County				Glens Falls Metropolitan Area			
	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other	Total Housing	Single-Family	Multi-Family	Mobile Homes-Other
1990	4,673	2,922	1,805	256	24,216	17,310	4,445	2,461	55,953	39,978	9,444	5,372
2000	4,823	3,030	1,591	202	26,794	19,729	4,615	2,450	61,646	45,432	11,302	4,912
2001	4,902	3,085	1,621	196	26,970	19,950	4,648	2,372	62,316	45,839	11,508	4,855
2002	4,982	3,142	1,650	190	27,100	20,134	4,673	2,293	62,748	46,249	11,717	4,799
2003	5,063	3,198	1,681	184	27,332	20,393	4,715	2,224	63,448	46,662	11,930	4,743
2004	5,146	3,256	1,712	178	27,573	20,658	4,757	2,158	64,198	47,080	12,147	4,688
2005	5,230	3,314	1,743	173	27,806	20,917	4,798	2,092	64,965	47,501	12,368	4,634
2006	5,315	3,373	1,774	168	28,379	21,430	4,897	2,052	66,071	47,926	12,593	4,580
2007	5,402	3,433	1,806	163	28,543	21,635	4,923	1,985	66,702	48,355	12,822	4,527
2008	5,490	3,493	1,839	158	28,694	21,828	4,949	1,917	67,108	48,788	13,055	4,474
2009	5,580	3,555	1,872	153	28,790	21,979	4,963	1,848	67,382	49,224	13,293	4,422
2010	5,671	3,618	1,905	148	28,844	22,095	4,970	1,779	67,570	49,665	13,534	4,371
2011	5,751	3,651	1,957	143	28,994	22,108	5,021	1,865	67,884	50,179	13,316	4,389
2012	5,679	3,641	1,868	170	29,089	22,219	4,958	1,912	68,093	50,661	13,313	4,119
2013	5,572	3,573	1,803	196	29,233	22,421	5,022	1,790	68,355	51,474	13,008	3,872
2014	5,539	3,512	1,837	190	29,303	22,290	5,117	1,896	68,568	51,275	13,345	3,948
2015	5,458	3,377	1,894	187	29,377	22,066	5,201	2,110	68,892	51,395	13,325	4,171
2016	5,604	3,541	1,923	140	29,444	22,438	5,069	1,937	69,237	51,826	13,468	3,943

Sources: US Census Bureau; American Community Survey

Prepared by Economic & Policy Resources, Inc.

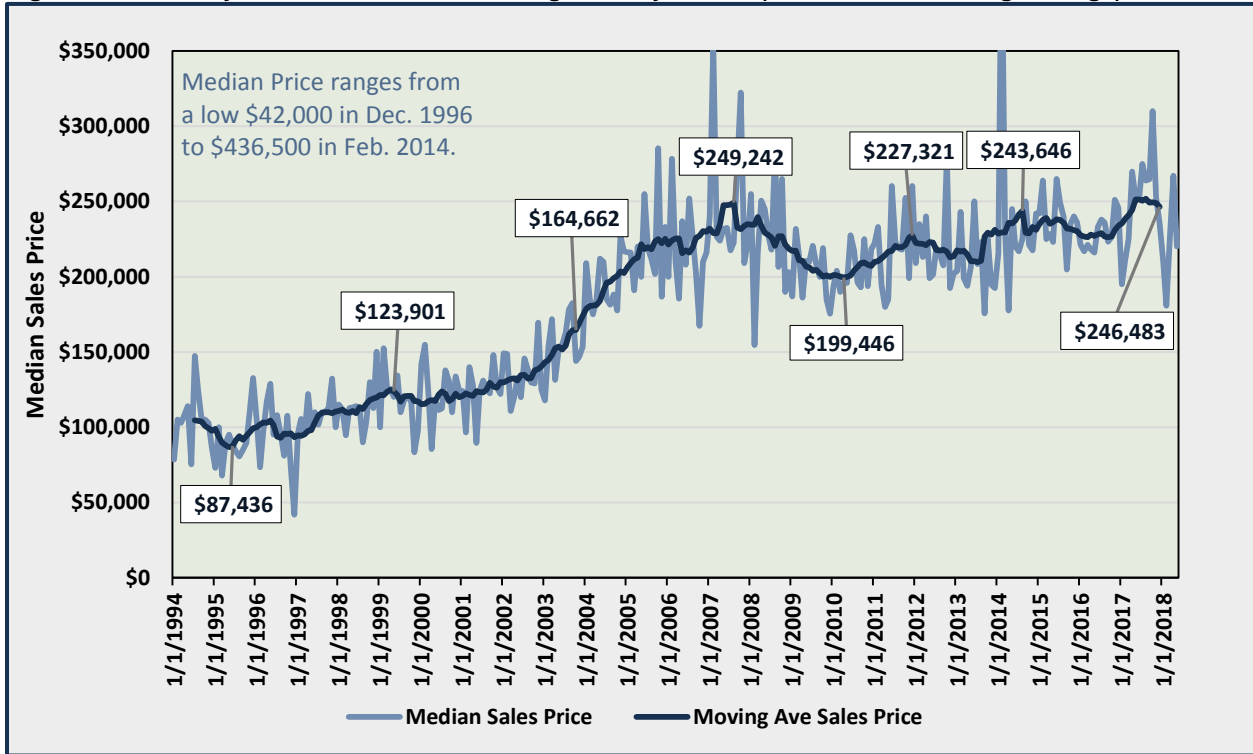
The following figure shows the monthly median sales price and the number of sold single-family houses (as well as the 12-month moving average of each) in the Town from January 1994 to May 2018 based on Warren County GIS parcel data.<sup>13</sup> The Queensbury housing market has experienced substantial change over the last twenty-five years. The 1990s were characterized by moderately increasing prices. With the advent of increased incentives for homeownership, relaxed loan requirements, and attractive sub-prime mortgage rates, the Town experienced rapidly increasing prices as was the case for much of the nation through this period. During the Great Recession, house prices experienced a protracted decline. In the current recovery, house

<sup>13</sup> An important caveat for this parcel data is a single-frequency rule; meaning if a house was sold more than once over this 1994-2018 period, only the most recent sale is reflected in the chart above. This rule results in underestimation of the number of homes sold as well as altering the median sales price in earlier years.

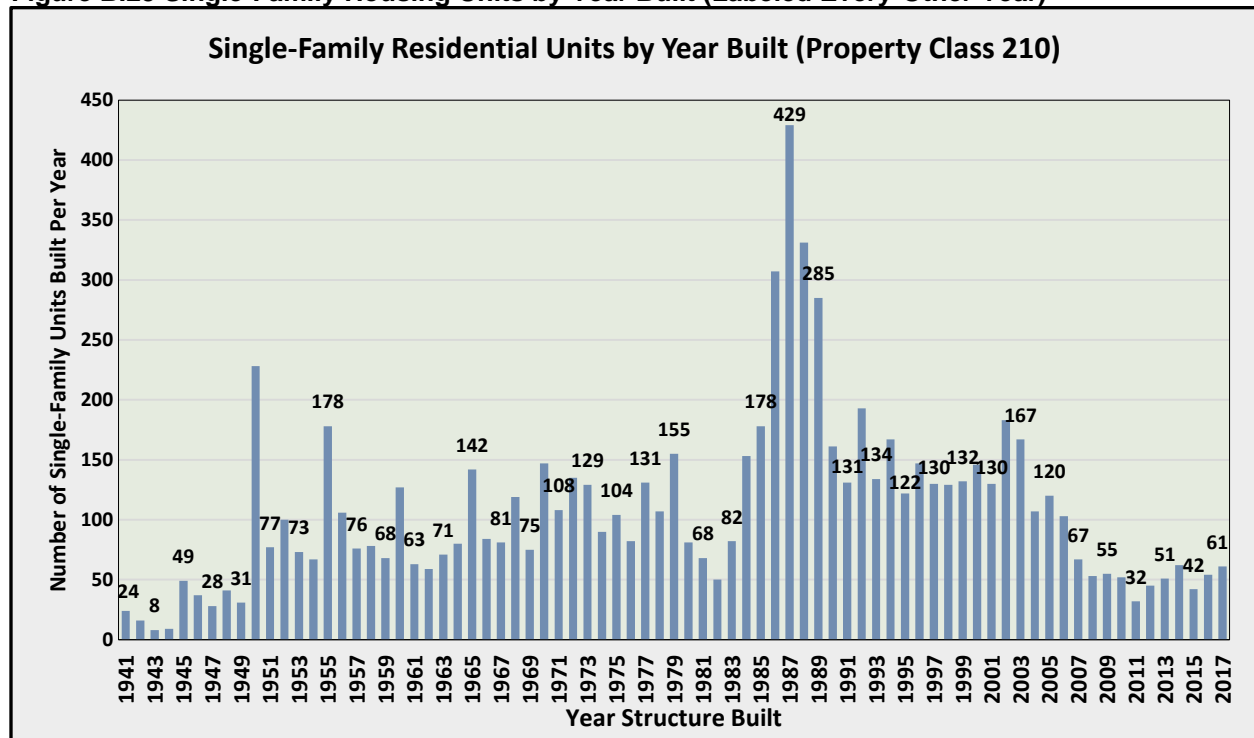


prices have finally rebounded to the earlier 2006-7 peak. This chart also shows significant seasonality in the housing market which is typical of most housing markets especially ones similar to Queensbury.

**Figure B.22 Monthly Median Sales Prices of Single-Family Homes (and 12-Month Moving Average), 1994-2018**

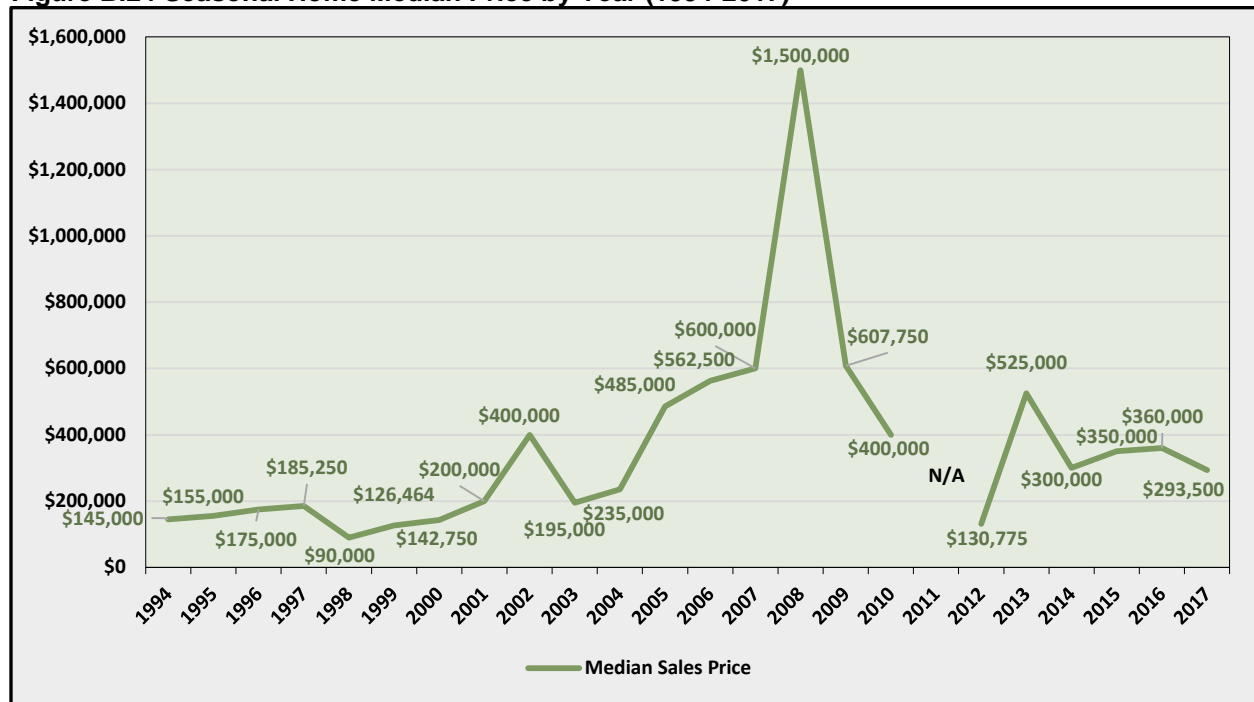


**Figure B.23 Single-Family Housing Units by Year Built (Labeled Every-Other Year)**



An analysis of single-family housing stock by year built shows a wide range of ages with some houses dating back to the late 1700s. The majority of existing houses in the Town (more than 90%) have been built since 1941 (see figure B.23). Following slower housing unit construction in the 1940s, the pace of construction quickened in the Town from 1950-1979 adding on average about 100 houses per year. During the mid-late 1980s, housing construction spiked in the Town with nearly 300 houses added each year. During the 1990s and early 2000s, new houses were added at a rate of 140 new units per year; following the Great Recession, housing construction fell to its lowest levels since the 1940s.

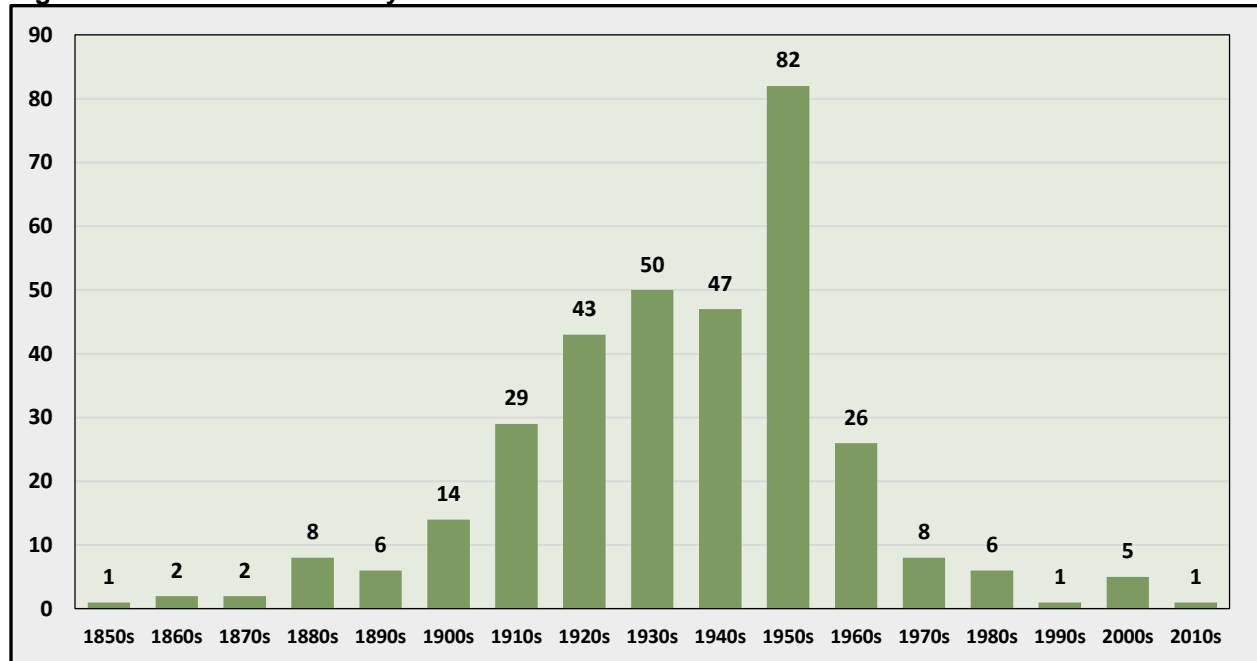
**Figure B.24 Seasonal Home Median Price by Year (1994-2017)**



While seasonal homes figure more prominently in other areas of Warren County, the vast majority of the Town’s residences are year-round. The chart above shows the median sales price by year and the number of seasonal homes sold by year.<sup>14</sup> Clearly, there is a lot of variation in both selling price and the number sold in any given year. Compared to the year-round residential homes, seasonal homes in the Town represent a much smaller portion of the overall housing market. Unlike year-round residences, very little construction of seasonal homes have taken place over the last 50 years. Most of the seasonal homes were built between from the 1910s to the 1960s. Furthermore, only 25% of the seasonal homes have been sold since 1994 (compared to 60% of single-family residences). A number of factors could be driving the differences such as differing zoning restrictions and requirements.

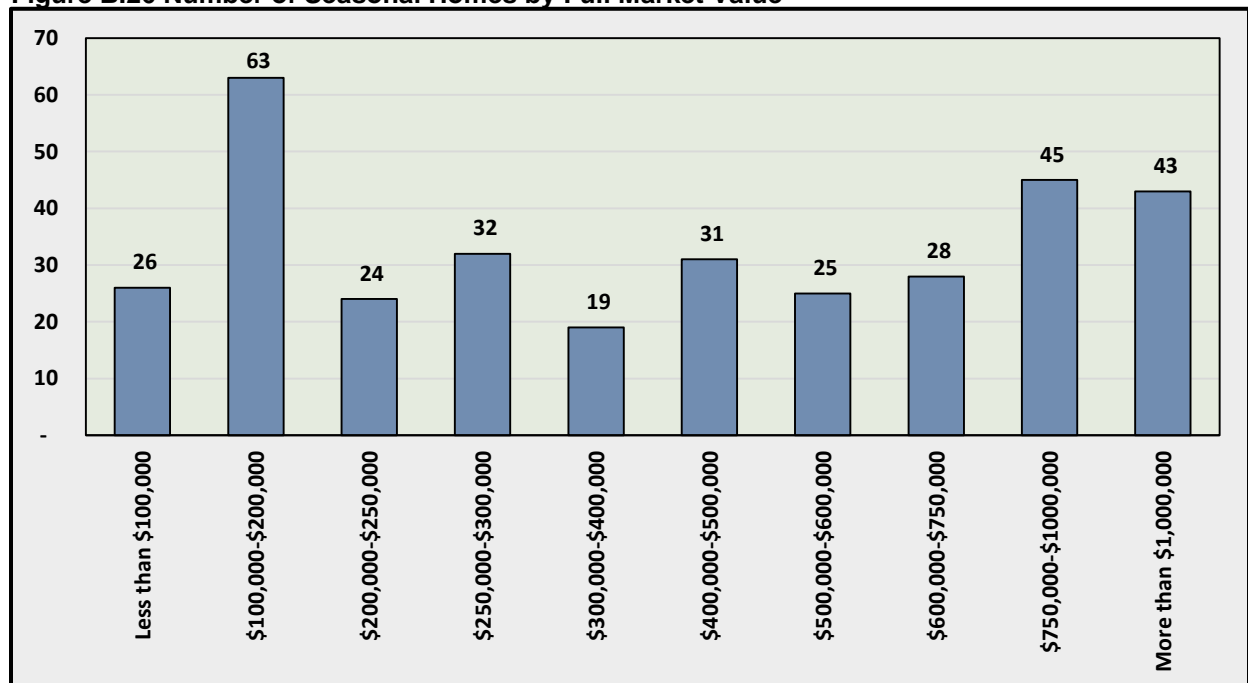
<sup>14</sup> The noted caveat above applies; given the smaller counts in sales, the single-frequency rule would result in reporting bias.

**Figure B.25 Seasonal Home by Decade Built**



The chart below shows the number of seasonal homes by their assessed full market value, which shows there is a disproportionate number of seasonal homes in the upper ranges of values with the third largest number being valued at over \$1,000,000 and more than 50% of these parcels valued at over \$400,000.

**Figure B.26 Number of Seasonal Homes by Full Market Value**

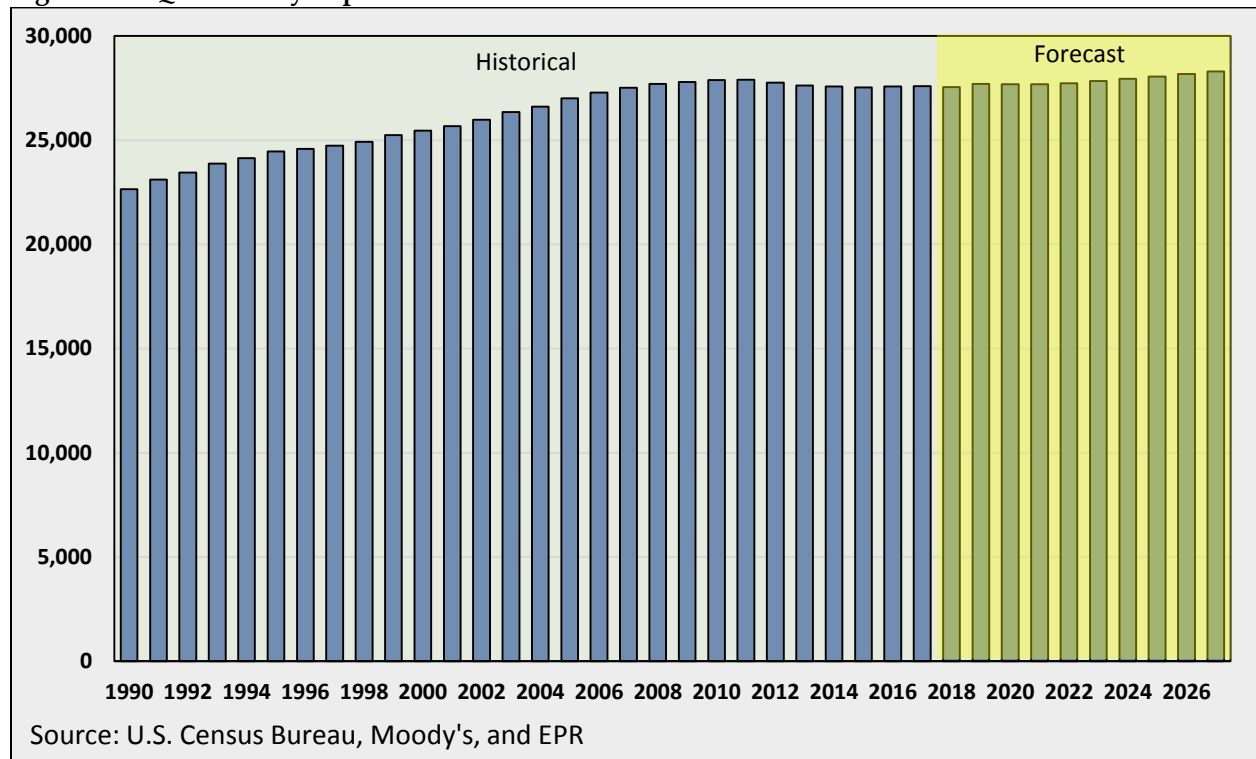


# Regional Economic-Demographic Forecast

## Population Forecast of Queensbury – 2018-2027

The Town is forecasted to experience an upward tick in population following 2017, reversing the stagnation/plateau trend observed during the recession/recovery period. From 2018 to 2019 the population is forecasted to grow by 152 residents, followed by slight decline of 12 residents during 2019-2020. Following a year of no growth or decline in 2020-2021, total population is expected to maintain a growth trend through the 2027 forecast horizon, when total population is expected to reach 28,292.

Figure B.27 Queensbury Population: Historical 1990-2017 and Forecasted 2018-2027



The following table shows how the forecasted population from 2018 through 2027 was distributed across the towns and regions in the county. In 2019, the growth in population of 152 in Queensbury is forecasted to be a net positive gain against the backdrop of an overall decline of 111 within Warren County and growth in Washington County and Glens Falls City. This is followed by a year of slight (-12) population decline within Queensbury, contrasted by growth in all three other geographic areas. Following one more additional year of stagnation in 2021 with no growth or contraction within the town, the remainder of the forecast horizon shows across the board growth in all four analytical regions.

**Table B.10 Forecasted Population in Queensbury and Peer Communities, 2018-2027**

Region/Town	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Queensbury	27,544	27,696	27,684	27,684	27,731	27,834	27,941	28,053	28,171	28,292
Glens Falls City	14,450	14,465	14,476	14,485	14,492	14,498	14,504	14,509	14,513	14,516
Warren County	64,747	64,636	64,655	64,767	64,950	65,139	65,333	65,534	65,741	65,952
Kingsbury	12,451	12,446	12,465	12,501	12,549	12,597	12,644	12,691	12,739	12,786
Washington County	61,867	61,879	61,968	62,109	62,288	62,465	62,638	62,810	62,981	63,151
Glens Falls MSA	126,614	126,515	126,623	126,876	127,238	127,604	127,971	128,344	128,722	129,103

*Source: U.S. Census Bureau; Moody's Analytics; EPR* *Prepared by Economic & Policy Resources*

The following table shows how the population forecast was distributed across the selected age cohorts. Quite clearly, the population increase is expected to be driven by the Age 65 and older cohort. From 2018 to 2027, the Age 65+ cohort is forecasted to increase by an average of approximately 131 residents per year (2.1%). All other age cohorts except for the 45-64 group will also experience population gains during the forecast period. However, the 45-64 cohort is expected to decline by an average -76 or -0.9% per year.

**Table B.11 Forecasted Population in Queensbury by Age Cohort, 2018-2027**

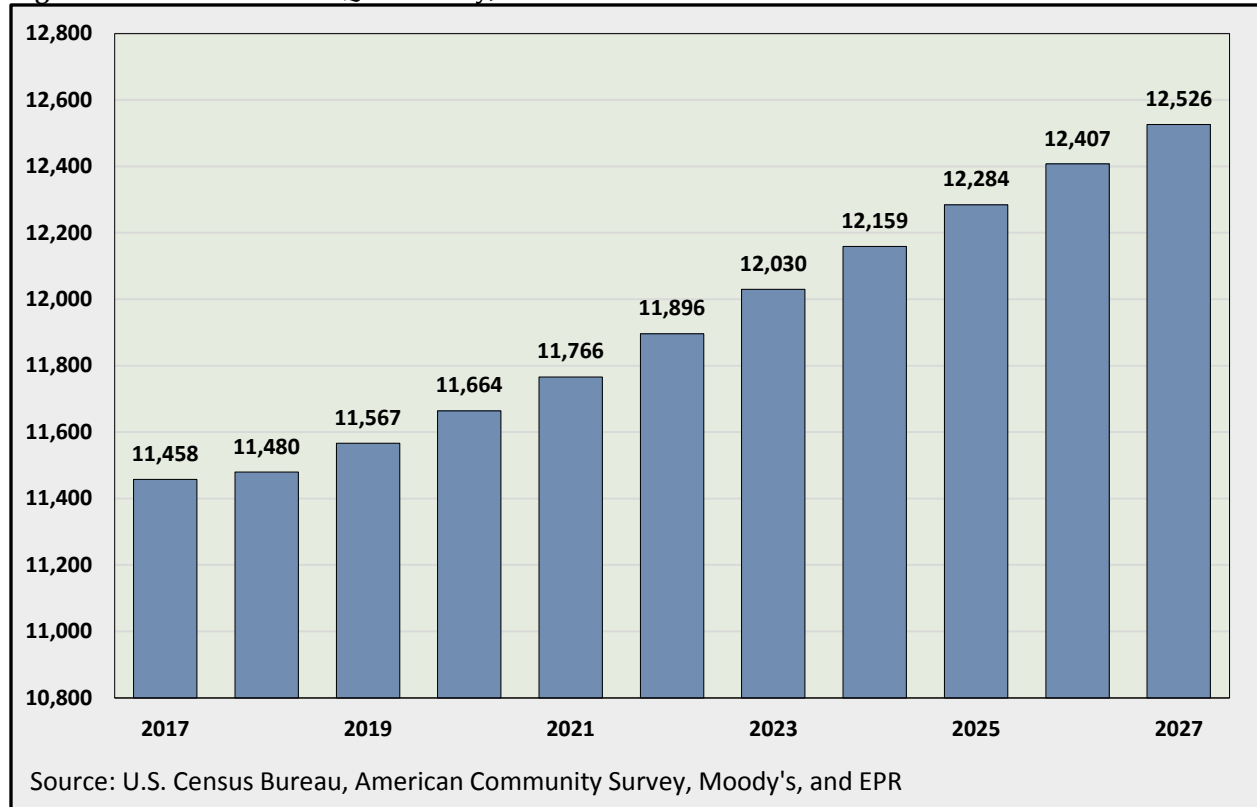
Age Cohort	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Ages 0-19	6,184	6,222	6,199	6,182	6,174	6,180	6,186	6,194	6,203	6,211
Ages 20-44	7,246	7,298	7,299	7,309	7,332	7,367	7,399	7,428	7,452	7,472
Ages 45-64	8,475	8,502	8,389	8,280	8,181	8,095	8,010	7,928	7,852	7,787
Ages 65+	5,639	5,674	5,797	5,913	6,044	6,192	6,346	6,503	6,664	6,822
Total	27,544	27,696	27,684	27,684	27,731	27,834	27,941	28,053	28,171	28,292

*Source: U.S. Census Bureau; Moody's Analytics adjusted by EPR* *Prepared by Economic and Policy Resources*

### ***Household Forecast of Queensbury, 2018-2027***

Total households in the Town are forecasted to increase slowly from 2018 to 2020 by approximately 206 households, but are estimated to increase more rapidly in 2021 and through the forecast horizon, averaging 119 new households per year in the town. By the end of 2027 it is forecasted that the town will have approximately 1,375 more households than it had in 2018.

**Figure B.28 Households in Queensbury, 2017-2027**



**Table B.12 Forecasted Households 2018-2027**

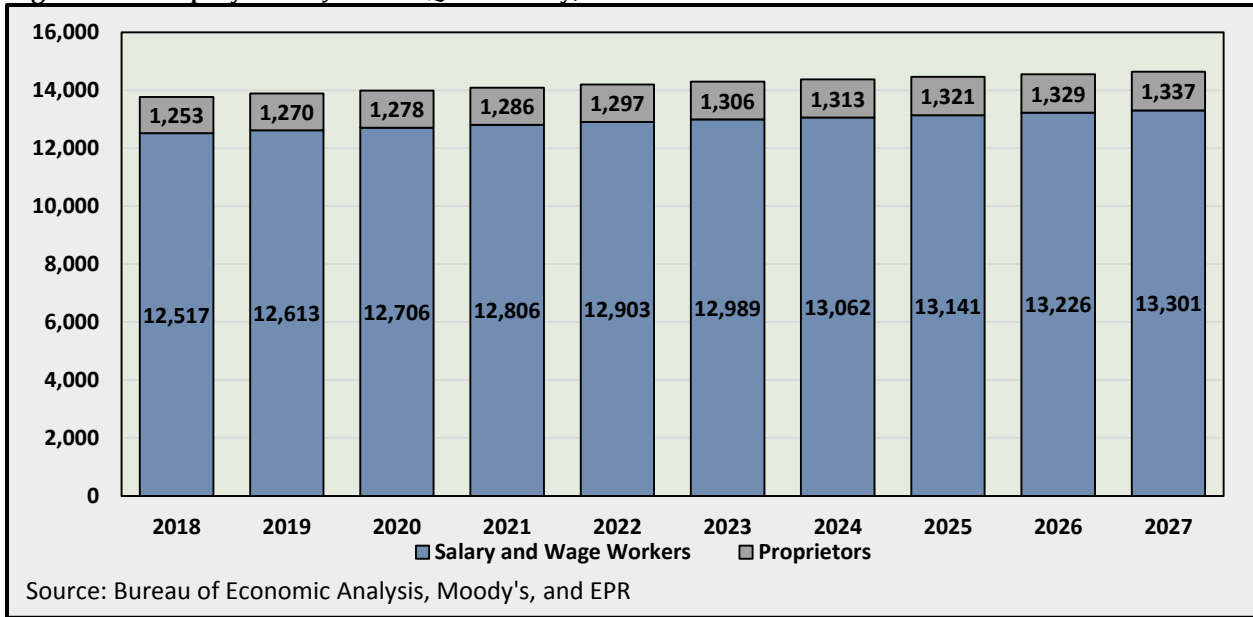
Region/Town	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Queensbury	11,480	11,567	11,664	11,766	11,896	12,030	12,158	12,284	12,407	12,526
Glens Falls City	6,512	6,551	6,584	6,612	6,641	6,669	6,693	6,717	6,739	6,760
Warren County	28,383	28,539	28,711	28,891	29,119	29,353	29,576	29,795	30,010	30,218
Kingsbury	5,080	5,094	5,113	5,134	5,162	5,192	5,221	5,250	5,278	5,305
Washington County	24,932	24,983	25,066	25,168	25,317	25,477	25,634	25,793	25,951	26,104
Glens Falls MSA	53,315	53,522	53,777	54,059	54,436	54,830	55,210	55,588	55,961	56,322

Source: U.S. Census Bureau; Moody's Analytics as adjusted by EPR      Prepared by Economic & Policy Resources

**Employment Forecast in Queensbury, 2018-2027**

The town is forecasted to continue its steady increase in jobs in its recovery from the mid-2000s recession into the future period. From 2018 to 2027 employment is forecasted to grow at an annual average rate of approximately 96 jobs, with the largest year of job creation in Queensbury occurring in 2019, when 113 jobs will be added. While a labor market slowdown is built in to occur between 2023 and 2025, job growth will still occur steadily. At the end of 2027 it is estimated that there will be approximately 868 more jobs in the town than there were recorded in 2018 (annual average growth rate of 0.7%).

**Figure B.29 Employment (Jobs) in Queensbury, 2018-2027**



**Table B.13 Employment in Warren County and Queensbury, 2018-2027**

Region/Town	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Queensbury	13,770	13,883	13,984	14,092	14,200	14,294	14,374	14,462	14,556	14,638
Warren County	48,344	48,552	48,749	49,019	49,326	49,591	49,816	50,098	50,428	50,719
Washington County	23,197	23,245	23,265	23,279	23,293	23,301	23,306	23,318	23,337	23,353
Glens Falls MSA	71,541	71,797	72,014	72,298	72,619	72,892	73,122	73,416	73,765	74,072

Source: U.S. Census Bureau and Bureau of Economic Analysis; Moody's Analytics as adjusted by EPR  
Prepared by Economic & Policy Resources



# APPENDIX C: HOUSING SUPPLY AND DEMAND

## ***Introduction***

A housing market is generally sub-divided into renter-occupied and owner-occupied housing markets. The key demographic metric utilized in assessing trends within these housing markets is households, specifically year-round resident households. A household represents the basic demographic unit and is defined (according to U.S. Census) as including all the people who occupy a housing unit (such as a house or apartment) as their usual place of residence. A household includes related family members and all unrelated people, if any (such as lodgers, foster children) who share the housing unit. A person living alone in a housing unit, or a group of unrelated persons sharing a housing unit such as partners or roomers, also qualifies as a household. Households are subdivided into two categories: family and non-family. Household counts exclude group quarters<sup>1</sup>.

## ***Housing Unit Supply and Demand Methodology***

According to the U.S. Census Bureau, a housing unit is a house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters; or if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which occupants live separately from any other individuals in the building and which have direct access from outside the building or through a common hall. For vacant units, the criteria of separateness and direct access are applied to the intended occupants whenever possible. A housing unit is owner-occupied if the owner or co-owner lives in the unit even if it is mortgaged and not fully paid for. A renter-occupied housing unit is one that is rented for cash rent or occupied without payment of cash rent; such as a unit that is not owner-occupied.

A housing unit is considered vacant if no one is living in it at the time of enumeration<sup>2</sup>, unless its occupants are temporarily absent. Units temporarily occupied at the time of enumeration by people who have a usual residence elsewhere are also classified as vacant. Unoccupied housing units are considered vacant; and vacancy status is determined by the terms which the unit may be occupied; whether for rent, or for sale, or for seasonal use only. A vacancy rate is that portion of the inventory (either rental or owner) which is vacant for rent or for sale.

### ***Housing Unit Baseline Supply:***

The housing unit supply forecast methodology followed the theory that the number of future housing units in the Town would be correlated and predicted by the number of forecasted housing completions in the Glens Falls MSA, as set forth in the long-term May-June 2018 Moody's Forecast for the MSA, and adjusted to the Town by the study team—within the context of the

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<sup>1</sup> A group quarters is a place where people live or stay, in a group living arrangement, that is owned or managed by an entity or organization providing housing and/or services for the residents. Institutional examples include correctional facilities, nursing homes and hospice facilities; noninstitutional group quarters examples include college student housing, military housing, and group homes.

<sup>2</sup> The time the survey results are gathered and counted.

broader long-term economic forecast for the U.S. economy as a whole. For each category of housing unit (total, single-family, and multi-family), the calendar year 1990 through calendar year 2016 number of housing units in the Town was regressed against the calendar year 1990 through calendar year 2027 number of completions for each respective category. The results of these regressions were then used to forecast the calendar year 2017 through calendar year 2027 housing units in the Town and comparative communities and counties. The forecast was revised and put through a series of reconciliations in order to address housing start and housing permit data forecasted by the Moody's May-June 2018 Macro Forecast for the MSA as adjusted, and then was used as a baseline to regress against for the purpose of forecasting the Town and MSA housing data. This allowed the development of forecasts specific to the Town and each separate peer community and comparable county. This is consistent with the bottom-up methodology generally employed in this study. One additional matter, namely, seasonal housing (or second homes) are not included in this housing supply forecast. While seasonal housing is an important issue within some portions of the Glens Falls MSA—particularly in the north of Warren County astride Lake George or in the foothills of the Adirondacks, seasonal housing is not a significant part of the housing composition for the Town and its peer communities of Glens Falls City and Kingsbury.<sup>3</sup>

***Summary of Additional Unit Adjustments:***

In addition to the above, three significant adjustments were also made to the data-driven baseline housing unit supply numbers in the study. First, a top-level adjustment was made to the aggregate unit supply forecast to “un-constrain” estimated future housing unit supply so that it was equaled to estimated unit demand going forward from calendar year 2016. The theory behind that adjustment was that housing unit demand should also equal housing unit supply in aggregate over the long-term assuming housing unit supply was and is not otherwise constrained by economic performance or policy, financing, and/or by either infrastructure constraints or natural resource constraints.

The second adjustment was made to ensure that the forecasted regional distribution of the housing supply accurately reflected what has been occurring in the most recent time period prior to the forward-looking calendar year 2017 through calendar year 2027 forecast time frame. While there certainly were several “statistically-based” advantages to using a series of forecasting models that covered a longer time series going back to the early 1980s, the initial results of those longer term forecasting models did not produce a supply forecast that appeared to accurately reflect what has been occurring in the Town and its peer communities over the most recent five-year and ten-year time periods.

A third adjustment was also made with the intent of more accurately aligning the forecasted future housing unit change numbers among the Town and its peer communities. This involved ensuring that no individual municipality over the forecasted time horizon from calendar year 2017 through calendar year 2027 had an absolute housing unit decline in any given forecasted

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<sup>3</sup> According to American Community Survey data, seasonal homes accounts for 7.7 percent of all houses in Queensbury, 1.9 percent in Glens Falls City, and 0.9 percent in Kingsbury.

year—or, in other words, had any single year going forward where total housing unit destruction exceeded the addition of new units. While the historical data for some municipalities indicated that a small decline in a municipality’s housing unit inventory was plausible from time to time, such a scenario was unlikely unless accompanied by an atypical or unusual event. As such, since the baseline unconstrained forecast included in this study was not likely to include an atypical or unusual event, the housing unit supply forecast for this study essentially forced all future housing supply additions for all municipalities to include “net positive” unit addition for all years over the calendar year 2017 through calendar year 2027 time period. Adjustments to impacted municipalities included housing unit additions in the “other” category being reallocated to either single-family, multi-family or mobile home/other. That adjustment approach made intuitive sense from the standpoint that an assumption of positive growth in permanent housing units in a particular municipality would likely be accompanied by a reduction in more temporary (e.g. mobile housing unit) housing. These adjustments together produced the final housing unit supply forecast that was then utilized in the study’s various gap analyses.

***Housing Unit Demand:***

Housing unit demand is closely associated with the number of households headed by a year-round resident residing in a particular locale (In this case, a year-round resident of Queensbury). These households reside in housing units that are either owner-occupied or rental-occupied. Historical housing unit demand—households and owner-occupied/rental-occupied/vacant units are reported by jurisdiction in decennial years by the U.S. Census Bureau and intercensal years by the American Community Survey (or “ACS”). As stated in the definitions described above, housing unit demand is generally synonymous with the number of households. Housing unit demand using variables such as households, owner-occupied units, rental-occupied units—for each peer community were forecasted from calendar year 2017 through calendar year 2027 for this study using an econometric statistical technique known as the “Ordinary Least Squares” (or “OLS”)—based on historical population-demographic data obtained through the May-June 2018 forecast from Moody’s Analytics.

Estimates of housing unit demand were forecasted by using historical trends by age group as set forth in the long-term population and demographic forecast since research is well established that households headed by residents of certain ages have housing preferences (e.g. owner or renter) and household formation rates that can be quantitatively estimated going forward based on the historical relationships of a locale’s resident population and its age and household characteristics such as income level and number of dependents in their household unit. Long-term historical relationships between the past population and past demographic characteristics of the region’s (and Town’s) resident population and the actual or past housing unit inventory estimates for the region as a whole and for the Town and peer communities were estimated. The forecast of future housing unit demand for both owner housing units and renter housing units was then developed based on those quantified historical relationships and the population and demographic forecast for their respective jurisdictions.

## Findings

The housing unit projections resulted in a lower rate of housing unit demand growth than was the case during 1990s through to the mid-2000s when the housing market peaked in the Town and for the greater region as a whole. The housing projections also included a shift slightly away from the housing market dynamics associated with the absolute declines in the population of the region and Town during the 2010-2016 period. The housing unit demand projections indicate there will be a slight increase in owner unit demand during the 2016 to 2022 time frame (but owner unit demand is expected to increase by less than one percent per year over the period), as the resident population ends its recent decline and begins a slow rebound. Unit demand for renter units is expected to experience a more substantial turnaround during the 2016 to 2022 period, but unit demand also is expected to increase at almost 1.4 percent per year. Both owner and renter unit demand will expand over the 2022 to 2027 period to increase at an average annual rate of more than one percent per year.

The housing unit demand projections indicate that the largest increase in housing unit demand in the county will be in the oldest age group, 65 years and over, which are expected to exhibit stronger than average rates of growth—reflecting the aging population. Demand for units in the youngest age group, aged 15 to 24 years, is expected to experience a housing unit demand decline over the forecast period as this population cohort struggles to cope with increasing costs relative to expected household income growth. Overall, demand in the Town is expected to increase by 1,323 year-round units by 2027 (or at an average annual rate of 120 year-round units per year). Demand for owner units is expected to increase by 883 units by 2027 (or at an annual rate of 80 units per year). Renter unit demand is expected to increase by 440 units (corresponding to an annual increase of 40 units per year). These estimates correspond to an overall annual housing unit growth rate of 0.54% per year.

**Table C.1 Housing Supply and Demand in Queensbury<sup>4</sup>**

Queensbury	Change in Units/Households						Average Annual Growth		
	2016	2022	2027	2016-2022	2022-2027	2016-2027	2016-2022	2022-2027	2016-2027
Total Housing Units	13,203	13,642	14,015	439	373	812	0.55%	0.54%	0.54%
Single-family	9,802	9,971	10,135	169	164	333	0.29%	0.33%	0.30%
Multi-family	2,881	3,103	3,307	222	204	426	1.24%	1.28%	1.26%
Other-mobile	520	568	573	48	5	53	1.48%	0.18%	0.89%
Tenure, owner	8,247	8,684	9,130	437	446	883	0.86%	1.01%	0.93%
Tenure, renter	2,956	3,212	3,396	256	184	440	1.39%	1.12%	1.27%
Households	11,203	11,896	12,526	693	630	1,323	1.01%	1.04%	1.02%

Source: U.S. Census Bureau; Moody's Analytics; EPR

<sup>4</sup> The reader will note a difference between the number of total housing units and the number of households. The difference between the two is the number of vacant units, including seasonal units, for-sale units, sold but not yet occupied units, etc.

**Table C.2 Housing Supply and Demand in Glens Falls City**

Glens Falls City	Change in Units/Households						Average Annual Growth		
	2016	2022	2027	2016-2022	2022-2027	2016-2027	2016-2022	2022-2027	2016-2027
Total Housing Units	7,230	7,426	7,529	196	103	299	0.45%	0.28%	0.37%
Single-family	3,613	3,795	3,866	182	71	253	0.82%	0.37%	0.62%
Multi-family	3,605	3,606	3,638	1	32	33	0.00%	0.18%	0.08%
Other-mobile	12	25	25	13	0	13	13.01%	0.00%	6.90%
Tenure, owner	3,201	3,337	3,424	136	87	223	0.70%	0.52%	0.61%
Tenure, renter	3,174	3,304	3,336	130	32	162	0.67%	0.19%	0.45%
Households	6,375	6,641	6,760	266	119	385	0.68%	0.36%	0.53%

Source: U.S. Census Bureau; Moody's Analytics; EPR

**Table C.3 Housing Supply and Demand in Warren County**

Warren County	Change in Units/Households						Average Annual Growth		
	2016	2022	2027	2016-2022	2022-2027	2016-2027	2016-2022	2022-2027	2016-2027
Total Housing Units	39,793	40,742	41,637	949	895	1,844	0.39%	0.44%	0.41%
Single-family	29,388	29,824	30,368	436	544	980	0.25%	0.36%	0.30%
Multi-family	8,399	8,856	9,204	457	348	805	0.89%	0.77%	0.84%
Other-mobile	2,006	2,063	2,065	57	2	59	0.47%	0.02%	0.26%
Tenure, owner	19,693	20,420	21,167	727	747	1,474	0.61%	0.72%	0.66%
Tenure, renter	8,180	8,699	9,051	519	352	871	1.03%	0.80%	0.92%
Households	27,873	29,119	30,218	1,246	1,099	2,345	0.73%	0.74%	0.74%

Source: U.S. Census Bureau; Moody's Analytics; EPR

**Table C.4 Housing Supply and Demand in Kingsbury**

Kingsbury	Change in Units/Households						Average Annual Growth		
	2016	2022	2027	2016-2022	2022-2027	2016-2027	2016-2022	2022-2027	2016-2027
Total Housing Units	5,604	5,830	5,990	226	160	386	0.66%	0.54%	0.61%
Single-family	3,541	3,702	3,810	161	108	269	0.74%	0.58%	0.67%
Multi-family	1,923	1,982	2,042	59	60	119	0.50%	0.60%	0.55%
Other-mobile	140	146	138	6	-8	-2	0.70%	-1.12%	-0.13%
Tenure, owner	2,850	2,985	3,126	135	141	276	0.78%	0.93%	0.85%
Tenure, renter	2,189	2,177	2,179	-12	2	-10	-0.09%	0.02%	-0.04%
Households	5,039	5,162	5,305	123	143	266	0.40%	0.55%	0.47%

Source: U.S. Census Bureau; Moody's Analytics; EPR

**Table C.5 Housing Supply and Demand in Washington County**

Washington County	Change in Units/Households						Average Annual Growth		
	2016	2022	2027	2016-2022	2022-2027	2016-2027	2016-2022	2022-2027	2016-2027
Total Housing Units	29,444	30,012	30,517	568	505	1,073	0.32%	0.33%	0.33%
Single-family	22,438	23,092	23,610	654	518	1,172	0.48%	0.44%	0.46%
Multi-family	5,069	5,196	5,289	127	93	220	0.41%	0.36%	0.39%
Other-mobile	1,937	1,724	1,618	-213	-106	-319	-1.92%	-1.26%	-1.62%
Tenure, owner	17,902	18,487	19,077	585	590	1,175	0.54%	0.63%	0.58%
Tenure, renter	6,863	6,830	7,027	-33	197	164	-0.08%	0.57%	0.21%
Households	24,765	25,317	26,104	552	787	1,339	0.37%	0.61%	0.48%

Source: U.S. Census Bureau; Moody's Analytics; EPR

**Table C.6 Housing Supply and Demand in Glens Falls Metropolitan Statistical Area**

Glens Falls MSA	Change in Units/Households						Average Annual Growth		
	2016	2022	2027	2016-2022	2022-2027	2016-2027	2016-2022	2022-2027	2016-2027
Total Housing Units	69,237	70,754	72,154	1,517	1,400	2,917	0.36%	0.39%	0.38%
Single-family	51,826	52,916	53,978	1,090	1,062	2,152	0.35%	0.40%	0.37%
Multi-family	13,468	14,052	14,493	584	441	1,025	0.71%	0.62%	0.67%
Other-mobile	3,943	3,787	3,683	-156	-104	-260	-0.67%	-0.56%	-0.62%
Tenure, owner	37,595	38,907	40,244	1,312	1,337	2,649	0.57%	0.68%	0.62%
Tenure, renter	15,043	15,529	16,078	486	549	1,035	0.53%	0.70%	0.61%
Households	52,638	54,436	56,322	1,798	1,886	3,684	0.56%	0.68%	0.62%

Source: U.S. Census Bureau; Moody's Analytics; EPR

# APPENDIX D: ANALYSIS OF THE AFFORDABILITY GAP

## ***Assessment of the Housing Wage for Queensbury***

This analysis is provided to help connect the abstract concept of housing affordability to the region's labor market. In order to accomplish this, labor earnings in selected economic sectors (known as sectors as delineated in the North American Industry Classification System or "NAICS") in the Town were compared to the earnings necessary to affordably own a median-priced owner housing unit or to be able to affordably pay rent on a median-priced renter unit available in the local-regional housing market. This was accomplished using wage data from the American Community Survey ("ACS"). This data set allows comparison between median wages & salaries in a number of the economic sectors in the regional labor market and to the household income levels necessary to live in the locale without experiencing a more than 30% housing cost burden for the household. The data used in assessment includes the median wage & salary paid in each major economic sector for the town for calendar year 2016.

### ***Relating Earnings to Housing Affordability:***

Housing affordability, or evidence of housing cost stress, is typically measured by the proportion of income used to pay for the cost of housing in an area. If more than 30% of a household's income goes to renter housing costs (including rent and utilities) or owner housing costs (including mortgage payments, utilities, taxes, and insurance), then a household is determined to be "housing cost stressed" or "housing cost burdened" using widely accepted guidelines from the U.S. Department of Housing and Urban Development (referred to as HUD). For owners, the gap between income and home prices is typically measured by comparing household income needed to afford a median priced home without exceeding the 30% housing cost stress threshold. This study relates ACS wage estimates to typical owner housing costs (including mortgage payments) in the town. For renters, this analysis focuses on median wages-salaries paid to workers by major sector in comparison to the median renter housing costs for the town.

The housing wage concept is useful for assessing the potential for a single-earner household to be housing cost burdened. Because today's economy typically includes many households with more than one earner (e.g. households where both parents are working and therefore are participating in the regional labor force), a straight-forward housing wage comparison is in many ways a worst-case housing affordability scenario. This study uses earnings multiples for sector-by-sector comparison purposes for both one-wage-earner and two-wage-earner households.

### ***Defining the Housing Wage:***

The housing wage table used in the analysis for owners is the amount of household income per year required to afford a median priced house including the mortgage amount (assuming 5% down), property tax, private mortgage insurance, and housing insurance in the town divided by 2,080 work hours per year (40-hour work week times 52 weeks per year).

For renters, the housing wage is the amount of household income per year required to afford a median gross rent priced apartment in the town. Workers earning above the housing wage are considered able to

affordably rent. While income includes payments from sources other than wages such as capital gains and dividends from equities and other securities, the households of interest in this study (those at 120% or less of median income) receive most of their income from wages.

## Queensbury Housing Wage Analysis

### Queensbury Median Renter Housing Wage

Table D.1 and D.2 indicate that workers at four of the top nine sectors in the town earn median wages which would leave a single earner household potentially house cost burdened. It should be emphasized that these are median tables; 50% of workers in the sectors where the median is only barely above the housing wage likely earn wages at or below the housing wage. The gap between wages in the healthcare and social assistance, administration & waste services, retail trade, and accommodation & food services sectors suggests single-earner households in these industries would likely be house cost burdened. Additionally, it is possible that wages from tipping in the accommodation sector are under reported, exaggerating the magnitude of the gap.

Table D.1 Median Wages by Sector and Renter Housing Wage





**Table D.2 Renter Earnings Multiple by Sector**



When the data are analyzed from the earnings multiple perspective, it is clear that in calendar year 2016 the median worker in the highest-paying major employment sectors in the town (such as Professional and Technical Services, Construction, Public Administration, Manufacturing, and Educational Services) appeared likely able to affordably rent a housing unit without being housing cost stressed in calendar year 2016. However, with earnings multiples at 0.7 to 0.8 all of those industries likely have many workers who earn less than the median wage who are unable to affordably rent. Those in the lower-paying employment sectors would require two or more household members with median earnings in those sectors to exceed the minimum housing wage affordability threshold – and therefore have sufficient household income to be able to afford the housing costs of such units without experiencing housing cost stress.

**Queensbury Median Owner Housing Wage**

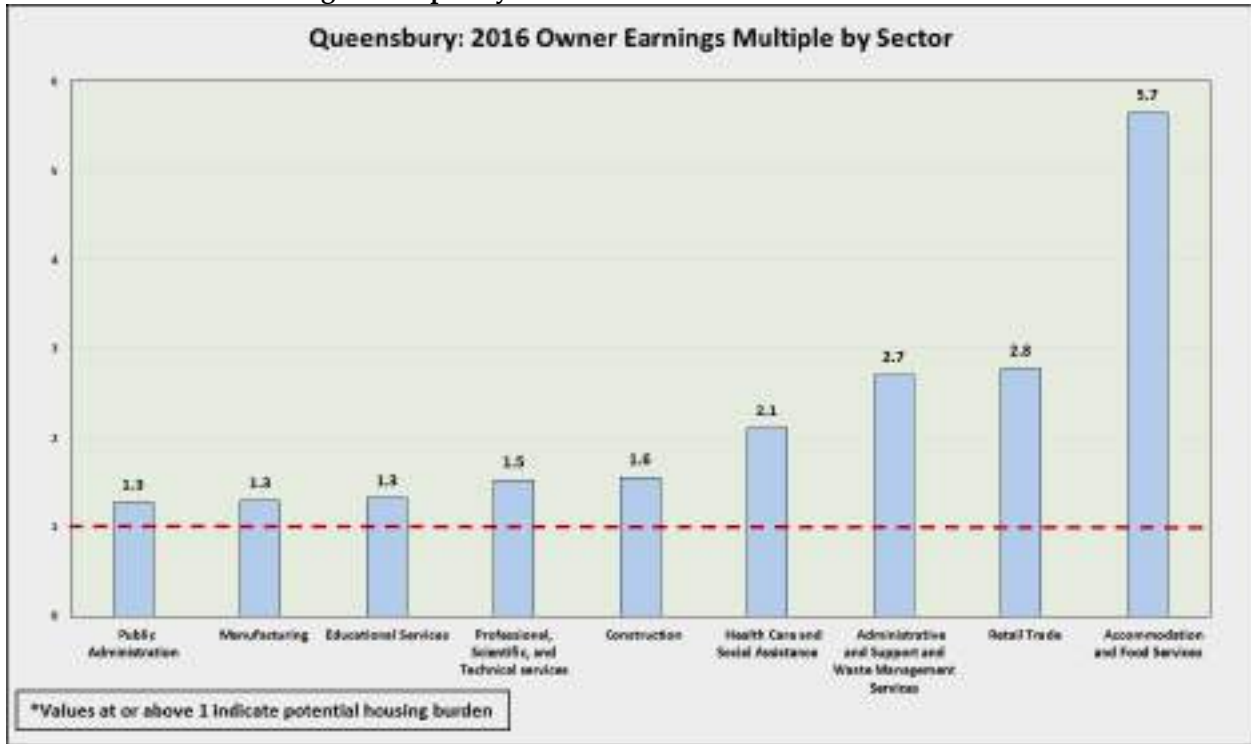
The gap between the owner housing wage and median wage level for many sectors in the town indicates that owning a home in calendar year 2016 in many cases is beyond the means of the single earner, and indeed for many households with two wage earners. Median wages in all of the top nine NAICS sectors is insufficient to meet the requirements of the owner housing wage; and it appears that only the highest paid employees within the town’s major employment categories would be able to afford to own a house in calendar year 2016. The renter housing wage is also shown on this chart for comparison purposes. It’s apparent from the differential between owner’s and renter’s housing wage levels that it requires a much higher income to own affordably than to rent affordably in the town.

Table D.3 Median Wages by Sector and Owner Housing Wage



The multiple-earner analysis suggests that median wages in the lowest-paying sectors also fail to provide adequate income for even a two-earner household to afford the housing cost burdens of a median-priced house. With an earnings multiple of 5.7, wages from Accommodation and Food Services would require more than five full-time workers per household to be able to afford to live in a median priced house “stress free.” The analysis also indicates that median wages in the town are not high enough to provide single-earner households even in the highest-paying industries with the household income necessary to be able to afford the housing costs of owning a housing unit without experiencing housing cost stress at the 30% level of household income. In fact, in the highest-paying sector (Public Administration), with an earnings multiple of 1.3, a single-earner household would have to earn approximately 30% more than the median to afford a median-priced home.

**Table D.4 Owner Earnings Multiple by Sector**



**Overview of Methods: Owner and Renter Affordability Calculations**

This section describes the methods used to calculate the affordable house price and affordable gross rent level for the town.

To reiterate, the affordability calculations used in this study conforms to the generally accepted approach employed by HUD to identify housing cost stress in a housing market. According to HUD, a household that is not “housing cost stressed,” is one that expends less than 30% of its household income on housing costs. If a household spends more than 30% of its income on housing costs, the household is considered housing-cost stressed. This study’s approach builds on the HUD standard to determine: (1) “how much house” a household can be affordably purchased from net household income after paying the costs of utilities and home owner’s insurance, property taxes, and debt service costs on a conventional 30 year-5% down payment mortgage for an owner unit in the town, and (2) “how much house” can be affordably rented from net household income after paying the costs of utilities associated with a rental housing unit in the town. A general description of the method is presented first, followed by additional details for each step in the affordability calculations process by tenure.

The starting point for the analysis was the estimate of 2016 median household income for the county and municipality in the study region. The estimates of 2016 household (HH) income were then segmented into four different groupings consistent with the traditional HUD approach as follows:

- <50% of HH median income
- >50% but <80% of HH median income
- >80% but <100% of HH median income
- >100% but <120% of HH median income

Calculations were made for each of the income groups described above based on the following general assumptions: (1) per the HUD definition, households would spend up to 30% of their household income on housing as “affordable payments” before feeling housing cost stress; (2) the analysis would use the mortgage interest rate of 3.65% for 2016—consistent with the prevailing 30-year, 5% down payment mortgage rates that were available in the U.S. in calendar year 2016 according to Freddie Mac’s Primary Mortgage Market Survey, and (3) that households that own their house would insure their homes at market rates and would be required by their lender to purchase market rate private mortgage insurance.

**Overview of Owner Unit Affordability Calculations:** The housing affordability calculations for owners within the town employed a statistical formula which results in the “affordable” owner housing unit price point at which a typical town resident household can afford the typical monthly expenses of homeownership. The affordability calculation represents a snap shot or a “housing cost stress test,” which compares the typical housing costs paid by a typical owner household to the price points that were present as of the year of the affordability analysis. The affordability snap shot does not offer any judgement on the affordability status or housing cost stress level of that household for that unit, or for a unit with the same price point going forward. The affordability analysis does carry the affordability/housing costs calculation forward to calendar year 2027 as part of the study’s dynamic gap analysis to provide housing stakeholders with the direction and the likely magnitude of affordability pressures in the Town going forward.

For owners, the following diagram sets forth the step-by-step calculations used for each household income category for the town:

**Table D.5 Owner Affordability Calculation Guide**

Calculation	Step
	1. Annual HH Median Income for the household income category
÷ 12	2. Equals monthly income
× 30%	3. Affordable monthly housing costs amount
Subtract property tax Subtract insurance Subtract private mortgage insurance	4. Equals: The amount available for affordable monthly mortgage payments
Reverse calculate the affordable mortgage payment (Based on a 30-year fixed rate mortgage at 3.65% interest rate with a 5% down payment)	5. Equals: Affordable home price for the household income category at the level not to exceed 30% of household income to be devoted to housing costs

The table below contains an example of the final owner affordability analysis for the town for calendar year 2016. All of the elements are laid out in this table. Included at the bottom of the table are estimates showing the number of housing units available at the calculated affordable price point for a given income category at or below the 30% of the estimated housing cost threshold. The market supply price points use two concepts: (1) the affordability profile of single-family housing unit sales for calendar year 2016 from the town assessor sales data, and (2) an estimate of the single-family housing units by assessed value.

The number of units by assessed value in the municipal grand list is another way to view affordable housing supply. The table below sets forth an overview of these calculations as an example for the town.

**Table D.6 Queensbury Owner Affordability Study Findings**

<b>Owners</b>					
<b>2016 Affordable House Price: Town of Queensbury, NY</b>					
		Median Household Income:			
@ Percent of Median Household Income	\$76,714	@50%	@80%	@100%	@120%
Annual Household Income		\$38,357	\$61,371	\$76,714	\$92,057
Monthly Household Income		\$3,196	\$5,114	\$6,393	\$7,671
% of Income for Housing		30%	30%	30%	30%
Affordable Housing Expenses Per Month (@30% of Monthly Household Income)		\$959	\$1,534	\$1,918	\$2,301
Property Tax & Insurance Payments Per Month		\$337	\$520	\$642	\$764
Insurance	\$108.23	\$108	\$108	\$108	\$108
Private Mortgage Insurance (1% of Loan Amount)	0.06%	\$62	\$112	\$146	\$179
Town, County, and School District Property Taxes (per \$1,000)	\$1.54	\$166	\$299	\$388	\$477
Utilities		\$152	\$171	\$180	\$191
Affordable Mortgage Payment (@3.65%)		\$470	\$844	\$1,096	\$1,346
Affordable Mortgage Amount (95% of Price, Assuming 5% Down)		\$102,652	\$184,542	\$239,519	\$294,258
<b>Affordable House Price</b>		<b>\$108,055</b>	<b>\$194,255</b>	<b>\$252,125</b>	<b>\$309,745</b>
Median House Price (2016)		\$230,000	\$230,000	\$230,000	\$230,000
<b>Affordable Price-Difference from Median</b>		<b>(\$121,945)</b>	<b>(\$35,745)</b>	<b>\$22,125</b>	<b>\$79,745</b>
<b>Affordable Single-Family Year-Round Residential, FY 2017 Assessed Values</b>	<b>Total</b>	<b>674</b>	<b>4,035</b>	<b>6,241</b>	<b>7,511</b>
% of Total Parcels	<b>9,146</b>	<b>7.4%</b>	<b>44.1%</b>	<b>68.2%</b>	<b>82.1%</b>

**Property Tax Calculations:**

The 2016 and forecast Property Tax rates for the Town of Queensbury were calculated using a combination of County, Municipality, and School District taxes levied in the town. The New York Department of Taxation and Finance provides a dataset of both the total taxes levied as well as the property tax rate (per \$1,000) for each municipality.

**Table D.7 Taxes Levied on Queensbury Households, by School Code**

Fiscal Year Ending	Municipality	County	School Code	School Name	Type of Value on which Tax Rates are applied	County Tax	Municipality Tax	School District Tax	County Tax Rate (per \$1000 value)	Municipal Tax Rate (per \$1000 value)	School District Tax Rate (per \$1000 value)
2016	Queensbury	Warren	520500	Glens Falls	Full Value	\$14,034,896	\$ 7,367,353	\$ 5,717,673	3.85	2.08	17.66
2016	Queensbury	Warren	522201	Lake George	Full Value	\$14,034,896	\$ 7,367,353	\$ 8,511,419	3.85	2.08	6.79
2016	Queensbury	Warren	523402	Queensbury	Full Value	\$14,034,896	\$ 7,367,353	\$ 31,343,405	3.85	2.08	15.24
2016	Queensbury	Warren	534401	Hudson Falls	Full Value	\$14,034,896	\$ 7,367,353	\$ 105,430	3.85	2.08	13.61

Source: New York State Department of Taxation and Finance, Office of Tax Policy Analysis Prepared by: Economic & Policy Resources, Inc.

The use of an effective tax rate is important because it evens-out the unique mixture of overlapping local taxes. Rather than calculated the tax rate of a particularly property which may be located within one of several light, water, sewer, and school districts, the 'average' or *effective* tax rate for the whole of the town is calculated. An effective tax rate for the town was determined by summing the total school district taxes levied, dividing by the sum of the school districts' tax base, and multiplied by \$1,000 to arrive at an effective school district tax rate per \$1,000 of home value and then adding the result to the County and Municipal tax rate. The result is an effective tax rate of \$18.47 per \$1,000 of value.

**Table D.8 Effective Tax Rate on Queensbury Households**

	<b>County Tax Rate</b> (per \$1,000 value)	<b>Municipal Tax Rate</b> (per \$1,000 value)	<b>School District Tax Rate</b> (per \$1,000 value)	<b>Effective Tax Rate</b> (per \$1,000 value)
	[ A	+ B	+ C ]	=D
<b>Queensbury</b>	3.85	2.08	12.54	18.47
<i>Prepared by: Economic &amp; Policy Resources, Inc.</i>				

**Private Mortgage Insurance (PMI) Rate and Down Payment Percentage:** The owner affordability calculations in this study assumed a 5% down payment, which typically would require that the owner pay the cost of private mortgage insurance (PMI). As a typical cost of house ownership for the prototypical housing transaction assumed in the housing cost affordability analysis, premiums for PMI were included in this analysis.

PMI is insurance that protects the lender against default and is usually required when the loan value is 80% or more of the house value (i.e. the down payment is less than 20%—although there are some exceptions). Borrowers continue to pay PMI premiums until the loan value is less than 80% of the value of the house or to the value in which the lender allows the owner to stop insuring the outstanding loan value if that percentage is greater than 80%. Lenders typically use third-party insurance companies to insure their loans, so rates and approval can vary across companies and depend on many factors such as the value of the loan, the value of the house, type of loan, the borrower’s credit history, and type of property being purchased. While PMI makes it possible to buy a home with less of a down payment, it also represents an additional cost to borrowers even though it is insurance that protects the lender’s financial exposure.

For the purpose of this study, the PMI rate for calendar year 2016 was published by the Urban Institute and utilizes the average credit score for New York of 735 from United States Mortgage Insurers (USMI) with a 5% down payment. Using these parameters the appropriate PMI amount per year was determined to be .73% of the loan amount, or .06% per month.

Following the “Great Recession” all mortgage insurance issuers revised their rates as the “riskiness” of certain classifications of homebuyers were re-assessed.<sup>1</sup> Even after this rate underwent significant re-assessment, the resulting impacts for the typical homebuyer’s monthly housing expenses were marginal. Therefore, even if another event like the recent housing decline of the late-2000s crash were to occur again within the ten-year forecast time frame (which is not anticipated), the estimated .73% loan amount will likely remain a reasonable assumption for the forward-looking 2027 affordability analysis and was therefore unchanged for the forecast years included in the analysis horizon.

**Owner Utility Expenditures:** Owner expenditures for utilities costs were calculated based on the Consumer Expenditure Survey (“CES”) for the Northeast region by income before taxes, including water/sewer, electricity, heat, and excluding telephone. The CES reflected consumer expenditure data collected from households during calendar year 2015-16 period. Because the base year of the housing affordability analysis was calendar year 2016, these data were used without adjustment for inflation.

<sup>1</sup> See Urban Institute. <https://www.urban.org/urban-wire/private-mortgage-insurance-price-reduction-will-pull-high-quality-borrowers-fha>

Utility costs for the town were calculated for each household income level (e.g. 50%, 80%, 100%, and 120%), based on the utilities expenditures for each income level provided in the CES consumer expenditure dataset.

Finally, the utilities expenditure Consumer Price Index (“CPI”) concept was used to convert CES dollar values to 2027 from the 2015-16 CES data. The 2027 utilities cost estimate was derived by applying the forecasted rate of change to those utilities expenditure amounts using the CPI Urban Wage Earner-Energy, (Index 1982-84=100, SA) that was forecasted using the historical rate of change from 2000 to the second quarter of 2018. The specific rate of change and resulting utilities cost estimate for owners is set forth in the table below.

**Table D.9 Current and Forecasted Utility Costs by Region**

	2016	2022	2027
<b>CPI Fuels and Utilities (Index 1982-1984=100), NSA</b>	228.9	277.5	328.4
<b>Median Household Monthly Utility Costs</b>			
Queensbury	\$180.08	\$218.33	\$258.40
Glens Falls City	\$173.03	\$209.78	\$248.28
Kingsbury	\$174.02	\$210.98	\$249.70
Warren County (Average)	\$174.04	\$211.00	\$249.73

*Prepared by Economic & Policy Resources, Inc.*

### Mortgage Rate Methodology

Once the affordable mortgage payment amount that could be paid by a household in each particular income category was determined, a calculation was made to estimate the total value of a mortgage loan that could be serviced. That total amount of mortgage loan value corresponds to the size of an affordable mortgage for the subject household. This was done using the following formula that yields the value of a loan assuming a fixed monthly payment, a fixed interest rate, and a 30 year loan term. The formula was employed as follows:

$$Loan\ Value = Payment \times \sum_{t=1}^n \frac{1}{(1+r)^t}$$

Where Loan Value is the size of the mortgage loan that can be serviced without causing housing cost stress; “n” is the number of payments (years times 12 months); “r” is the fixed monthly interest rate; and “t” is each monthly period up to “n.” Once the affordable mortgage value was determined, this amount was adjusted up by 5% (e.g. the number was divided by .95) with the assumption that the household would be required to make at least a 5% down payment for the housing unit—the minimum for a conventional mortgage in the un-subsidized housing market. The result of that calculation then yields the estimated affordable house price for that household income category.

This calculation was required because there is no publicly available database which provides actual average mortgage rates specific to either the county or for smaller geographies. Similarly, no geographically-detailed forecast of future mortgage rates exists for the period out ten years into the future. However a data-driven estimate can be constructed using available information from multiple credible sources. The

2016 and forecasted mortgage rates used for the town were calculated from the actual calendar year 2016 annual average 30-year fixed mortgage rate provided by Freddie Mac. The table below shows the 2016 mortgage rate used in the study as supplied by the Freddie Mac's Primary Mortgage Market Survey data within the Moody's May-June 2018 Macro Forecast for the Federal Housing Finance Agency (or FHA) 30-Year Fixed Mortgage Rate from calendar year 2016 through calendar year 2027.

**Table D.10 Current and Forecasted Mortgage Rates**

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Freddie Mac: 30-Year Fixed Rate - National, (% NSA)	3.65	3.99	4.67	5.30	5.24	5.36	5.58	5.56	5.58	5.69	5.86	5.91

*Source: Moody's Analytics* *Prepared by Economic & Policy Resources, Inc.*

**Median Transactions Price**

Data which contains the year, town location, classification, and sale price for all residential real estate transactions within Queensbury was gathered from The Town of Queensbury Assessor's Office. All residential real estate transactions which took place from July 2015 to April 2018 are contained within the data set. Since 2016 is the base year for this study, transaction price points were taken forward to 2027 using the Moody's Glens Falls MSA forecast, as set forth in the Moody's May-June 2018 Macro Forecast for the FHFA All Transactions Home Price Index for the metro area.

**Table D.11 Median Transactions Home Price by Region**

Median Transaction Price by Town (Indexed to 2016)	2016	2022	2027
Queensbury	-	117.5	143.1
Glens Falls City	-	120.5	150.6
Kingsbury	-	120.0	149.3
Warren County Average	-	121.5	152.9
Median Transaction Price by Town			
<b>Queensbury</b>	\$230,000	\$270,222	\$317,479
<b>Glens Falls City</b>	\$150,000	\$180,816	\$217,963
<b>Kingsbury</b>	\$140,500	\$168,630	\$202,391
<b>Warren County Average</b>	\$215,000	\$261,168	\$317,249

*Prepared by: Economic & Policy Resources, Inc.*

**Overview of Renter Affordability Calculations:** In addition to the above-described owner housing price affordability calculations, a separate set of affordability calculations was completed using the same general approach for renter housing units. This renter affordability analysis was undertaken in order to determine the distribution of affordable rents for the town. The estimated household income level in calendar year 2016, like the owner unit calculations, was the starting point for this analysis. Household income was divided by 12 to yield monthly income, and then multiplied by 30% in order to establish the rent-utilities cost (i.e. Gross Rent) maximum amount per HUD housing cost stress indicator guidelines described above. The rental affordability calculations for the town were based on: (1) household income data which was taken from the 2012-2016 Five-Year American Community Survey ("ACS") Financial Characteristics dataset, (2) Gross Rents Paid data from the Five-Year ACS dataset for households occupying renter units, and (3) utilities expenditures paid by household units derived from data from the Consumer Expenditure Survey ("CES") published by the U.S. Department of Labor for households in the northeastern region of the United States. Estimated rents and expenditures for utilities for renter households were then calculated specifically for the town. Data for the town was then analyzed to determine the number of households in



each income category that were estimated to be experiencing housing cost stress—defined as households that were estimated to be paying more than 30% of their household income for housing costs in their renter unit.

The following diagram describes the step by step affordability/housing cost stress calculations made for renter households:

**Table D.12 Renter Affordability Calculation Guide**

Calculation	Step
	1. Annual HH Median Income for the household income category
÷ 12	2. Equals monthly income
× 30%	3. Equals a total affordable renter housing payment
Add utility costs	4. Equals the amount available for an affordable cash rent payment per month.

More specifically, the median renter-occupied household income data for the town was sourced from the ACS Five-Year data and used as a starting point for this analysis. The median renter-occupied household incomes for the town were then broken down into 50%, 80%, 100%, and 120% of the median household income level categories. Monthly household income was determined by the ACS-reported annual household income total divided by twelve (corresponding to twelve months per year). The “affordable gross rent<sup>2</sup>” was then calculated by taking 30% of monthly household income at each household income level to determine the affordable housing cost for each level (See the sample table below corresponding to the affordable gross rents for Queensbury).

Utility costs for renter units were calculated based on the Consumer Expenditure Survey (“CES”) for the Northeast region by income before taxes for the years 2015-2016, including water/sewer, electricity, heat, and excluding telephone costs. The CES is conducted twice every year. Utility costs for the town are calculated for each household income level (50%, 80%, 100%, and 120%) for renters, based on the utilities expenditures for each income level provided in the CES data for the likely households to occupy renter units.

Using the CES data for 2015, the table below sets forth monthly utilities costs for each median renter-occupied household income level.

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<sup>2</sup> Gross rent for this affordability analysis is defined as payment of rent plus estimated utilities expense—not including telephone and/or internet expenditures for the household.

**Table D.13 Queensbury Renter Utilities Payments by Household Income Category**

Queensbury, NY		\$38,095	Utilities Calculation		
<b>100% of Median HH Income</b>			# Consumer Units	Per Year [1]	
	<\$5k		1,081	\$ 1,301	1,406,381
	\$5k-\$9,999		775	\$ 1,208	936,200
	\$10k-\$14,999		1,423	\$ 1,401	1,993,623
	\$15k-\$19,999		1,405	\$ 1,874	2,632,970
	\$20k-\$29,999		2,407	\$ 2,133	5,134,131
	\$30k-\$39,999		1,687	\$ 2,320	3,913,835
	Sum		8,778		16,017,140
	Per Year				\$1,824.69
	<b>Per Month</b>				<b>\$152.06</b>
Notes:					
[1] Less Telephone					
<i>Prepared by Economic &amp; Policy Resources, Inc.</i>					

The affordability gap for renters for each household income level for the town was then calculated based on the difference between the affordable gross rent and the monthly gross rent. The exhibit below presents this data for Queensbury.

**Table D.14 Queensbury Renter Affordability Study Findings and Gap Analysis**

<b>Renters</b>					
<b>2016 Affordable Rent: Queensbury, NY</b>					
	Median Household Income:				
@ Percent of Median Household Income	\$38,095	@50%	@80%	@100%	@120%
Annual Household Income		\$19,048	\$30,476	\$38,095	\$45,714
Monthly Household Income		\$1,587	\$2,540	\$3,175	\$3,810
% of Income for Housing		30%	30%	30%	30%
Monthly Utilities		\$122	\$143	\$152	\$160
Affordable Asked Rent		\$354	\$619	\$800	\$983
<b>Affordable Gross Rent</b>		<b>\$476</b>	<b>\$762</b>	<b>\$952</b>	<b>\$1,143</b>
Monthly Gross Rent (Includes Utilities)		\$1,011	\$1,011	\$1,011	\$1,011
<b>Affordability Gap</b>		<b>(\$535)</b>	<b>(\$249)</b>	<b>(\$59)</b>	<b>\$132</b>

The number and type (zero, one, two, or three-plus bedroom) of rental unit for the Town is also considered. These totals were calculated based on the Bedrooms by Gross Rent 2012-2016 ACS Five-Year Estimates data sets, adjusted to match the Census total housing units for the town.

The number and type of units in the rental market at each affordable gross rental rate was then obtained from the historical 2016 data. For example, at 100% of median renter-occupied household income for the town, there were an estimated 1,217 renter units at or below the affordable gross rental rate of \$952 based on the ACS 2012-2016 estimates. Among those units, there were an estimated 54 no-bedroom units, 488 one-bedroom units, 595 two-bedroom units, and 81 three-plus-bedroom units in 2016.

**Table D.15 Renter Affordability by Bedroom (ACS)**

<b>Queensbury</b>	<b>50%</b>	<b>80%</b>	<b>100%</b>	<b>120%</b>	
Median HH Income	\$19,048	\$30,476	\$38,095	\$45,714	
Affordable Gross Rent	\$476	\$762	\$952	\$1,143	
Available Units at Affordable Gross Rent (%)					<b>Total Number of Rental Units*</b>
No bedroom:	-	4%	62%	76%	87
1 bedroom:	24%	43%	72%	84%	676
2 bedrooms:	6%	12%	45%	66%	1,321
3 or more bedrooms:	1%	3%	9%	28%	798
<b>Total Units at or Below</b>	<b>9%</b>	<b>17%</b>	<b>42%</b>	<b>61%</b>	<b>2,881</b>

\*Excluding units with no cash rent

In order to understand the gap analysis tables, a few terms, concepts, and assumptions need to be explained. First, prior to calculating housing supply and demand, it was assumed that a household was able to spend up to 30% of its household income on housing, before the household would become “housing cost-stressed” according to HUD guidelines. Supply at a particular income level is the number of units (either owner or renter) that are affordable at that price point, if all units within that geographic area were to be available for sale or rent. Demand at a particular income level is the number of households at or below that level of income which currently own or rent. This supply and demand results in a unit gap at each income level, which is the difference between the number of units available, (supply) and the number of households that could afford them (demand). This theoretical gap initially assumes that households would not occupy units within other income levels. This means that if a household was occupying a unit at either more or less than 30% of their income they do not appear in the demand for the income category that their housing unit falls into, only the income category the household is in. This assumption was necessary to do meaningful and orderly analysis of the data. The data has shown that Queensbury is relatively affordable at nearly all levels of income for owners. The only owner households that appear to be housing cost burdened are those that make 50% or less than median household income. Finding an affordable rental unit is shown to be much more difficult for the renters of Queensbury. There are a number of renter households at or below 50% of median income competing for the units that would be affordable for households above 50% to 100% income levels, because there are not enough units within their affordable range. This creates a cumulative gap for those income levels until the affordable supply finally meets demand in the 100% to 120% income bracket.

Estimated unit demand was the number of units demanded by households that make between one income category and the next. For example, in Queensbury, the 1,592 units demanded at 80% of median income was the number of households between 50% and 80% that own. Estimated unit supply is the number of units available at the affordable price for each income level. So for 80% of median income the affordable price was \$189,321, there was a supply of 2,393 units above \$99,679 and below the 80% affordable price of \$189,321. The affordability gap is the number of units demanded minus the number of units available at each income category. All of the measures in the top part of the chart are for the indicated income level

only. They do not include any values to the left or right. For example, the 2,393 units supplied at 80% of median income does not include the 865 units supplied at 50% of median income.

Cumulative demand is the estimated unit demand at that income level plus the estimated unit demand for each lower income level. Therefore, the cumulative demand for 80% of median income was 3,042, or 1,592 (the estimated demand at 80%) plus 1,450 (the estimated demand at 50%). Cumulative Supply is the estimated unit supply for each income level, plus all of the unit supply for each lower income level. At 80% of median income, there was a cumulative supply of 3,258 units at affordable prices, or 2,393 (the estimated unit supply at 80%) plus 865 (the estimated supply at 50%). The cumulative gap is calculated by subtracting cumulative supply from cumulative demand. As a result, the cumulative gap at the 50% to 80% of median household income level is shown to be -216, or 3,042 (cumulative demand) minus 3,258 (cumulative supply). Alternatively, it can be calculated by summing the affordability gap at a particular income level and the gap from each lower income level. So the cumulative gap at 80% was -216, or -801 (affordability gap at 80%) plus 585 (affordability gap at 50%).

It's important to note that cumulative numbers are generally a better measure of the real state of the market as someone who is making 100% of median income would be able to purchase a house that is affordable to someone at 80% or even 50% of median income if the opportunity arose. Also, if there are not enough units available at an affordable price, those households will still need to live somewhere and so will likely purchase a unit at a price outside of their affordable range. This means that even though there was a theoretical oversupply of units at 100% and 120% of median income, the full picture of the market was shown more clearly by the cumulative gap values which show those "surplus" units likely being purchased by people in the lower income categories because they have few other options. This leaves a still substantial cumulative gap at high income levels. The columns in red indicate the first income category that has a theoretical cumulative oversupply, indicated by the negative cumulative gap value.

**Table D.16 2016 Town of Queensbury Affordability Gap Analysis**

<b>Town of Queensbury-Estimated Affordable Gap for Owner Units, 2016</b>					
<b>% of Median Household Income</b>	<b>&lt;50%</b>	<b>50% to 80%</b>	<b>80% to 100%</b>	<b>100% to 120%</b>	<b>&gt;120%</b>
Median Household Income	\$38,357	\$61,371	\$76,714	\$92,057	
Affordable Price [Excludes Transportation Costs]	\$99,679	\$189,321	\$243,646	\$297,735	
Estimated Unit Demand	1,450	1,592	1,092	850	3,403
Estimated Unit Supply	865	2,393	1,620	1,440	2,069
Affordability Gap in Units (Demand minus Supply)	585	-801	-528	-590	
<b>Cumulative Demand</b>	<b>1,450</b>	<b>3,042</b>	<b>4,134</b>	<b>4,984</b>	<b>8,387</b>
<b>Cumulative Supply</b>	<b>865</b>	<b>3,258</b>	<b>4,878</b>	<b>6,318</b>	<b>8,387</b>
<b>Cumulative Gap</b>	<b>585</b>	<b>-216</b>	<b>-744</b>	<b>-1,334</b>	
<b>Town of Queensbury-Estimated Affordable Gap for Renter Units, 2016</b>					
<b>% of Median Household Income</b>	<b>&lt;50%</b>	<b>50% to 80%</b>	<b>80% to 100%</b>	<b>100% to 120%</b>	<b>&gt;120%</b>
Median Household Income	\$19,048	\$30,476	\$38,095	\$45,714	
Affordable Rent [Excludes Transportation Costs]	\$476	\$762	\$952	\$1,143	
Estimated Unit Demand	804	190	494	284	1,212
Estimated Unit Supply	265	206	763	653	1,099
Affordability Gap in Units (Demand minus Supply)	539	-15	-268	-368	
<b>Cumulative Demand</b>	<b>804</b>	<b>995</b>	<b>1,489</b>	<b>1,773</b>	<b>2,985</b>
<b>Cumulative Supply</b>	<b>265</b>	<b>471</b>	<b>1,234</b>	<b>1,886</b>	<b>2,985</b>
<b>Cumulative Gap</b>	<b>539</b>	<b>524</b>	<b>256</b>	<b>-113</b>	

Source: U.S. Census Bureau, American Community Survey

Prepared by Economic & Policy Resources

## Affordability Forecast:

### Median Residential Sales Price/Home Value

All forecasts for prices of 'owned' single family residences are based on a univariate regression model, with the actual price data series set as the dependent variable and the Federal Housing Finance Agency (FHFA) House Price Index for Glens Falls MSA geographic area set as the independent variable. This mathematical model measures the historical relationship between the FHFA price index data and the historical home price data, developing a line-of-best-fit regression equation based on this historical relationship. Since forecasted FHFA value for the Glens Falls MSA area is available from the Moody's forecasted data, forecasted values for the independent variable were input into the model/equation, resulting in the forecasted value for the dependent variable, house price, for each year of the forecasted timeline between 2017 and 2027. Typically the further back historical data goes into the past, the more accurate a regression model will be. However, the availability of data specific to some of the peer communities and geographies is limited. The American Communities Survey, for instance, provides a geographically precise public source of home price data that is self-reported by homeowners, but complete data is only available for the 2009 through 2016 time period, which does not allow for a reliably predictive forecast model.

### Utilities

Utilities expenditure CPI was used to convert CES dollar values to 2027 from the 2015-16 CES data. The 2027 estimated utilities cost was derived by applying the forecasted rate of change to those utilities expenditure amounts using the CPI Urban Wage Earner-Energy, (Index 1982-84=100, SA) that was developed using the historical rate of change from 2000 to the second quarter of 2018. The specific rate of change and resulting utilities cost estimate for owners is set forth in the table below.

TABLE D.17 CURRENT AND FORECASTED UTILITY COSTS BY REGION

	2016	2022	2027
<b>CPI Fuels and Utilities (Index 1982-1984=100), NSA</b>	228.9	277.5	328.4
<b>Median Household Monthly Utility Costs</b>			
Queensbury	\$180.08	\$218.33	\$258.40
Glens Falls City	\$173.03	\$209.78	\$248.28
Kingsbury	\$174.02	\$210.98	\$249.70
Warren County (Average)	\$174.04	\$211.00	\$249.73

*Prepared by Economic & Policy Resources, Inc.*

### Property Tax

The 2016 property tax rates were escalated to 2027 values using the ratio between Moody's May-June 2018 Forecast for National Income and Product Accounts Index for Non-Defense Government Consumption Expenditures and Gross Investments and the forecast of home value in the town (to represent the tax base). The tables detailing the tax rates "per \$1,000 of house value" are found in the table below.

**Table D.18 Current and Forecasted Property Tax Rates**

	<u>2016</u>	<u>2022</u>	<u>2027</u>
Queensbury Property Tax Growth Rate (Indexed to 2016)	-	120.6	118.7
Glens Falls City Property Tax Growth Rate (Indexed to 2016)	-	117.6	112.8
Kingsbury Property Tax Growth Rate (Indexed to 2016)	-	118.1	113.7
Warren County Property Tax Growth Rate (Indexed to 2016)	-	116.7	111.1
<b>Queensbury</b>	<b>\$18.47</b>	<b>\$22.28</b>	<b>\$21.93</b>
<b>Glens Falls City</b>	<b>\$30.30</b>	<b>\$35.62</b>	<b>\$34.17</b>
<b>Kingsbury</b>	<b>\$22.77</b>	<b>\$26.88</b>	<b>\$25.90</b>
<b>Warren County Average</b>	<b>\$16.49</b>	<b>\$19.23</b>	<b>\$18.31</b>

*Prepared by: Economic & Policy Resources, Inc.*

**Homeowner Insurance Calculation and Escalation Methodology**

The 2016 and forecasted homeowner insurance rates for the town was calculated using the average premium of HO-3 policies in the State of New York from the National Associations of Insurance Commissioners for calendar year 2015, the latest year available. The HO-3 policy is the most common type of homeowner insurance primarily for its broad range of coverage and affordability. Because this estimated cost was from calendar year 2015, the Tenants' and Household Insurance component of the Consumer Price Index from the U.S. Department of Labor – Bureau of Labor Statistics was used to convert the 2015 dollar values to 2016, 2022, and 2027 values.

**TABLE D.19 CURRENT AND FORECASTED HOMEOWNERS INSURANCE COSTS**

	<u>2015</u>	<u>2016</u>	<u>2022</u>	<u>2027</u>
CPI-All Urban Consumers Tneants' and household insurance (Indexed to 2015)	-	100.9	112.1	124.5
2000-2018 Q2 Compound growth rate = 2.12% per year		0.9%	2.12%	2.12%
<b>Average Homeowners' HO-3 Insurance Premiums (Annual)</b>	<b>\$ 1,287</b>	<b>\$ 1,299</b>	<b>\$ 1,443</b>	<b>\$ 1,603</b>

*Prepared by Economic & Policy Resources, Inc.*

This historical rate was then escalated to 2027 values using the actual rate of increase from the Tenants' and Household Insurance Consumer Price Index to 2016 (as described above) and then using the compound annual change of the index from calendar year 2000 to the second quarter of 2018 as the basis for forecasting to 2027.

The following tables show the results of the Affordability and Gap Analyses for Queensbury in 2022 and 2027.

**Table D.20 Town of Queensbury 2022 Owner's Affordability Analysis:**

<b>Owners</b>					
<b>2022 Affordable House Price: Town of Queensbury, NY</b>					
	Median Household Income:				
@ Percent of Median Household Income	\$86,222	@50%	@80%	@100%	@120%
Annual Household Income		\$43,111	\$68,977	\$86,222	\$103,466
Monthly Household Income		\$3,593	\$5,748	\$7,185	\$8,622
% of Income for Housing		30%	30%	30%	30%
Affordable Housing Expenses Per Month (@30% of Monthly Household Income)		\$1,078	\$1,724	\$2,156	\$2,587
Property Tax & Insurance Payments Per Month		\$337	\$512	\$629	\$746
Insurance	\$120.14	\$120	\$120	\$120	\$120
Private Mortgage Insurance (1% of Loan Amount)	0.06%	\$59	\$107	\$139	\$171
Town, County, and School District Property Taxes (per \$1,000)	\$1.54	\$157	\$285	\$370	\$455
Utilities		\$185	\$207	\$218	\$232
Affordable Mortgage Payment (@5.58%)		\$556	\$1,006	\$1,308	\$1,609
Affordable Mortgage Amount (95% of Price, Assuming 5% Down)		\$97,168	\$175,681	\$228,421	\$280,913
<b>Affordable House Price</b>		<b>\$102,282</b>	<b>\$184,927</b>	<b>\$240,443</b>	<b>\$295,698</b>
Median House Price (2022)		\$269,047	\$269,047	\$269,047	\$269,047
<b>Affordable Price-Difference from Median</b>		<b>(\$166,765)</b>	<b>(\$84,120)</b>	<b>(\$28,605)</b>	<b>\$26,651</b>

**Table D.21 Town of Queensbury 2022 Renter's Affordability Analysis:**

<b>Renters</b>					
<b>2022 Affordable Rent: Town of Queensbury, NY</b>					
	Median Household Income:				
@ Percent of Median Household Income	\$42,984	@50%	@80%	@100%	@120%
Annual Household Income		\$21,492	\$34,387	\$42,984	\$51,581
Monthly Household Income		\$1,791	\$2,866	\$3,582	\$4,298
% of Income for Housing		30%	30%	30%	30%
Monthly Utilities		\$148	\$173	\$184	\$194
Affordable Asked Rent		\$389	\$686	\$890	\$1,095
<b>Affordable Gross Rent</b>		<b>\$537</b>	<b>\$860</b>	<b>\$1,075</b>	<b>\$1,290</b>
Monthly Gross Rent (Includes Utilities)		\$1,242	\$1,242	\$1,242	\$1,242
<b>Affordability Gap</b>		<b>(\$704)</b>	<b>(\$382)</b>	<b>(\$167)</b>	<b>\$48</b>

**Table D.22 Town of Queensbury 2027 Owner's Affordability Analysis:**

<b>Owners</b>					
<b>2027 Affordable House Price: Town of Queensbury, NY</b>					
	Median Household Income:				
@ Percent of Median Household Income	\$97,998	@50%	@80%	@100%	@120%
Annual Household Income		\$48,999	\$78,399	\$97,998	\$117,598
Monthly Household Income		\$4,083	\$6,533	\$8,167	\$9,799.83
% of Income for Housing		30%	30%	30%	30%
Affordable Housing Expenses Per Month (@30% of Monthly Household Income)		\$1,225	\$1,960	\$2,450	\$2,940
Property Tax & Insurance Payments Per Month		\$405	\$618	\$761	\$903
Insurance	\$133.55	\$134	\$134	\$134	\$134
Private Mortgage Insurance (1% of Loan Amount)	0.06%	\$65	\$116	\$151	\$185
Town, County, and School District Property Taxes (per \$1,000)	\$1.83	\$206	\$368	\$477	\$585
Utilities		\$185	\$207	\$218	\$232
Affordable Mortgage Payment (@5.91%)		\$636	\$1,135	\$1,471	\$1,805
Affordable Mortgage Amount (95% of Price, Assuming 5% Down)		\$107,098	\$191,296	\$247,803	\$304,077
<b>Affordable House Price</b>		<b>\$112,735</b>	<b>\$201,365</b>	<b>\$260,845</b>	<b>\$320,081</b>
Median House Price (2027)		\$327,601	\$327,601	\$327,601	\$327,601
<b>Affordable Price-Difference from Median</b>		<b>(\$214,866)</b>	<b>(\$126,236)</b>	<b>(\$66,756)</b>	<b>(\$7,520)</b>

**Table D.23 Town of Queensbury 2027 Renter's Affordability Analysis:**

<b>Renters</b>					
<b>2027 Affordable Rent: Town of Queensbury, NY</b>					
	Median Household Income:				
@ Percent of Median Household Income	\$48,217	@50%	@80%	@100%	@120%
Annual Household Income		\$24,109	\$38,574	\$48,217	\$57,860
Monthly Household Income		\$2,009	\$3,214	\$4,018	\$4,822
% of Income for Housing		30%	30%	30%	30%
Monthly Utilities		\$175	\$205	\$218	\$230
Affordable Asked Rent		\$428	\$759	\$987	\$1,217
<b>Affordable Gross Rent</b>		<b>\$603</b>	<b>\$964</b>	<b>\$1,205</b>	<b>\$1,447</b>
Monthly Gross Rent (Includes Utilities)		\$1,461	\$1,461	\$1,461	\$1,461
<b>Affordability Gap</b>		<b>(\$858)</b>	<b>(\$496)</b>	<b>(\$255)</b>	<b>(\$14)</b>



**Table D.24 Town of Queensbury 2022 Affordability Gap Analysis:**

<b>Town of Queensbury-Estimated Affordable Gap for Owner Units, 2022 [PRELIMINARY]</b>					
<b>% of Median Household Income</b>	<b>&lt;50%</b>	<b>50% to 80%</b>	<b>80% to 100%</b>	<b>100% to 120%</b>	<b>&gt;120%</b>
Median Household Income	\$48,999	\$78,399	\$97,998	\$117,598	
Affordable Price [Excludes Transportation Costs]	\$116,918	\$208,837	\$270,525	\$331,959	
Estimated Unit Demand	1,526	1,634	1,058	919	3,547
Estimated Unit Supply	744	1,551	1,528	1,442	3,419
Affordability Gap in Units (Demand minus Supply)	781	84	-470	-523	
<b>Cumulative Demand</b>	<b>1,526</b>	<b>3,160</b>	<b>4,218</b>	<b>5,137</b>	<b>8,684</b>
<b>Cumulative Supply</b>	<b>744</b>	<b>2,295</b>	<b>3,823</b>	<b>5,265</b>	<b>8,684</b>
<b>Cumulative Gap</b>	<b>781</b>	<b>865</b>	<b>395</b>	<b>-128</b>	
<b>Town of Queensbury-Estimated Affordable Gap for Renter Units, 2022 [PRELIMINARY]</b>					
<b>% of Median Household Income</b>	<b>&lt;50%</b>	<b>50% to 80%</b>	<b>80% to 100%</b>	<b>100% to 120%</b>	<b>&gt;120%</b>
Median Household Income	\$19,048	\$30,476	\$38,095	\$45,714	
Affordable Rent [Excludes Transportation Costs]	\$476	\$762	\$952	\$1,143	
Estimated Unit Demand	870	407	507	286	1,141
Estimated Unit Supply	273	146	557	718	1,519
Affordability Gap in Units (Demand minus Supply)	598	261	-49	-432	
<b>Cumulative Demand</b>	<b>870</b>	<b>1,277</b>	<b>1,785</b>	<b>2,071</b>	<b>3,212</b>
<b>Cumulative Supply</b>	<b>273</b>	<b>418</b>	<b>975</b>	<b>1,693</b>	<b>3,212</b>
<b>Cumulative Gap</b>	<b>598</b>	<b>859</b>	<b>810</b>	<b>378</b>	

Source: U.S. Census Bureau, American Community Survey

Prepared by Economic & Policy Resources

**Table D.25 Town of Queensbury 2027 Affordability Gap Analysis:**

<b>Town of Queensbury-Estimated Affordable Gap for Owner Units, 2027 [PRELIMINARY]</b>					
<b>% of Median Household Income</b>	<b>&lt;50%</b>	<b>50% to 80%</b>	<b>80% to 100%</b>	<b>100% to 120%</b>	<b>&gt;120%</b>
Median Household Income	\$48,999	\$78,399	\$97,998	\$117,598	
Affordable Price [Excludes Transportation Costs]	\$116,918	\$208,837	\$270,525	\$331,959	
Estimated Unit Demand	1,585	1,726	1,220	796	3,804
Estimated Unit Supply	695	1,356	1,411	1,334	4,335
Affordability Gap in Units (Demand minus Supply)	890	370	-191	-538	
<b>Cumulative Demand</b>	<b>1,585</b>	<b>3,311</b>	<b>4,530</b>	<b>5,326</b>	<b>9,130</b>
<b>Cumulative Supply</b>	<b>695</b>	<b>2,051</b>	<b>3,462</b>	<b>4,795</b>	<b>9,130</b>
<b>Cumulative Gap</b>	<b>890</b>	<b>1,260</b>	<b>1,069</b>	<b>531</b>	
<b>Town of Queensbury-Estimated Affordable Gap for Renter Units, 2027 [PRELIMINARY]</b>					
<b>% of Median Household Income</b>	<b>&lt;50%</b>	<b>50% to 80%</b>	<b>80% to 100%</b>	<b>100% to 120%</b>	<b>&gt;120%</b>
Median Household Income	\$19,048	\$30,476	\$38,095	\$45,714	
Affordable Rent [Excludes Transportation Costs]	\$476	\$762	\$952	\$1,143	
Estimated Unit Demand	915	428	350	273	1,431
Estimated Unit Supply	283	116	500	687	1,810
Affordability Gap in Units (Demand minus Supply)	632	312	-150	-414	
<b>Cumulative Demand</b>	<b>915</b>	<b>1,343</b>	<b>1,692</b>	<b>1,965</b>	<b>3,396</b>
<b>Cumulative Supply</b>	<b>283</b>	<b>399</b>	<b>899</b>	<b>1,586</b>	<b>3,396</b>
<b>Cumulative Gap</b>	<b>632</b>	<b>943</b>	<b>793</b>	<b>379</b>	

Source: U.S. Census Bureau, American Community Survey

Prepared by Economic & Policy Resources

## APPENDIX E: ANALYSIS OF DEVELOPABLE LAND

As part of this study, EPR conducted an analysis of all of the large parcels suitable for development in the Town to determine how many of these parcels could accommodate affordable workforce housing projects. To undertake this analysis, “developable” parcels were organized by property class, zoning district, and access to municipal water and sewer. A previous assessment of developable parcels was conducted in the context of the 2003 Town of Queensbury Affordable Housing Strategy. In the prior 2003 Town of Queensbury Affordable Housing Strategy, developable land was defined as parcels of at least 10 acres from the following property classes: (1) all types of agricultural land (property class 140); (2) rural residential property (property class 240); (3) vacant residential land (property class 311); (4) abandoned agricultural land (property class 321); (4) vacant residential land over 10 acres (property class 322); and (5) vacant land in industrial areas (property class 340 and 341).

Since the time of the previous housing study, the Town has revised its zoning code and some of the residential codes and designations have changed or are no longer available. In EPR’s analysis of developable land, we began by replicating the previous study’s property class list<sup>1</sup> but expanded it to include similar property classes such as vacant rural land<sup>2</sup> and misclassified “residential vacant land under 10 acres” parcels that have more than 10 acres<sup>3</sup>. The inclusion of these two property classes adds 10 more parcels totaling 485 acres to the list of developable land. These parcels could be suitable for larger-scale housing projects and developments that could take advantage of higher density and/or cheaper costs associated with building at scale.

In addition to replicating the previous analysis, EPR also analyzed vacant parcels under 10 acres<sup>4</sup> and added to the total number of acreage and parcels that could potentially be developed. These smaller parcels are likely not suitable for large-scale development projects unless several contiguous parcels are purchased and combined, but they could be used for smaller or individual projects that could meet future housing needs. The tables below show the results of these analyses and their comparability to the previous 2003 Affordable Housing Strategy.

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<sup>1</sup> Property class 140, 240, 311, 321, 322, 340, and 341.

<sup>2</sup> Property class 323.

<sup>3</sup> Property class 314.

<sup>4</sup> Property codes 311, 312, 314, 322, 323, 330, 331, 340, and 341.

Table E.1 Developable Parcels with Access to Public Water and Sewer Systems

<b>EPR Findings</b>		<b>All Zoning Districts</b>		<b>Residential Zoning</b>	
<b>Category (10 or More Acres)</b>	<b>Acres</b>	<b># of Parcels</b>	<b>Acres</b>	<b># of Parcels</b>	<b># of Parcels</b>
Developable Land with Water Service (Only)	1,238	44	997	36	
Developable Land with Sewer Service (Only)	308	8	308	8	
Developable Land with Both Water and Sewer	326	15	295	13	
Developable Land with Neither Water and Sewer	5,454	179	5,203	174	
<b>Total</b>	<b>7,326</b>	<b>246</b>	<b>6,803</b>	<b>231</b>	
<b>Category (Less than 10 Acres)</b>	<b>Acres</b>	<b># of Parcels</b>	<b>Acres</b>	<b># of Parcels</b>	<b># of Parcels</b>
Developable Land with Both Water and Sewer	249	207	122	109	
Developable Land without Both Water and Sewer	2,330	1,691	2,053	1,473	
<b>Total</b>	<b>2,579</b>	<b>1,898</b>	<b>2,175</b>	<b>1,582</b>	
<b>Category (All Acres)</b>	<b>Acres</b>	<b># of Parcels</b>	<b>Acres</b>	<b># of Parcels</b>	<b># of Parcels</b>
Total Developable Land with Both Water and Sewer	575	222	416	122	
Total Developable Land without Both Water and Sewer	9,330	1,922	8,562	1,691	
<b>Total Developable Land</b>	<b>9,905</b>	<b>2,144</b>	<b>8,978</b>	<b>1,813</b>	

Table E.2 Developable Parcels determined by the 2003 Affordable Housing Strategy

<b>Category (Over 10 Acres)</b>	<b>All Zoning Districts</b>		<b>Residential Zoning</b>	
	<b>Acres</b>	<b># of Parcels</b>	<b>Acres</b>	<b># of Parcels</b>
Developable Land With Water Service	2,585	183	1,819	103
Developable Land with Sewer Service	332	48	249	21
Developable Land with Water and Sewer Service	332	48	249	21
Developable Land with Neither Water Nor Sewer	4,757	184	4,707	177

EPR’s analysis indicates that there is still a large amount of developable land for affordable workforce housing projects in the Town, even when considering those parcels that are currently zoned as residential<sup>5</sup>. The number of large parcels with connections to both municipal water and sewer has increased due to expansion of the Town’s infrastructure. Of the ten-or-more-acre parcels, 295 acres (4%) are zoned residential and have access to both municipal sewer and water but another 997 acres (14%) have access to Water (only) and 308 acres (4%) have access to Sewer Service. When including smaller parcels (i.e., less than 10 acres) as well, the results indicate that 122 parcels encompassing 416 acres have access to both public water and sewer services and could be developable, which indicates additional residential development could be accommodated.

The Town has a diverse range of topographic and environmental features that could limit the development of some of the large parcels noted above. Areas with steep slopes are less desirable for development because they typically require additional costs and environmental review (e.g. in order to reduce erosion from runoff, etc.). Most areas with sloped elevation are located west

<sup>5</sup> Zoning codes LC-10A, LC-42A, MDR, NR, PUD, RR-3A, RR-5A, SPLIT, and WR.

of the aptly-named West Mountain Road and west of Country Route 7 and much of this land is currently forested land. The other natural building restriction are wetland areas. The Town has a diverse mix of wetland types from riparian zones (along river banks) to swampy marshland to prime, lakefront real estate. Ensuring that these parcels are properly protected and preserved benefits not just the town's evolving economy but also the natural aesthetic that makes the Town feel like home to so many residents.

For our analysis we utilized GIS wetland areas from the National Wetlands Inventory (NWI), used by the U.S. Fish and Wildlife Service; the New York Department of Environmental Conservation (DEC), and the Adirondack Park Agency (APA); and slope data provided by the Town's GIS Department. Parcels that were more than 50% covered by wetland areas or sloped terrain were considered encumbered and would require significantly more time devoted to mitigating environment concerns and addressing building constraints.

Of parcels between the Hudson River to the south and Halfway Creek to the north, see *Figure E.1*, there are relatively few large, unencumbered parcels available for development. Most parcels in this area will be small (<1 acres) and more suitable for single-family residences or high-density multi-family residences. West of the Northway and north of Halfway Creek, see *Figure E.2*, most large parcels available for development are along Gurney Lane near Butler Pond. Most of this area is encumbered by sloped terrain and wetland area surrounding Rush Pond. North of NY-149, see *Figure E.3*, the large Dunham Bay Marsh stands prominent in the low-lying north of the Town. To the west, French Mountain overlooking Lake George and marking the southern edge of the Adirondacks. Several large parcels along either side of NY-149 appear unencumbered by terrain restrictions and could be developed, see *Figure E.4*. South of NY 149 and east of the Northway, the primary restriction are the numerous small, scattered wetlands, see *Figure E.5*. Even still, there appears to be several parcels unencumbered from these natural restrictions.

Even with those environmental constraints, available building space should not be a restrictive factor when considering future land supply growth in the town. Another important factor to note from this analysis is the availability of water and sewer. While there does appear to be developable land available serviced by water and sewer, there is much more land that is outside water and/or sewer districts. Expanding these services would likely make a much greater percentage of these vacant lands attractive for potential buyers and developers.

Figure E.1 Map of the Developable Parcels in West Glens Falls

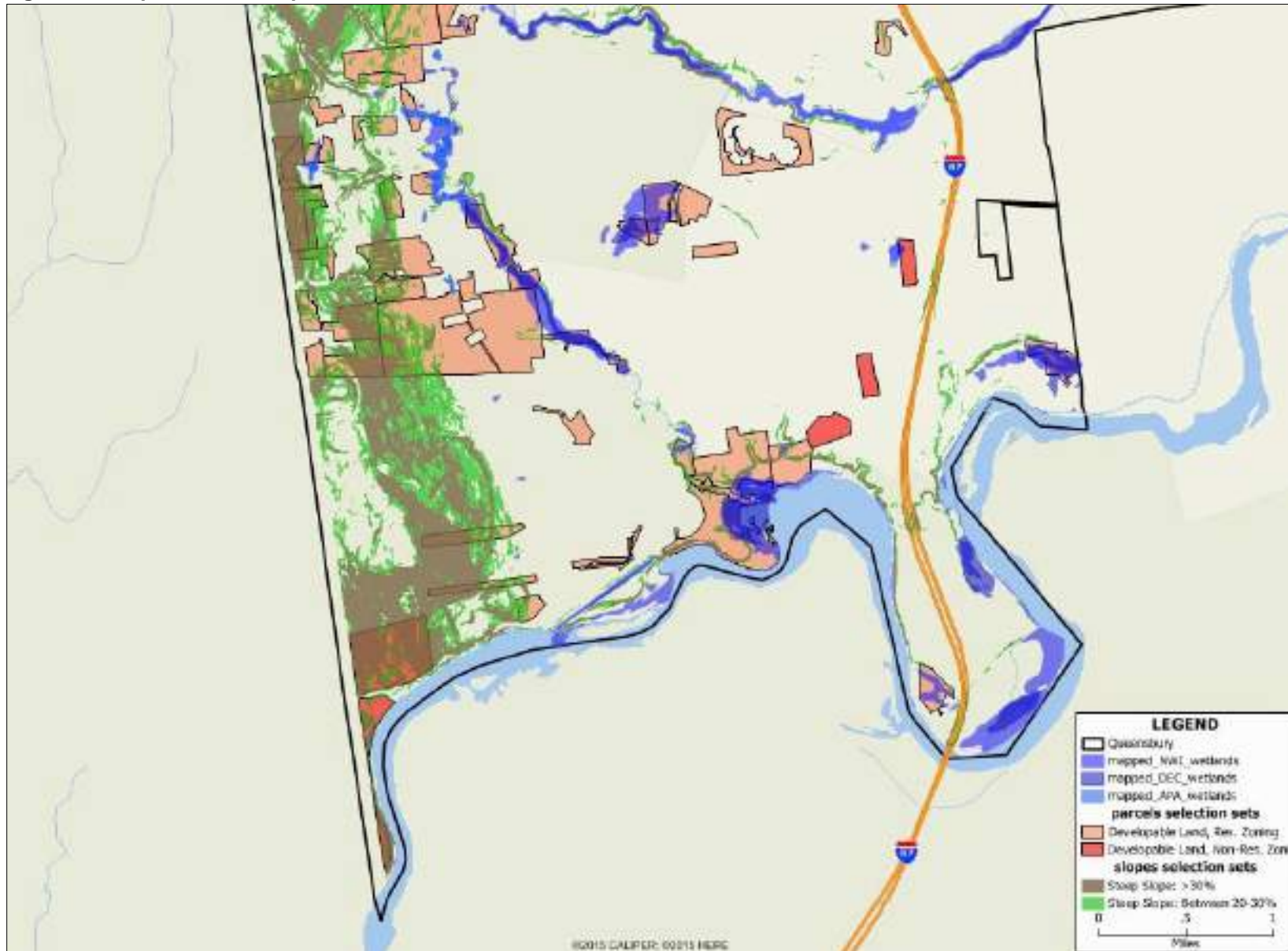


Figure E.2 Map of the Developable Parcels Northwest of Glens Falls

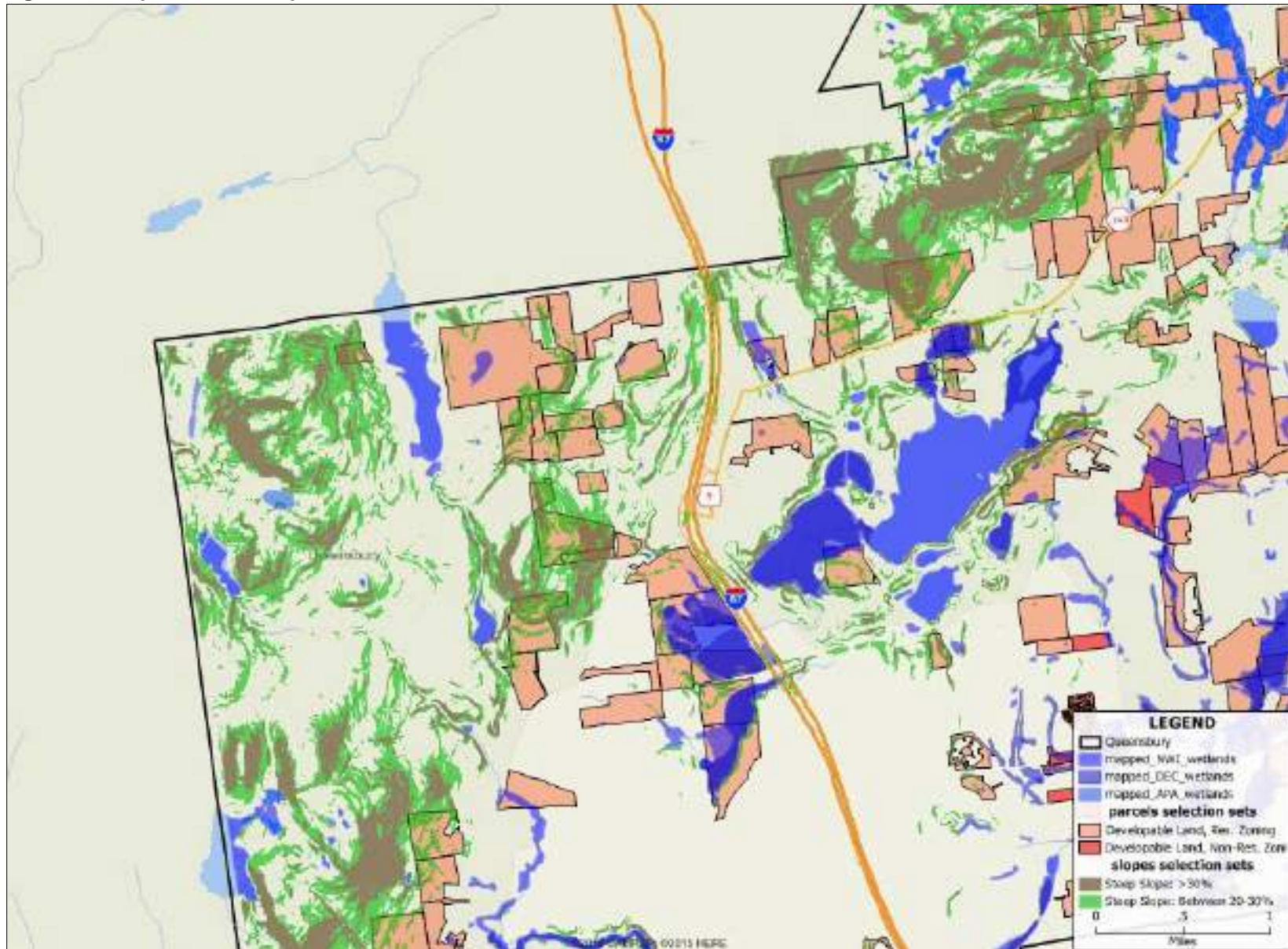


Figure E.3 Map of the Developable Parcels in North Queensbury

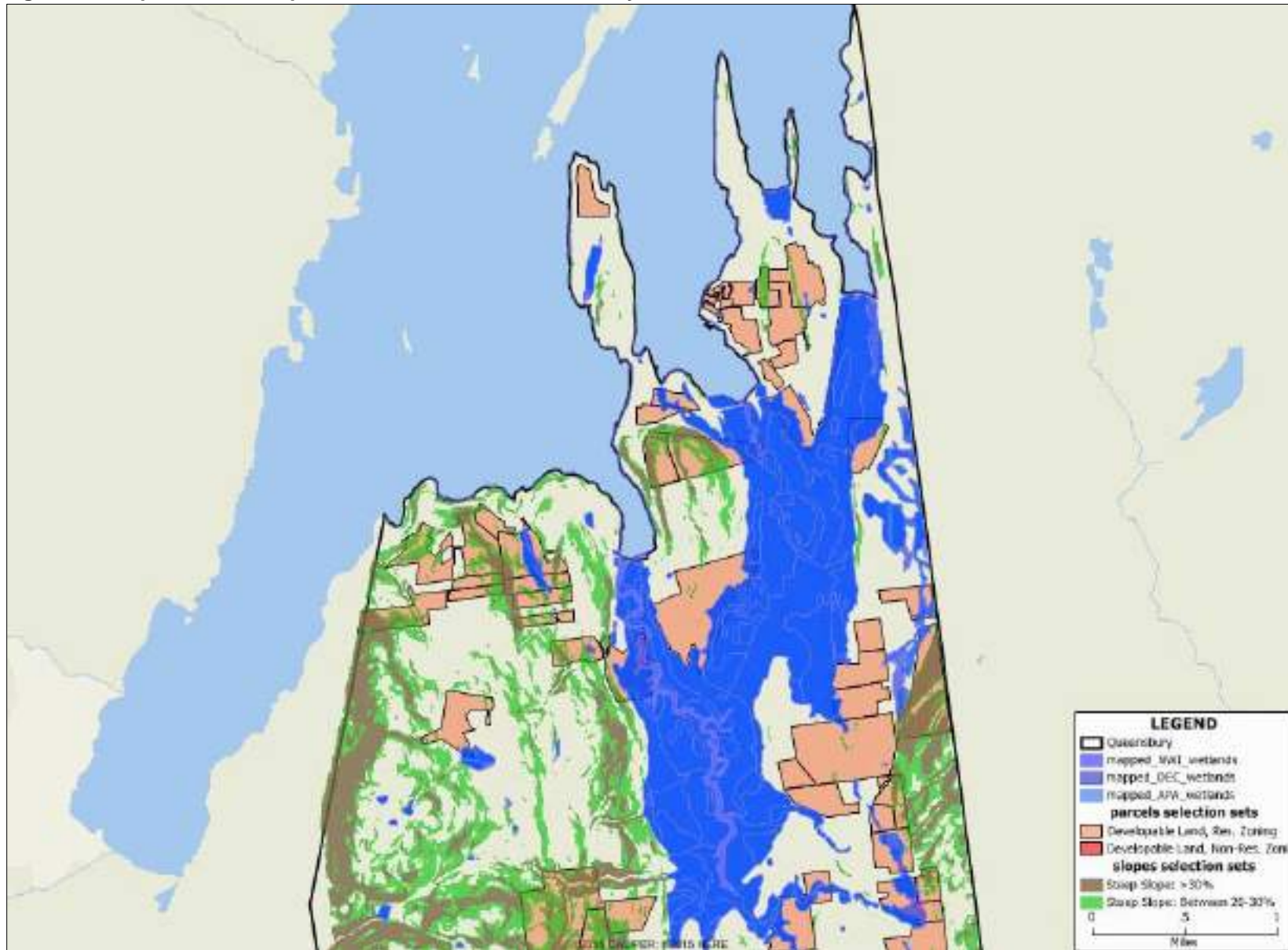


Figure E.4 Map of the Developable Parcels in Eastern Queensbury

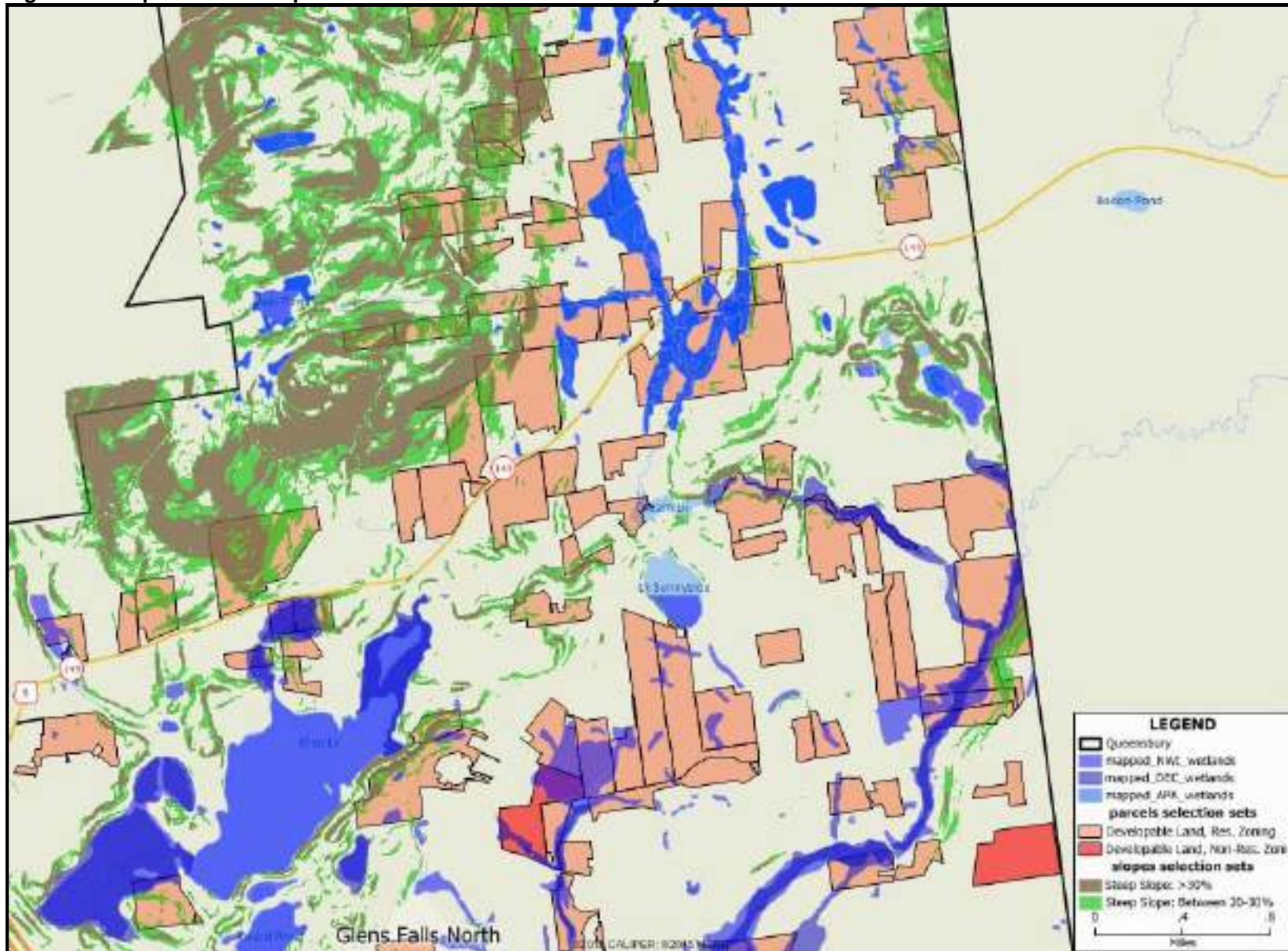
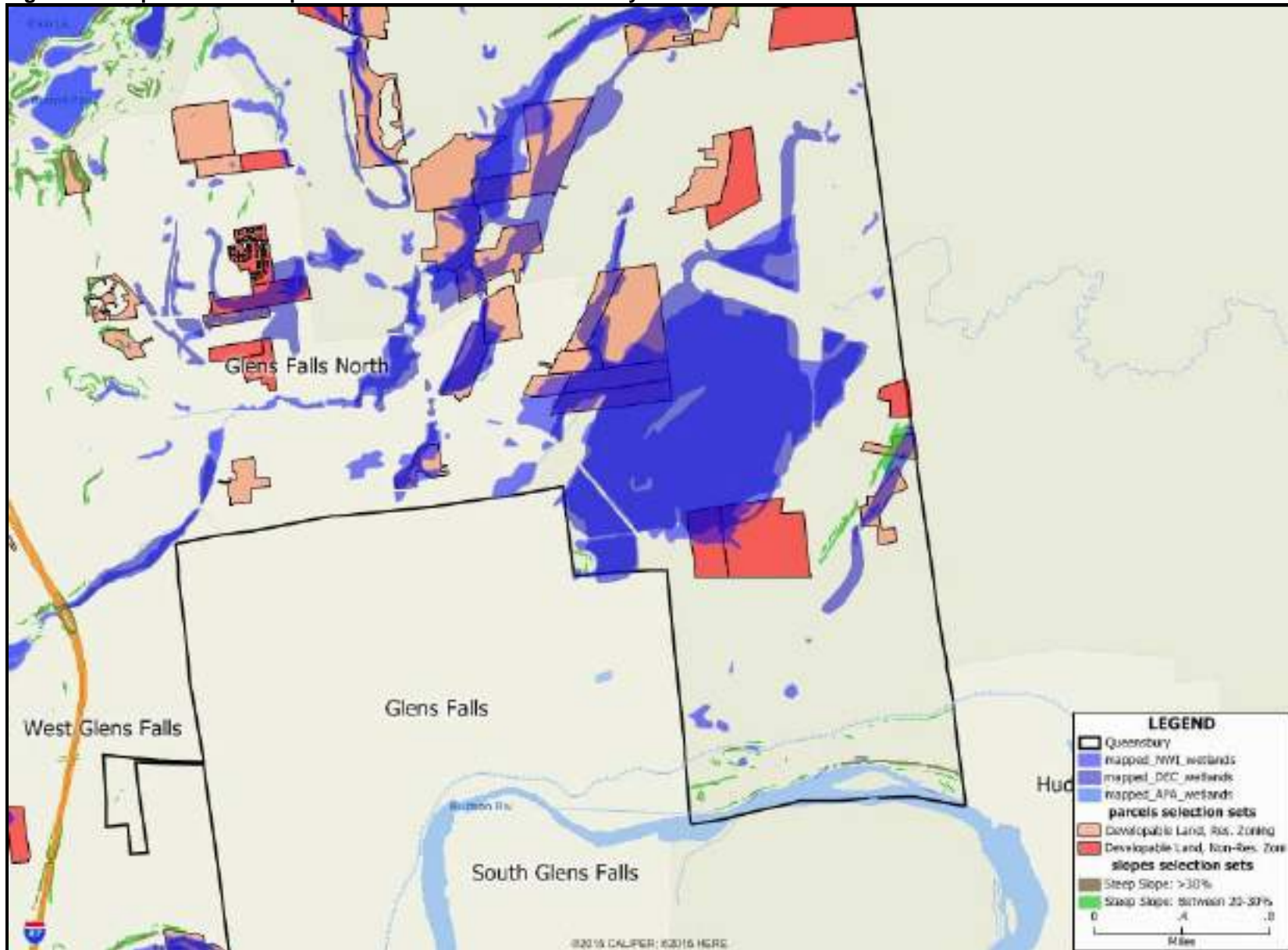




Figure E.5 Map of the Developable Parcels in South Queensbury



# APPENDIX F: ZONING REGULATION MODEL LANGUAGE

## ***Current Density Bonus Language (with addition highlighted yellow)***

Residential density.

### **(1)**

Base residential density. Base residential density (BRD) in a PUD is that density as permitted in the original district or districts in the current Zoning Ordinance. The residential density allowed in a PUD (PUD density) shall not exceed 100% of the original base residential density except as set forth below. The overall residential intensity of the project cannot exceed the amount of available development potential of the individual APA Land Use Intensity Zone if the proposed PUD is located within the Adirondack Park.

### **(2)**

Density bonuses. The Town Board may award a density bonus to increase the number of dwelling units beyond the base residential density. The density bonuses shall not make the total number of dwelling units to exceed a maximum of 120% of the base residential density as described below. Computations shall be rounded to the lowest number. Density bonuses may be awarded the following:

#### **(a)**

For the inclusion of one LEED-certified dwelling unit under the United States Green Building Council's LEED (Leadership in Energy and Environmental Design) program, one dwelling unit may be added as a density bonus. The bonus unit must also be LEED-certified. The level of LEED certification does not matter.

#### **(b)**

For the inclusion of three dwelling units certified as energy-efficient under the federal government's ENERGY STAR program, one dwelling may be added as a density bonus. The bonus unit must also be certified as energy-efficient under the federal government's ENERGY STAR program. This density bonus shall not exceed 10% of the base residential density.

#### **(c)**

For the inclusion of **X** owner units at a price affordable\* to a household whose income is **80%** or below the median owner household income in the Town **X** dwelling units may be added as a density bonus

**(d)**

For the inclusion of X owner units at a price affordable\* to a household whose income is 60% or below the median owner household income in the Town, which will remain affordable at this income level for X years, X dwelling units may be added as a density bonus.

\*Affordable is defined as requiring no more than 30% of household income to be spent on gross housing costs as determined by the XXX.

# COTTAGE HOUSING

## MODEL REGULATIONS<sup>1</sup>

### Section 1: Intent

- A) These regulations authorize Cottage Housing Developments (CHDs) as a permitted use in certain residential zones with certain standards.
- B) Cottage Housing is a type of housing appropriately sized for smaller households. This housing type encourages efficient use of land, affordability and energy conservation. Cottage Housing allows for a higher density development than is normally allowed. This is made possible by smaller home sizes, clustered home sites and parking and design standards.

### Section 2: Definitions

- A) Cluster: A group of four to 12 cottages, arranged around a common open space.
- B) Common open space: An area improved for passive recreational use or gardening. Common open spaces are required to be owned and maintained commonly, through a homeowners' or condominium association or similar mechanism.
- C) Cottage: A single family detached dwelling unit that is part of a cottage housing development.
- D) Cottage Housing Development (CHD): One or two clusters of cottages developed under a single land development plan, or as part of another land development plan.
- E) Footprint: The gross floor area of a cottage's ground-level story.

### Section 3: Districts

- A) CHDs shall be permitted only in medium density single-family residential, and medium density multi-family residential districts.
- B) CHDs shall only be permitted in areas served by public sewer and water.

### Section 4: Density

- A) Cottages may be built at up to twice the underlying zoned density for single family detached housing.
- B) A CHD is composed of clusters of cottages.
  - 1. Minimum units per cluster: 4
  - 2. Maximum units per cluster: 12
  - 3. Maximum clusters per CHD: 2

### Section 5: Community Assets

- A) Common open space
  - 1. Each cluster of cottages shall have common open space to provide a sense of openness and community for residents.
  - 2. At least 400 square feet per cottage of common open space is required for each cluster.
  - 3. Each area of common open space shall be in one contiguous and useable piece.
  - 4. To be considered as part of the minimum open space requirement, an area of common open space must have a minimum dimension of 20 feet on all sides.
  - 5. The common open space shall be at least 3,000 square feet in area, regardless of the number of units in the cluster.

---

<sup>1</sup> Model Regulation Language from Cottage Housing Development by the Lehigh Valley Planning Commission, updated December 2015. <http://www.lvpc.org/pdf/cottageHousingDev.pdf>

6. Required common open space may be divided into no more than two separate areas per cluster.

7. At least two sides of the common open area shall have cottages along its perimeter.

8. Parking areas, yard setbacks, private open space and driveways do not qualify as common open space.

9. Any municipal requirements for contributions to off-site recreation facilities shall be reduced for the CHD by the amount of common open space included in the development.

**B) Community Building**

1. Community buildings are permitted in CHDs.

2. Community buildings shall be clearly incidental in use and size to dwelling units.

3. Building height for community buildings shall be no more than one story.

**Section 6: Ownership**

A) Community buildings, parking areas and common open space shall be owned and maintained commonly by the CHD residents, through a condominium association, a homeowners' association, or a similar mechanism, and shall not be dedicated to the municipality.

**Section 7: Design**

**A) Cottage Size**

1. The gross floor area of each cottage shall not exceed 1,200 square feet.

2. At least 25% of the cottages in each cluster shall have a gross floor area less than 1,000 square feet.

3. Cottage areas that do not count toward the gross floor area or footprint calculations are:

a. Interior spaces with a ceiling height of six feet or less, such as in a second floor area under the slope of the roof;

b. Basements;

c. Architectural projections—such as bay windows, fireplaces or utility closets—no greater than 24 inches in depth and six feet in width;

d. Attached unenclosed porches;

e. Garages or carports;

4. The footprint of each cottage shall not exceed 850 square feet.

**B) Unit Height**

1. The maximum height of cottage housing units shall be 25 feet.

**C) Orientation of Cottages**

1. Each dwelling unit shall be clustered around a common open space. Each unit shall have a primary entry and covered porch oriented to the common open space.

2. Lots in a CHD can abut either a street or an alley.

3. Each unit abutting a public street (not including alleys) shall have a façade, secondary entrance, porch, bay window or other architectural enhancement oriented to the public street.

**D) Cottage Setbacks**

1. The minimum setbacks for all structures (including cottages, parking structures and community buildings) in a CHD are:

a. Ten feet from any public right-of-way.

b. Ten feet from any other structure.

2. Cottages shall be no more than 25 feet from the common open area, measured from the façade of the cottage to the nearest delineation of the common open area.

3. No part of any structure in the CHD (including but not limited to cottages, parking structures and community buildings) shall be more than 150 feet, as measured by the shortest clear path on the ground, from fire department vehicle access.

E) Porches

1. Cottage units shall have covered front porches. The front porch shall be oriented toward the common open space.
2. Covered porches shall have at least 60 square feet in area.

F) Basements

1. Cottages may have basements.

## **Section 8: Parking**

A) Minimum Number of Off-Street Parking Spaces

1. Units up to 700 square feet: 1 space per dwelling unit.
2. Units 701-1000 square feet: 1.5 spaces per dwelling unit, rounded up to the next whole number.
3. Units with more than 1000 square feet: 2 spaces per dwelling.
4. The CHD shall include additional guest parking. A minimum of .5 guest parking spaces per dwelling unit, rounded up to the next whole number, shall be provided for each cottage cluster. Guest parking may be clustered with resident parking, however, the spaces shall include clear signage identifying them as reserved for visitors.
5. The requirement for off-street parking may be waived or reduced by the municipality if sufficient on-street parking is available.

B) Parking Design

1. Parking shall be separated from the common area and public streets by landscaping and/ or architectural screening. Solid board fencing shall not be allowed as an architectural screen.
2. Parking areas shall be accessed only by a private driveway or a public alley.
3. The design of garages and carports—including roof lines—shall be similar to and compatible with that of the dwelling units within the CHD.
4. Parking areas shall be limited to no more than five contiguous spaces.

## **Section 9: Walkways**

1. A CHD shall have sidewalks along all public streets.
2. A system of interior walkways shall connect each cottage to each other and to the parking area, and to the sidewalks abutting any public streets bordering the CHD.
3. Walkways and sidewalks shall be at least four feet in width.

***Current Cottage Housing Language:***

Not a currently allowed use in the town. Language above (with modifications as decided by the appropriate authority) could be added to PUD section (Chapter 179 Article 12 of Town code), General Regulations section (Chapter 179 Article 4), Mobile Home Section (Chapter 113), Supplementary Regulations (Chapter 179 Article 5), or in a different or new section as deemed appropriate by the appropriate authority.

# ACCESSORY UNITS<sup>2</sup>

## ACCESSORY DWELLING UNIT MODEL ORDINANCE

## EXPLANATION

### I. Authority

This section is enacted in accordance with the provisions of RSA 674:71 – 73 and RSA 674:21.

*RSA 674:71-7341 is the new statutory reference for accessory dwelling units (ADU) and RSA 674:21 Innovative Land Use Controls is the statutory reference for administering conditional use permits.*

### II. Purpose

The purposes of the accessory dwelling unit ordinance are to:

*These purposes are based on the purposes from the State law. The municipality may add additional purposes as desired.*

- (a) Increase the supply of affordable housing without the need for more infrastructure or further land development.
- (b) Provide flexible housing options for residents and their families.
- (c) Integrate affordable housing into the community with minimal negative impact.
- (d) Provide elderly citizens with the opportunity to retain their homes and age in place.

*An ADU may be deemed a unit of workforce housing for purposes of satisfying the municipality's obligation under RSA 674:59 if the unit meets the criteria in RSA 674:58, IV for rental units.*

### III. Definition

An "accessory dwelling unit" means a residential living unit that is within or attached to a single-family dwelling [OPTIONAL: or is located in a detached structure] and that provides independent living facilities for one or more persons, including provisions for sleeping, eating, cooking, and sanitation on the same parcel of land as the principal dwelling unit it accompanies.

*This is the State definition for an ADU. Because the State law allows the use of detached structures for an accessory dwelling unit, the ordinance definition should be expanded to state such, if a municipality wishes to allow accessory dwelling units in or as detached structures.*

---

<sup>2</sup> Model Language for Accessory Dwelling Units from the Town of Wolfeboro, New Hampshire.  
<https://ecode360.com/10187309>



#### **IV. Conditional Use Permit Required**

Pursuant to RSA 674:21 the Planning Board is hereby authorized to grant a Conditional Use Permit to allow for accessory dwelling units in accordance with the restrictions and requirements of this section.

*Accessory Dwelling units can be permitted by right, as: 1) a Conditional Use Permit by the Planning Board (appeal to Superior Court); 2) a Special Exception by the Zoning Board of Adjustment (appeal to the ZBA); or 3) a building permit approved and issued by the Building Inspector. This model recommends approval as a Conditional Use Permit by the Planning Board. If a municipality uses the Conditional Use Permit or Special Exception process items in section IV, (a)-(g) are recommended as criteria for approval of an ADU application.*

*Current Density Bonus Language (with addition highlighted yellow)*

#### **§ 179-5-020 Accessory structures.**

##### **A.**

Accessory structures (up to two totaling no more than 500 square feet) shall be a permitted use in all residential zoning districts on parcels of three acres or less. Accessory structures over 120 square feet outside the Adirondack Park must comply with the setback requirements applicable to the principal building; within the Adirondack Park, principal building setbacks shall apply to accessory structures over 100 square feet. For residential parcels larger than three acres, up to three accessory structures totaling up to 750 square feet shall be allowed. Accessory structures in nonresidential zones that exceed an area of 120 square feet shall be subject to site plan review in the zoning districts shown in the Schedule of Permitted Uses (see Table 1).<sup>11</sup>

##### **(1)**

Accessory Structures are permitted to be used as “Accessory Dwelling Units” which is defined as a residential living unit that is within or attached to a single-family dwelling [OPTIONAL: or is located in a detached structure} and that provides independent living facilities for one or more persons, including provisions for sleeping, eating, cooking, and sanitation on the same parcel of land as the principal dwelling unit it accompanies.

**B.**

Minimum yard regulations.

**(1)**

Accessory structures, which are not attached to a principal structure, may be erected in accordance with the following restrictions:

**(a)**

Accessory structures of less than 120 square feet may be erected at a minimum of five feet from side and rear lot lines or buffer zones where required, provided that they may not be located closer to the street or shoreline than the required setback line of the principal structure; and

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

**(b)**

Accessory structures greater than 120 square feet require a building permit and must comply with the setback requirements applicable to the principal structure.

**(2)**

When an accessory structure is attached to the principal building, it shall comply in all respects with the requirements of this chapter applicable to the principal buildings.

**(3)**

No accessory structure may be erected without a principal structure and/or use.

**C.**

Private swimming pools. Private swimming pools, permanent and/or portable, which shall be accessory to a principal, noncommercial dwelling use, shall be regulated as follows, except that these regulations shall not apply to portable swimming pools which shall be not more than three feet in height nor more than 15 feet in length or diameter.

**(1)**

Pools may be erected only on the same lot as the principal structure.

**(2)**

Pools may be erected only in the rear yard of such structure and shall be of a distance not less than 20 feet from the rear lot lines or buffer zone, where appropriate, nor less than 10 feet from the side lot line or buffer zone, where appropriate.

**(3)**

(Reserved)

**(4)**

All private swimming pools shall be enclosed by a permanent fence of durable material at least four feet in height.

**(5)**

In the case where a lot fronts on two or more public rights-of-way, a private swimming pool shall be erected only on that portion of said lot that is directly adjacent to that side of the principal building which is directly opposite the architectural main entrance of said building and the neighboring side lot line. In no case shall the pool be any nearer to the lot lines abutting any public right-of-way than the required front setback for the principal building of the zoning district in which it is located. Furthermore, the pool shall be screened from the view of the public right-of-way and the neighboring property by means of landscaping. (See the definition of "landscaping" in Article 2 and the landscaping design standards set forth in Article 8 of this chapter.)

**D.**

Garages. Only one garage is permitted per dwelling. On lots less than five acres, garages may not exceed 1,100 square feet. On lots larger than or equal to five acres, garages may be up to 2,200 square feet. In no case shall the garage size exceed the size of the principal structure on the lot.

# QUEENSBURY SOUTH

## BROWNFIELD OPPORTUNITY AREA

## PRE-NOMINATION STUDY



**Prepared for:**

Town of Queensbury  
742 Bay Road  
Queensbury, NY 12804

**Prepared by:**

Chazen Engineering, Land Surveying &  
Landscape Architects Co., P.C.



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the Town of Queensbury and the  
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## ACKNOWLEDGEMENTS

The Queensbury South Brownfield Opportunity Area Pre-Nomination Study was prepared by an advisory committee that worked cooperatively to develop an understanding of local context, housing conditions and needs, land use patterns, the transportation network, and infill and redevelopment opportunities in order to begin the planning and vision process. The Advisory Committee would like to thank the many citizens of Queensbury for contributing their ideas to the creation of this plan.

### Advisory Committee

Chris Hunsinger  
Ronald Montesi  
Joe Strauss  
John Strough  
John Wheatley

### Queensbury Planning Department

Stuart Baker, Senior Planner  
George Hilton, GIS Administrator

### Consultant Team

The Chazen Companies  
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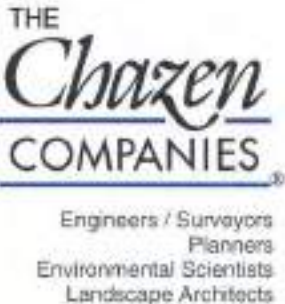


Engineers / Surveyors  
Planners  
Environmental Scientists  
Landscape Architects

# Table of Contents

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- 1. Introduction.....1**
  - The Brownfield Opportunity Area Program..... 1
  - Project Sponsor ..... 2
  - Queensbury South Brownfield Opportunity Area ..... 2
- 2. Project Description.....4**
  - Community Involvement in the BOA..... 4
  - Redevelopment Vision ..... 6
- 3. Preliminary Inventory and Analysis.....8**
  - Community Overview ..... 8
  - Existing Zoning Districts, Land Use Characteristics, and Planning Initiatives ..... 14
  - Study Area Business Survey ..... 21
  - Prior Planning Initiatives ..... 22
  - Transportation and Infrastructure ..... 25
  - Natural Resources..... 27
  - Open Space and Recreation..... 32
  - Land Ownership ..... 32
  - Recent Redevelopment Projects..... 33
  - Vacant, Underutilized, and Identified Environmental Record Sites ..... 34
- 4. Preliminary BOA Recommendations .....42**
  - Summary Analysis and Key Opportunities for Revitalization ..... 42



## List of Figures

Figure 1	Community Context Map
Figure 2	Study Area Context Map
Figure 3	Brownfield Opportunity Area Map
Figure 4	Zoning Districts Map
Figure 5	Existing Land Use Classifications Map
Figure 6	Transportation Map
Figure 7	Infrastructure Map
Figure 8	Natural Resources Map
Figure 9	Open Space and Recreational Facilities Map
Figure 10	Land Ownership Patterns Map
Figure 11	Vacant and Underutilized Sites
Figure 12	Concept Plan
Figure 13	Concept Plan

## Appendices

Appendix A	QSBOA Figures
Appendix B	Focus Group Meeting and Public Workshop Summary Notes
Appendix C	Queensbury Economic and Market Analysis
Appendix D	Descriptive Profiles of Brownfield and Underutilized Properties
Appendix E	Review of Environmental Regulatory Databases
Appendix F	Hudson-Ciba Waterfront Revitalization Plan



Engineers / Surveyors  
Planners  
Environmental Scientists  
Landscape Architects



# 1. Introduction

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## The Brownfield Opportunity Area Program

New York State Department of State (NYS DOS) administers the Brownfield Opportunity Area (BOA) program in cooperation with the New York State Department of Environmental Conservation (NYSDEC). The BOA program was developed to help address the increasing concern over the impact of brownfields on communities that are trying to identify opportunities for reinvestment and economic development. The BOA program provides municipalities with the planning and decision making tools necessary to develop and implement revitalization strategies for areas impacted by the presence of suspected brownfield sites. The program is structured to be community driven through the participation of local residents, business owners, officials, and not-for-profit organizations. The process results in a revitalization strategy that is formed around a collective vision and identified goals. The complete BOA program is a three step process that includes a pre-nomination study, a nomination study, and an implementation strategy.

- Pre-Nomination Study – The first step in the BOA program is to get a better understanding of the opportunities and constraints related to brownfields and revitalization efforts within a Study Area. An analysis of existing conditions and as well as preliminary opportunities and constraints are used to begin the visioning and planning process.
- Nomination Study – The second step in the BOA program takes a more thorough look at the implications of existing conditions on revitalization and the vision established in the Pre-Nomination Study. An analysis of economic and market trends is completed and specific sites are identified as having opportunity for future development based on environmental, community, and economic factors. Based on these findings, specific recommendations for revitalization are identified and implementation strategies are drafted.



- **Implementation Strategy** – Based on the previous BOA steps, the Implementation Phase identifies select projects to be undertaken to achieve the vision and goals that were set forward in the Pre-Nomination Study. Individual Nomination (Phase II) site assessments can be undertaken for suspected brownfields in order to better understand existing needs and remediation strategies. Detailed reuse and redevelopment strategies for specific sites are commonly developed in this step of the program.

**Project Sponsor**

The Town of Queensbury is the municipality sponsoring the Queensbury South Brownfield Opportunity Area Pre-Nomination Study. The project is funded, administered, and overseen by the NYS DOS, with technical support provided by the NYS DEC. This Pre-Nomination Study focuses on developing a revitalization vision for Queensbury South and is principally focused on data gathering/analysis and engaging the community in a visioning process for the broader Study Area.

Concurrently with the preparation of this Pre-Nomination Study, the Town of Queensbury is using NYS DOS Local Waterfront Revitalization Program funds to prepare the Hudson-Ciba Waterfront Revitalization Plan for the reuse of the Ciba-Geigy property. This former industrial site is a Class II Inactive Hazardous Waste site located in the heart of the Queensbury South BOA along the Hudson River. The Hudson-Ciba Waterfront Revitalization Plan will focus on specific redevelopment opportunities that will leverage the site’s location and local infrastructure assets. This work will be informed by an understanding of local context, housing conditions and needs, land use patterns, the transportation network, and infill and redevelopment opportunities as identified in the Pre-Nomination Study. These efforts combined will produce the Queensbury South Vision Plan which will include concept plans and recommendations for the Study Area and for the redevelopment of the Ciba-Geigy site.

**Queensbury South Brownfield Opportunity Area**

*Regional Context*

The Town of Queensbury is located in south eastern Warren County, northern most portions of the Town are located within the Adirondack Park (see Figure 1 and Figure 2). The Town is approximately 72 square miles in size (65 square miles when excluding waterbodies) and serves as the southeastern shoreline to Lake George. The Town surrounds the City of Glens Falls and is split by NYS Interstate -87 which provides a direct route from New York City, through the City of Albany, the City of Plattsburgh, and across the Canadian border to the City of Montreal.

The Queensbury South Brownfield Opportunity Area (QSBOA) Study Area comprises nearly 360 parcels on just under 540



Delaware and Hudson Railroad through Ciba-Geigy Site

acres of land within the Town of Queensbury. The Study Area borders the City of Glens Falls to the west, the Hudson River and Town of Moreau to the south, and the Town of Kingsbury and Village of Hudson Falls to the east (see Figure 3). The Study Area boasts 7,400 linear feet of shoreline along the Hudson River waterfront separating the Towns of Queensbury and Moreau. The Study Area is situated within the southeastern corner of Warren County and is approximately 10 miles to the Village of Lake George, 20 miles to the City of Saratoga Springs, and 55 miles to the City of Albany.



Lower Warren Street along Feeder Canal (looking east)

State Routes 32 and 254 cross within the Study Area; connecting to well-travelled north-south corridors: US Routes 9 and 4. NYS Interstate 87 is located approximately 3.5 miles west of the Study Area and serves as the primary travel corridor connecting the Capital Region to the Adirondack State Park.

**Northern Boundary** - The northern boundary of the Study Area follows Dix Avenue west towards Quaker Road where it turns north approximately 1,500 feet and moves eastward towards the Town of Queensbury border with the Town of Kingsbury. The boundary covers a distance of approximately 1.25 miles.

**Southern Boundary** - The Study Area's southern boundary is formed by the Hudson River waterfront which is also the Town's southern boundary with the Town of Moreau. This boundary is approximately 1.4 miles in length and is located within the Hudson River.

**Western Boundary** - The western boundary follows the Town of Queensbury western border with the City of Glens Falls from the Hudson River waterfront to Dix Avenue. The Study Area borders the Lehigh Cement Company property, crosses the Glens Falls Feeder Canal and Trail and the Delaware and Hudson Railroad Company tracks. The boundary is approximately 0.9 miles in length.

**Eastern Boundary** - The Study Area's eastern boundary is formed by the Town of Queensbury's eastern border with the Town of Kingsbury and the Village of Hudson Falls along Lower Warren Street and Quarry Crossing Street. The boundary is approximately 1 mile in length.

#### *CIBA Geigy Site within BOA*

The Ciba Geigy Site, located between Lower Warren Street and the Hudson River, is the known brownfield within the Study Area and has tremendous redevelopment opportunities. The Ciba Geigy property, once a highly contaminated site, was a joint Federal Resource Conservation and Recovery Act (RCRA) and State Superfund site which has been largely remediated. The 45 acre Main Plant site is located east of the City of Glens Falls in a mixed industrial/commercial area on the northern bank of the Hudson River.



## 2. Project Description

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### Community Involvement in the BOA

#### *Advisory Committee*

With funding from the NYSDOS, the Town of Queensbury is leading the preparation of the Pre-Nomination Study for the Queensbury South Brownfield Opportunity Area. It has formed an advisory committee that is comprised of residents, business owners, and local officials, and has tasked the Committee with the responsibility of developing a revitalization vision for the Queensbury South neighborhood. Throughout the planning process, the Committee sought input from the entire community as they gathered information, explored issues and opportunities, and developed recommendations. As part of the planning process, the Committee hosted two (2) public workshops and two (2) focus group meetings.

In addition to these meetings, the Project Advisory Committee (PAC) attended a number of committee meetings with project team consultants to discuss various project components, review the inventory of existing conditions, logistics of public workshop and focus group meetings. The PAC conducted a site visit to the Study Area and Ciba-Geigy site visit, reviewed draft concept plans, a market analysis, site profiles, and Ciba-Geigy site alternatives.

Advisory Committee representatives include:

- Ron Montessi, Town of Queensbury (TOQ) Supervisor
- John Strough TIOQ Ward 3 Representative
- Chris Hunsinger TOQ PB Chairman
- John Wheatley, ED Warren County
- Joe Strauss HJE Company, Inc.
- Stuart Baker, TOQ Senior Planner

### *Focus Group Meetings*

The Project Advisory Committee hosted two successful focus group meetings on April 11<sup>th</sup>, 2013. The first meeting was held at Navilyst Medical (now Angio Dynamics) and included representatives from the economic development community. Participants included Town of Queensbury Wastewater Department, City of Glens Falls Engineer, representative from CP Rail, Angio Dynamics (medical device manufacturer), Lehigh Cement, EDC Warren County, Town Board members, and Queensbury Planning Department.

The second meeting was held at the Town’s municipal center and it included representatives from the recreation and open space community. Participants included Moreau State Park representatives, Warren County Safe and Quality Bicycling Organization, AGFTC, Feeder Canal Alliance, Supervisor of Queensbury, and Queensbury Planning Department.

Participants at both meetings discussed a variety of issues and opportunities including waterfront access, pedestrian and bicycling safety, jobs, business improvements, infrastructure, and community enhancements. Following the Committee’s first public workshop, the purpose of these meetings was to obtain additional input regarding economic development and quality of life needs from local and regional stakeholders. This information, along with input from the public workshop, was reviewed by the Committee and used to prepare draft ideas and concepts for improving the neighborhood and the former Ciba Geigy site. A summary of Focus Group Meeting notes is provided in Appendix B.

### *Public Workshops*

Public input on the plan was received through two (2) public workshops. The first public workshop (the Public Visioning Workshop) was held on March 20<sup>th</sup>, 2013 at the South Queensbury Fire Department. A summary of public workshop notes is included in Appendix B. In addition to providing some project background information, the presentation highlighted Queensbury South’s existing conditions, neighborhood characteristics as well as some revitalization ideas and opportunities. Maps, photographs, 3D renderings and illustrative drawings were used to help attendees gain a better understanding of the Study Area.



**Public Visioning Workshop**

The final BOA public workshop (Public Presentation of Draft Final) was held by the Town of Queensbury to present the final Pre-Nomination Study for the Queensbury South Brownfield Opportunity Area.

## *Social Media & Web Outreach*

Information related to the planning process was posted on the Queensbury South Vision plan website ([www.queensburysouth.com](http://www.queensburysouth.com)). The website was a useful tool to share content with the public (i.e., meeting summaries, maps, concepts and plans, pictures, links, etc.), provide announcements for public workshops, obtain public input, conduct online surveys, and provide interactive mapping that incorporates Geographic Information Systems (GIS) related information. The website also allowed for integration with the Town website and social media outlets (i.e., Facebook, Twitter, etc.).

## **Redevelopment Vision**

Located at the convergence of local and regional transportation corridors, the Queensbury South Brownfield Opportunity Area (Study Area) is characterized by its location along the Hudson River waterfront and three distinct land use nodes. The portion of the Study Area south of Lower Warren Street located along the Hudson River is defined by its industrial waterfront legacy, which includes such land uses as Lehigh Cement and the former Ciba Geigy industrial site. The area north of Lower Warren Street and south of Dix Avenue is characterized by a well-defined residential neighborhood and mix of small scale commercial uses along Lower Dix Avenue. The balance of the Study Area, located along Quaker Road and Dix Avenue, is defined by a mix of commercial, retail, professional, and automotive related uses. The Feeder Canal, the Feeder Canal Heritage Trail, and the Hudson River all link the past with the present, providing recreation and cultural assets and opportunities.

The Town has long recognized Queensbury's South's unrealized potential. Each portion of the Study Area plays an important part in defining Queensbury South's community character, and each represents an opportunity for growth and revitalization. The Town has historically worked to enhance Queensbury South's housing conditions and ownership opportunities, looked to support existing business and attract new ones, and identified opportunities to improve pedestrian safety and connectivity along the area's roadways. These efforts are

documented in past local and regional planning initiatives, including the Queensbury Comprehensive Plan, the Open Space Vision for the Town of Queensbury, Town of Queensbury Affordable Housing Strategy, the Dix Avenue Corridor Management Plan, and the Hudson River and Champlain Feeder Canal Regional Waterfront Plan. Like many communities, the Town's implementation efforts have come up short. The Queensbury South Vision Plan represents the Town's commitment to a more focused and

### **VISION STATEMENT**

Queensbury South – a neighborhood and community connected by complete streets, recreational opportunities and the waterfront. Quality infill development creating opportunity for commerce and employment where the Hudson River waterfront is thriving once again.

comprehensive effort to preserve and enhance Queensbury South’s residential, recreational, cultural, and economic resources.

The Queensbury South Brownfield Opportunity Area planning initiative included extensive input from a variety of individuals and interest through the conduct of public workshops, stakeholder interviews, focus group meetings, businesses surveys, a market analysis, and multimedia outreach. Through this process the Queensbury South Vision has been revealed.

The shared vision for the Queensbury South includes a strong and vibrant residential neighborhood that has safe and strong pedestrian connections to local businesses and recreational amenities. This vision includes continuation of the Town’s affordable housing strategies, promotion of new homeownership opportunities, and new recreational facilities. It also includes new, appropriately located, mixed used and infill development opportunities (including new retail shops and restaurants), particularly along Dix Avenue and vacant sites along Quaker Avenue and Lower Warren Street.

The vision for Queensbury South’s highway commercial areas includes improved site design, appropriately scaled infill development, and multimodal opportunities that focus on safety and connectivity. Finally, for the industrial portion of Queensbury South, the vision includes streetscape and multimodal enhancements along Lower Warren/River Street, improved access to an enhanced Feeder Canal Heritage Trail, strong connections to Hudson River waterfront, expanded recreation opportunities (including fishing, canoeing, kayaking, etc.), and redevelopment of the Ciba-Geigy site and Warren County Department of Public Works (DPW) site to include new job opportunities and open space resources.

Ultimately, the intent of this effort is to create a neighborhood that improves the quality of life for existing and future residents and improves the economic climate of the community.



## 3. Inventory and Analysis

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### Community Overview

Information for the inventory and analysis of the Study Area was gathered from published sources, including the 2010 US Census, American Community Survey, recently completed planning documents, and from general Study Area observations.

At the local level, US Census data is organized by towns, which are made up of census tracts, which are made up of census block groups, which are made up of census blocks. Census blocks are the smallest geographic unit used by the US Census Bureau. Census Tract 706.01 covers the geographic area from the Hudson River north to County Route 149 within the Town of Queensbury and is comprised of two Block Groups. The Study Area is contained within Block Group 1 which includes a total of 82 Census Blocks and covers a geographic area much larger than the Study Area.

In order to collect information specific to the Study Area, Census Block level data was collected as the boundaries used by the Census do not align with those of the Study Area. Twenty-seven Census Blocks within Block Group 1 comprise the area south of Quaker Road and Dix Avenue within the Study Area. While these 27 Census Blocks are not fully representative of the Study Area, including additional Census Blocks would have included larger geographic areas outside of the Study Area. Therefore, properties located within the Study Area north of Dix Avenue and east of Quaker Avenue are not included in the Census data listed in this report. Information collected at this level often lacks specificity due to the small geographic area it represents. As a result, some information is not available at Census Block level.

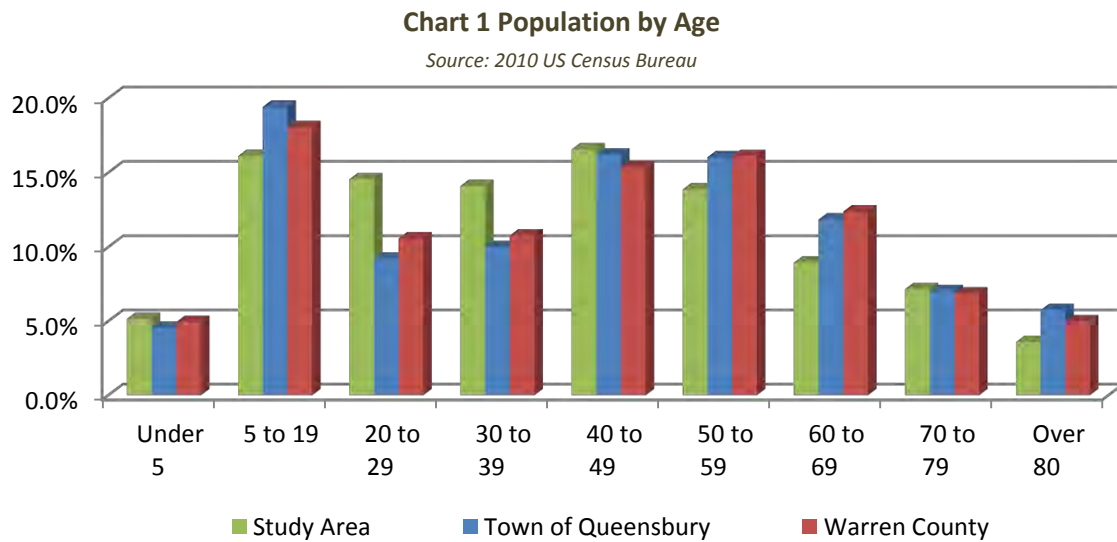
In addition to presenting Study Area characteristics, similar and more detailed information is provided for the entire Town of Queensbury, and when additional comparison is beneficial, Warren County.

### Demographic Characteristics

According to 2010 US Census data the Study Area population is 447 residents. Based on anecdotal information this population has remained relatively consistent over recent decades as little residential construction has occurred within Queensbury South.

In comparison, the Town of Queensbury population according to the 2010 US Census, is 27,901 residents. The Town’s population continues to grow; from 2000 to 2010 the population within the town rose by 10 percent. From 1980 to 2010 the Town’s population rose by a total of 47 percent, nearly half of which occurred from 1980 to 1990. The Town of Queensbury has seen significant rates of growth exceeding local, regional, and statewide levels. Much of this population growth within the Town is due to the suburbanization of areas surrounding the City of Glens Falls. Population change can have significant impacts on the tax base, job and business development, housing, public education, and availability of recreational resources.

The chart below illustrates the Study Area, Town of Queensbury, and Warren County population as a percent of the overall population within an age cohort. Understanding the age breakdown of residents can be an important component as different residents require access to different municipal and commercial services.



The age distribution within the Study Area is not completely representative of the Town or County. This is most pronounced in the 20 to 29 and 30 to 39 age cohorts where the Study Area has a higher percentage than the balance of the Town. Also significant in this comparison is the decreased percentage of residents over the age of 50. These percentages do not appear to have a direct correlation to the number of children within the Study Area as these age cohorts have a comparatively smaller population when looking at the Town of Queensbury and Warren County. In terms of required



municipal and commercial services, the demographic of Study Area residents between the ages of 20 and 39 may require more day care options, recreational summer programs, and increased capacity at schools. An area with increased percentages of senior citizens may realize increased demand for public transportation, medical services, and assisted living facilities.

Both the Town and County illustrate similar trends with 56 and 57 percent of residents over the age of 40 respectively. It also should be noted that residents ages 5 to 19 represent nearly 20 percent of the overall population of the Town of Queensbury.

Since 2000, the Town of Queensbury has seen decline in its population ages 5-39, and an increase in population ages 50 and over. The percentage of residents ages 50 to 59 increased from 5.6 in 2000 to upwards of 15 percent in 2010.

### *Housing Characteristics*

Within the Study Area there are 207 total housing units according to the 2010 US Census Bureau. Of this total, 191 are identified as occupied (92%) and 16 vacant (8%). Generally, vacancy rates below five percent indicate a strong housing market. Compared to the Town and County, the Study Area has the smallest percentage of vacant housing units. The Town of Queensbury has a total of 13,283 housing units, of which 10 percent are vacant, and the remaining 90 percent are occupied (see Table 1). In Warren County there are 38,768 total housing units. Twenty-seven percent of these units are vacant, and 73 percent are occupied. The high vacancy rate within Warren County is likely due to the presence of seasonal homes which can be classified as vacant housing units. Vacant housing units can negatively impact property values, attract crime and vandalism, and raise property maintenance issues. As such, the presence of vacant housing units can produce increased costs on municipalities resulting from property maintenance, demolition costs, and the provision of emergency services.

Despite lower vacancy rates within the Study Area, these properties can become assets for future redevelopment whether through redevelopment or rehabilitation. Opportunities also exist to create pocket parks and community gardens on vacant lots or in spaces where dilapidated homes are demolished. These properties can also be offered to adjoining landowners to purchase the property to expand the size of their lot.

The ratio of owner occupied units to renter occupied units within the Study Area is slightly more than 2 to 1. In the Town, the ratio is just under 3 to 1 compared to a ratio closer to 2.5 to 1 within the County. Comparatively, the Study Area has the greatest percentage of renter occupied housing units, and therefore the closest ratio. The Town of Queensbury Affordable Housing Study (2003) indicates that much of the current stock of affordable housing is located within the Queensbury South and West Glens Falls neighborhoods. Housing in this area largely supports the needs of low and moderate income residents.

**Table 1 Housing Occupancy Characteristics, 2009-2011**

	Total Housing Units	Vacant Units		Owner Occupied Units		Renter Occupied Units	
		Vacant Units	Percent of Total Units	Owner Occupied Units	Percent of Total Units	Renter Occupied Units	Percent of Total Units
Study Area	207	16	8%	130	63%	61	29%
Town of Queensbury	13,283	1,319	10%	8,913	67%	3,051	23%
Warren County	38,768	10,276	27%	20,186	52%	8,306	21%

Source: 2009-2011 American Community Survey

According to the 2009-2011 American Community Survey, the median value for owner occupied housing units within the Town was \$213,500 with more than 34 percent of all units having a value from \$200,000 to \$299,000. Comparisons with Warren County found the median value within the Town to be 11 percent higher. The data also indicates a higher percentage of owner occupied units (75 percent) within the Town compared to those within the County (71%). The median selected monthly owner costs for housing units with a mortgage are \$1,632 within the Town and \$1,480 in the County. As a percentage of household income, the greatest percentage of residents within the Town and County pay less than 20 percent of their household income on housing costs.

According to the Town of Queensbury Affordable Housing Strategy (2003), more than half of all rental households in the Town with incomes less than \$35,000 pay more than 30 percent of their income on housing. Slightly over half of all owner occupied households in the Town with incomes less than \$35,000 spend more than 30 percent of their income on housing.

	Town of Queensbury		Warren County	
	# of Units	% of Units	# of Units	% of Units
Less than 20.0 percent	2,305	38.20%	4,873	37.70%
20.0 to 24.9 percent	1,148	19.00%	2,189	17.00%
25.0 to 29.9 percent	579	9.60%	1,306	10.10%
30.0 to 34.9 percent	427	7.10%	998	7.70%
35.0 percent or more	1,574	26.10%	3,548	27.50%
<b>Total Housing Units with a Mortgage</b>	<b>6,033</b>	<b>100%</b>	<b>12,914</b>	<b>100%</b>

Source: 2009-2011 American Community Survey

### *Economic Characteristics*

In an effort to identify the greater economic characteristics of the Study Area (and to identify potential development scenarios for the Ciba-Geigy site), an Economic and Market Analysis was prepared to identify current economic conditions within the Town and County (see Appendix C). Census Block level data reporting employment and income is unavailable from the US Census Bureau and the American Community Survey.

The Market Analysis found that within Warren County the industries that showed the most growth from 2002 to 2007 included: Accommodations and Food Services; Health Care and Social Assistance; and Professional, Scientific and Technical Services. It also found that Manufacturing was the weakest performing sector during the period. The number of establishments decreased from 92 to 74 and sector employment decreased by 4.7 percent from 4,450 employees in 2002 to 4,240 employees in 2007.

The Market Analysis also examined 2010 migration data for Warren County. The data is a useful tool in targeting populations for proposed new housing and commercial developments. Total inflows to Warren County for the period of 2009-2010 were 1,720 and total outflows were 1,728 or a net outmigration of 8 households. A little over half of the migration inflows came from the immediate neighboring counties of Saratoga (28.4%) and Washington (23.4%) while nearly 55% of the outflows migrated to these same two counties - 27.4% to Saratoga and 27.3% to Washington. Warren County experienced a net loss of 54 households to Saratoga and Washington counties during the period. Warren County enjoyed a net migration gain of 77 households from the other counties in New York State.

While the County experienced a small inflow of households, higher levels of renter occupied units within the Study Area may indicate higher levels of migration. Rental units tend to have a higher turnover rate and shorter periods of occupation in between tenants. The presence of housing that meets the needs of low and moderate income residents may also suggest increased residential mobility.

The 2009-2011 American Community Survey indicates that 64 percent of the population 16 years and over was gainfully employed within the Town, compared to 62 percent within the County. The number of residents unemployed is also somewhat comparable between the Town (3.5 percent) and the County (4.4 percent). However, the U.S. Bureau of Labor Statistics indicates current annual unemployment rates at a 10 year high of 8.6 percent. In 2003 the unemployment rate was 5.1 percent within the County. The greatest shift in unemployment occurred between 2008 (5.6 percent) and 2009 (8.0). The recession began in 2007 and has had significant impacts on the availability of employment, wages, cost of goods and fuel, and the cost of living.

Within the Town, 28 percent of employed residents are primarily working in Education, Health, and Social Assistance fields according to this data. The next two largest sources of employment for residents within the Town are Retail Trade (12 percent) and Arts, Entertainment, Recreation, and Accommodation and Food Services (12 percent). These trends of employment are consistent with those in Warren County overall. Notable differences in the industry breakdown of employment between the Town and County include: greater percentages of Town residents employed in Manufacturing, Information, and Public Administration, and lesser percentages of Town residents employed in Construction, Professional, Scientific, and Management, and Administrative and Waste Management Services, and Other Services (Except Public Administration)

According to the 2009-2011 American Community Survey median household income within the Town of Queensbury is \$61,976; 12 percent higher overall than the median household income for Warren County (see Table 3). In comparison, per capita income is \$32,888 within the Town and \$29,418 within the County. Poverty rates within the Town (6.7 percent) are lower than those within Warren County (8.2 percent), and the state (11.5 percent) overall.

According to the Town of Queensbury Affordable Housing Study (2003), the Queensbury South neighborhood has a significantly lower median household income than the rest of the Town. Data from the U.S. Department of Housing and Urban Development indicates that more than 51 percent of all households in this area had income below 80 percent of the median.

Household Income	Town of Queensbury		Warren County	
	Households	Percent	Households	Percent
Less than \$10,000	672	6%	1,440	5%
\$10,000 to \$14,999	442	4%	1,521	5%
\$15,000 to \$24,999	940	8%	3,031	11%
\$25,000 to \$34,999	1,421	12%	3,499	12%
\$35,000 to \$49,999	1,396	12%	3,560	12%
\$50,000 to \$74,999	2,076	17%	5,594	20%

\$75,000 to \$99,999	1,976	17%	4,175	15%
\$100,000 to \$149,999	1,926	16%	3,771	13%
\$150,000 to \$199,999	691	6%	1,037	4%
\$200,000 or more	424	4%	864	3%
<b>Median Household Income (dollars)</b>	\$61,976	--	\$55,281	--

Source: 2009-2011 American Community Survey

The area is rich with economic resources and business development opportunities. According to the Town of Queensbury Comprehensive Plan, some of the largest employers within region include Glens Falls Hospital, C.R. Bard Inc., Finch Pruyn, Boston Scientific, The Sagamore, Hudson Headwaters Health Network, Glens Falls National Bank and Trust, and Tribune Media Services. However, there is a lack of economic growth within the Study Area in the form of job creation and land development. The Study Area has well-defined highway commercial areas and industrial properties that present significant redevelopment opportunities that could revitalize the Queensbury South neighborhood, provide jobs for local residents, increase the tax base, and support significant upgrades to existing infrastructure.

### **Existing Zoning Districts, Land Use Characteristics, and Planning Initiatives**

#### *Existing Zoning Districts*

The Town of Queensbury Zoning Law, adopted in 2009, divides the Study Area into five zoning districts (see Figure 4). Zoning Districts within the Study Area are comprised of one residential district, three commercial districts, and one industrial district. They include:

- Commercial Intensive (CI) – The CI District is 72 acres in size, and represents seven percent of the overall Study Area. The district is primarily located north of the intersection of Quaker Road and Highland Avenue. The district comprises that area of Queensbury that already has intense commercial development but yet provides for continuing infill development of this type, while encouraging the overall improvement and appearance of these areas.
  - Site Plan Review Uses: auto body/repair shop, automobile service, automotive sales and service, bank, business service, car wash, commercial boat sales/service/storage, convenience store, convention center, day care center, drive-in theater, fast food establishment, food service, funeral home, gallery, golf course, health-related facility, live theater, mobile home sales, motel, movie theater, municipal center, nursery, office (large), office (small), parking lot, personal service, place of worship, playground, produce stand, public or semipublic building, retail, school, shopping mall/plaza, tv or radio station, veterinary clinic.
  - Special Use Permit: amusement center, golf driving range, nightclub, parking structure.

- Commercial Light Industrial (CLI) - The CLI District is primarily concentrated between Dix Avenue and Lower Warren Street, west of Highland Avenue. Additionally, the CLI district is located along stretches of Lower Warren Street, Boulevard (County Route 79) and Dix Avenue along the eastern end of the Study Area. The CLI District is 135 acres in size and is the second largest zoning district within the Study Area. The district provides for mixed commercial and light industrial uses in order to maximize utilization of this area of the Town that will enhance the Town's tax base and provide quality jobs, particularly those areas that are in transition between older industrial uses and newer commercial warehousing and retail uses.
  - Permitted Use: mobile home.
  - Site Plan Review Uses: agricultural service use, automobile service, building supply/lumberyard, bus storage facility, business service, construction company, distribution center, food service, funeral home, health related facility, heavy equipment storage/sales/services, light manufacturing, limousine service, logging company, office (large), office (small), parking structure, public or semipublic building, repossession business, research and development facility, retail, school, self-storage facility, telecommunications tower, truck depot, tv or radio station, veterinary clinic, warehouse, wholesale business.
- Special Use Permit: recycling center, sawmill, chipping and pallet mill. Commercial Moderate (CM) - The CM District is 68 acres in size and is a single parcel located between Boulevard (County Route 79) and Lower Warren Street and adjacent to Quaker Road. This district is an area that already has moderate levels of commercial development and where surrounding patterns of land use dictate less intensive development than in the CI District.
  - Site Plan Review Uses: automobile service, automotive sales and service, bank, business service, convenience store, day-care center, food service, funeral home, gallery, health-related facility, limousine service, motel, movie theater, municipal center, nursery, office (large), office (small), parking lot, personal service, place of worship, playground, produce stand, public or semipublic building, retail, school, shopping mall/plaza, tv or radio station, veterinary clinic.
  - Special Use Permit: golf driving range, kennel, parking structure
- Heavy Industry (HI) - The HI District is primarily located along the Hudson River and Lower Warren Street. It comprises 185 acres of the Study Area and is the largest zoning district within the Study Area. It further represents 33 percent of the entire area. The district provides opportunities for the expansion of heavy industry without competition from other land uses, and is currently the only Heavy Industry zoning district in the Town of Queensbury
  - Site Plan Review Uses: asphalt plant, cement manufacturing, chemical plant, electric power plant, food service, fuel supply depot, heavy industry, light manufacturing, parking structure, railroad service or repair facility, recycling center, sand and gravel

processing, sawmill, chipping and pallet mill, telecommunications tower, truck depot, tv or radio station, warehouse.

- Special Use Permit: adult use establishment, junkyard, mineral extraction.
- Neighborhood Residential (NR) - The primary NR District is located between Boulevard (County Route 79) and Dix Avenue. The district extends north along Queensbury Avenue (County Route 52) and south between Boulevard (County Route 79) and Lower Warren Street. Approximately 160 homes are located within this district which is 79 acres in size. The NR District comprises 22 percent of the overall Study Area and encompasses areas of older, more traditional, high-density neighborhoods. This district is intended to protect and enhance traditional, high-density neighborhood character while providing the opportunity for infill and high-density housing
  - Permitted Uses: duplex, mobile home, produce stand less than 100 square feet, single family dwelling.
  - Site Plan Review Uses: bed and breakfast, cemetery, condominium development or unit, library, multifamily dwelling, outdoor recreation, place of worship, playground, private school, produce stand greater than 100 square feet, public or semipublic building, townhouse.
  - Special Use Permit: personal service.
  - Accessory Use: home occupation.

Table 4 illustrates the total acres of each zoning district, its minimum lot size and minimum percent of permeable area required. Heavy Industrial, Commercial Light Industrial, and Neighborhood Residential are the three largest zoning districts within the Study Area. In total, they represent 81 percent of the entire Study Area.

Table 4 Town of Queensbury Zoning – Study Area					
Zoning Name	Zoning Code	Total Acres	Percent of Acres	Minimum Lot Size (acres)	Minimum Percent Permeable
Commercial Intensive	CI	72	13.4%	1	30%
Commercial Light Industrial	CLI	135	25.0%	--	3%
Commercial Moderate	CM	68	12.6%	1	30%
Heavy Industrial	HI	185	34.3%	--	30%
Neighborhood Residential	NR	79	14.7%	0.5	35%
<b>Total</b>		<b>539</b>	<b>100%</b>		

Source: Town of Queensbury Zoning, Adopted 2002

Residential zoning districts within the Study Area identify permitted uses that are allowed as-of-right (see Table 5). However, the commercial and industrial districts require site plan review nearly all uses. Uses that could pose additional land use impacts (i.e. noise, odor, traffic, lighting, etc.) on surrounding uses require special use permits.

Zoning District	Uses Permitted As-of-Right
Commercial Intensive (CI)	All uses are subject to Site Plan Review
Commercial Light Industrial (CLI)	Mobile Home, All other uses are subject to Site Plan Review
Commercial Moderate (CM)	All uses are subject to Site Plan Review
Heavy Industrial (HI)	All uses are subject to Site Plan Review
Neighborhood Residential (NR)	Duplex, Mobile home, Produce stand <100 SF, Single-family dwelling

Source: Town of Queensbury Zoning, Adopted 2002

The Town of Queensbury has an Underground Utility Overlay Zone which requires any utility lines within the district that are required to be relocated in connection with any construction project and any new utility lines be installed underground. Within the Study Area, this overlay district includes land along Dix Avenue, Quaker Road, and Lower Warren Street.

*Land Use Characteristics*

Real Property information is collected by local assessors and is compiled by the Warren County Real Property Office and the New York State Office of Real Property Services. The Property Type Classification Codes system was developed to describe the primary use of each parcel of real property on an assessment roll. The system of classification consists of numeric codes in nine categories. The nine categories are:

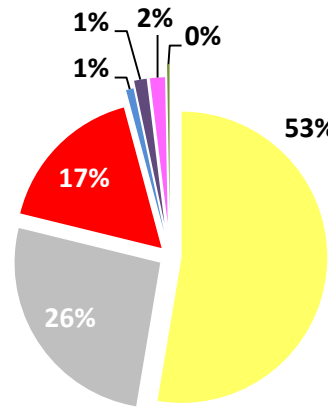
- Agriculture: Property used for the production of crops or livestock.
- Residential: Property used for human habitation. Living accommodations such as hotels, motels, and apartments are in the Commercial category.



Intersection of Lower Warren Street and River Street (looking north)

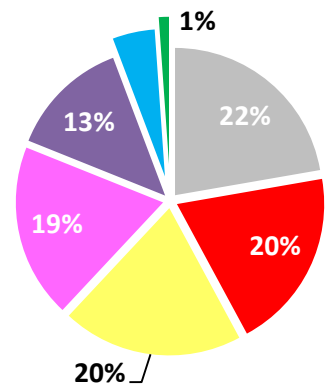


- Vacant Land: Property that is not in use, is in temporary use, or lacks permanent improvement.
- Commercial: Property used for the sale of goods and/or services.
- Recreation & Entertainment: Property used by groups for recreation, amusement, or entertainment.
- Community Services: Property used for the well being of the community.
- Industrial: Property used for the production and fabrication of durable and nondurable man-made goods.
- Public Services: Property used to provide services to the general public.
- Wild, Forested, Conservation Lands & Public Parks: Reforested lands, preserves, and private hunting and fishing clubs.



**Chart 2 Land Use (Parcels)**

- Residential
- Vacant
- Commercial
- Community Services
- Industrial
- Public Services



**Chart 3 Land Use (Acres)**

- Vacant
- Commercial
- Residential
- Public Services
- Industrial
- Community Services

Understanding existing land use patterns within the Study Area will inform the BOA planning process and help to identify how redevelopment opportunities would fit into the Queensbury South Neighborhood. Land use will also be used to identify any zoning changes that might be required to support proposed redevelopment projects and achieve the shared vision for the Study Area.

Land use within the Study Area is primarily a mix of residential, vacant, commercial, and public service land uses (see Figure 5). According to data provided by the Warren County Real Property Tax Service, the Study Area is comprised of 359 parcels encompassing 539 acres of land (lands committed to public road rights-of-way and surface waters are not included within these totals). Based on 2011 parcel data, the Study Areas total assessed value, including structures and improvements, is \$70.4 million. This represents 2.2 percent of the entire Town of Queensbury.

Local property assessors identify land uses based on the NYS Office of Real Property Services (NYSORPS) land classification system. NYSORPS categorizes all land into nine land use categories, seven of which can be found within the Study Area. In terms of overall acreage, vacant land accounts for 22 percent of

the land area within the Study Area, commercial 20 percent, residential 20 percent, and public services 19 percent (see Table 6). A more detailed description is provided below.

Table 6 Queensbury South Brownfield Opportunity Area – Land Use					
Property Class Code	Property Class	Total Parcels	% of Parcels	Total Acres	% of Acres
100	Agriculture	--	--	--	--
200	Residential	189	52.6%	107	19.9%
300	Vacant	94	26.2%	120	22.3%
400	Commercial	61	17.0%	107	19.9%
500	Recreation and Entertainment	--	--	--	--
600	Community Services	3	0.8%	25	4.6%
700	Industrial	5	1.4%	71	13.1%
800	Public Services	6	1.7%	103	19.1%
900	Wild, Forested, Conservation Lands and Public Parks	1	0.3%	6	1.1%
<b>Total</b>		<b>359</b>	<b>100%</b>	<b>539</b>	<b>100%</b>

Source: Warren County Real Property Tax Service Agency

### Residential Characteristics

Residential uses within the Study Area comprise the largest class of uses in terms of the number of parcels. A total of 89 residential parcels (53 percent) cover 107 acres (20 percent) within the Study Area. The largest concentration of residential uses can be found north of Boulevard and east of Quaker Road. This area is primarily made up of single family dwellings ranging in size from approximately 500 SF to over 2,000 SF. Approximately 90 percent of all residential uses within the Study Area are single family dwellings. Lot sizes also vary widely ranging from one-tenth of an acre to over 10 acres. More than 80 percent of the residential lots are less than one-half an acre in size.

### Vacant Land Characteristics

Vacant land comprises the largest property class in terms of overall acreage within the Study Area. A total of 94 parcels (26 percent) cover 120 acres (22 percent) within the Study Area. These parcels range in size from one-quarter of an acre to 35 acres in size. Eighty nine percent of the vacant parcels are less than two acres in size.

Approximately 35 acres of vacant land is located to the east and west of Jerry Brown’s Auto Parts on Lower Warren Street. Immediately north of this area, Niagara Mohawk Power Corporation owns seven

acres of land along a corridor that links from Progress Boulevard to Highland Avenue. The property is classified as public utility vacant. In addition, the parcel data suggests a 25± lot subdivision was approved but never fully built off of Lower Warren Street near Green Avenue and Brayton Avenue, likely due to the presence of federally regulated wetlands.

Along the Hudson River, south of River Street, Niagara Mohawk Power Corporation owns 35 acres of vacant land classified as public utility vacant. Approximately 15 acres of this land area is comprised of two islands within the Hudson River. The span from the northern shore of the Hudson River and the span between the two islands is approximately 100'. Linkage to and through these island could present new recreational opportunities. However, consideration must be given to fluctuating water levels along the Hudson River that could present significant challenges. Environmental permitting and construction costs would be constraints as well.

Another large parcel of vacant land is located north of Dix Avenue. The parcel is approximately 13 acres in size and is located adjacent to Dunkin Donuts to the west, and an eight acre residential lot to the east which is largely undeveloped.

### Commercial Characteristics

The Study Area includes 61 parcels (17 percent) classified as commercial properties across 107 acres (20 percent). Commercial uses within the Study Area are predominantly located between Boulevard and Dix Avenue. Commercial uses within the Study Area primarily include retail and service related businesses that are oriented towards construction, manufacturing, and industrial uses. Commercial properties located along Dix Avenue are primarily convenience/consumer oriented and include McDonald's, Stewart's Shops, Dunkin Donuts, and Kmart. Other notable commercial uses within the Study Area include: Jerry Brown's Auto Parts, FW Webb, Taylor Welding Supply, Fastenal Company, Charlie's Office Furniture, and Warren Tire.



**Commercial Property along Dix Avenue**

### Industrial Characteristics

There are a total of five parcels within the Study Area that are classified as industrial uses, each of which are manufacturing based. Most of the industrial uses within the Study Area are located directly adjacent to the City of Glens Falls. These include Lehigh Cement Company (42 acres), Pactiv Protective Packaging (16 acres), and the NY Job Development Authority (10 acres). The Lehigh Cement Company property is located south of Lower Warren Street, is split by two Delaware and Hudson Railroad Company tracks and connects south across the Hudson River to a property nearly 400 acres in size that is operated as a quarry.

### Public Services Characteristics

Approximately 103 acres (19 percent) of land along the Hudson River, primarily south of Lower Warren Street, is classified as public services within the Study Area. A total of six parcels make up this area. Sixty three acres of this area is owned by Ciba Specialty Chemicals Corp. Manufacturing activities began on-site in 1901 and initially involved the manufacture of wallpaper and later, inorganic pigments. Hercules Inc. purchased the site in 1960 and sold it to Ciba-Geigy in 1979. Ciba-Geigy stopped producing pigments in 1989 and demolished the buildings. Stained or potentially contaminated debris was transported off-site for disposal as hazardous waste. Hercules and Ciba have entered into a cooperative agreement whereby Hercules is managing the corrective measures while Ciba retains ownership of the site. The Ciba Geigy site was a joint Federal Resource Conservation and Recovery Act (RCRA) and State Superfund site which has been remediated, bulldozed, and turned into a grassy field. The 45 +/- acre Main Plant site was located just east of the City of Glens Falls in a mixed industrial/residential area on the northern bank of the Hudson River.

The Warren County Department of Public Works property and the recycling transfer station are located adjacent to the Ciba Geigy site and are also classified as Public Service.

### **Study Area Business Survey**

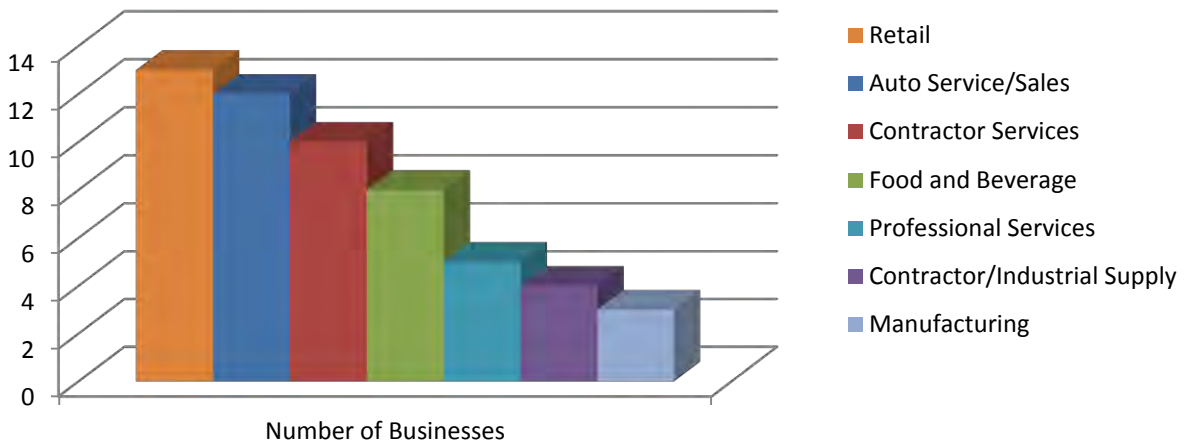
The Town of Queensbury, along with many other upstate communities, has been experiencing a shift away from manufacturing industries towards those that are primarily service based. In order to identify what businesses exist within the Study Area a business inventory was completed. This consisted of a parcel by parcel analysis of NYS ORPS land use classification, internet search for active businesses, and a windshield survey to confirm findings.

The inventory found more than 50 businesses that currently operate within the Study Area (see chart below). Some of the most recognizable businesses include: Pregis Corporation, Kmart, Maplewood Ice Company, F.W. Webb, Jerry Brown's Auto Parts, HJE Company, Inc., and Lehigh Cement Company. Overall, more than 40 percent of all businesses within the Study Area are retail oriented providing day to day goods, home furnishing, and construction, manufacturing, and auto supply. An additional 40 percent of businesses are service oriented providing household repair/service, auto repair and sales, hair and beauty salons, transit services, and staffing services. Some of the remaining businesses within the Study Area are manufacturing and industrial operations or construction based.

It was also observed during the windshield survey that there are a number of properties within the Study Area that were once commercial, but now appear to be vacant or abandoned properties. Some of these properties have reuse potential, while others would be better served to be redeveloped after demolition of existing structures is complete.

**Chart 4 Business Inventory within Study Area**

*Source: The Chazen Companies*



The analysis of businesses within the Study Area found a diverse mix of retail and service oriented businesses operated in support of manufacturing, industrial, and construction industries. Many of these businesses likely support ongoing operations at Finch Pruyn within the City of Glens Falls, and Lehigh Cement and Pregis Corporation in Queensbury. Located along the border with the City of Glens Falls, many of these operations may have relocated to the Town of Queensbury due to better access and opportunities for newer, larger facilities.

### **Prior Planning Initiatives**

The Town of Queensbury has conducted several planning studies that directly relate to the Study Area. These efforts include: The Hudson River and Champlain Feeder Canal Regional Waterfront Plan, The Town of Queensbury Comprehensive Plan, An Open Space Vision for the Town of Queensbury, and the Town of Queensbury Affordable Housing Strategy. A brief description of these planning and revitalization efforts is provided below.

#### *Hudson River and Champlain Feeder Canal Regional Waterfront Plan*

The 2008 Hudson River and Champlain Feeder Canal Regional Waterfront Plan (Regional Waterfront Plan) establishes a regional vision for the waterfront of the Town of Moreau, Fort Edward, Kingsbury, and Queensbury, the Villages of South Glens Falls and Hudson Falls, and the City of Glens Falls – one that draws from their history and which looks to their future. By joining together in the intermunicipal effort, these communities have recognized the potential value for the resource that they share – the waterfront. Each of these communities, and the region as a whole, stands to benefit as a result of a renewed vitality along the Hudson River and Champlain Feeder Canal Waterfronts.

A number of recommendations within the Regional Waterfront Plan focus on transportation, pedestrian infrastructure, and recreational use intended to improve land and water experiences throughout the area. They focus on linking communities and land based attractions such as recreational trails, historic sites, and parks. Increased public transportation options, improved wayfinding and signage, creation of

viewing points or park areas, and installation of public amenities will encourage residents and visitors to patronize downtown businesses, make the areas more accessible, and increase connections to the Hudson River and surrounding communities.

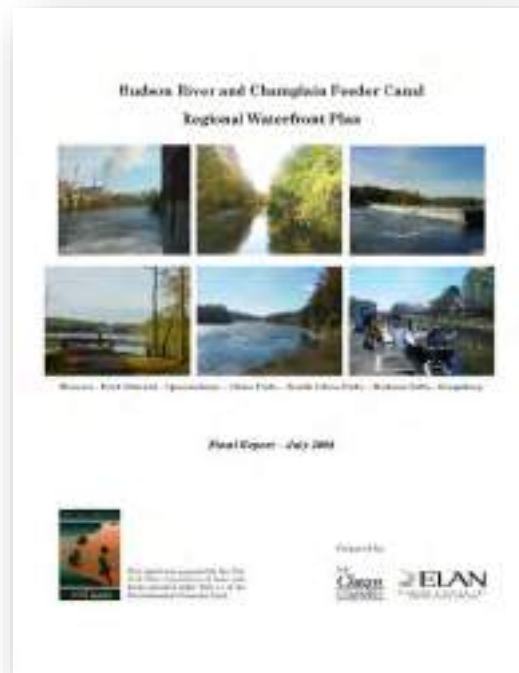
The Regional Waterfront Plan also proposed the development of a regional brownfields reuse strategy to identify brownfield redevelopment projects that would offer the potential for greater connections with water resources, economic development opportunities, improvement of public spaces, and enhancements to public infrastructure. The Regional Waterfront Plan, at the community level, identifies the former Ciba Geigy plant within the Town of Queensbury as a brownfield site where waterfront pedestrian access potential could be improved. The Regional Waterfront Plan further recommends purchase of the property by the Town of Queensbury, or use of tax incentives for property owners to open the property up for use as a public park and waterfront access point. The Regional Waterfront Plan further recommended developing a Park Master Plan as a first step towards developing this park.

#### *Town of Queensbury Comprehensive Plan*

The 2007 Comprehensive Plan recognizes the interrelationship between the Town’s economic vitality and quality of life, and also the need for improvements with regards to these aspects of the community. The goal of the plan is to move Queensbury closer to what the community desires: economic health, walkability, environmental protection and good quality of life issues. The plan acknowledges that “while the evolution of industry can be traumatic for workers, it can hold benefits. Industrial land along waterfronts can now be secured for eventual public access. The Hudson River is a valuable asset that has historically been the focus of industrial development. Increasing public access raises quality of life, which is key in continuing to attract business and tourists.”

The Comprehensive Plan further sets forth a goal to create mixed use neighborhood commercial centers and support infill development as a way to transition to a more pedestrian friendly environment. This will increase the customer base for shops and services within the commercial center and offer additional variety in the style and price of housing within the Town which could be in the form of apartments or multi-family housing.

As it relates to the QSBOA, the Comprehensive Plan recommended making more locations along the waterfront accessible to the public, particularly in industrial areas as they become available. It also recommended instituting a brownfields program to reclaim contaminated



land or land perceived to be contaminated and return them back into an economically productive use.

#### *An Open Space Vision for the Town of Queensbury*

The 2003 Plan offers a community-based vision for the long-term conservation of the varied and beautiful open space resources found within the Town's boards. The plan advocates for the increase in recreational amenities, preservation of open space, and waterfront access. One of the plan's historic and cultural resource recommendations is to develop an Environmental Education Center on Natural Resources Management, Woodlands Papermaking, and Water Power. According to the plan, a "gateway" museum celebrating the region's unique role in these industries would be a major attraction. In addition, the museum would emphasize the distinctive aspects of the area and provide an important link to local community and regional efforts to increase heritage tourism. The Plan further proposed considering the use of the Ciba Geigy site for this purpose.

#### *Town of Queensbury Affordable Housing Strategy*

The 2003 Housing Study was funded by the Governor's Office for Small Cities Program to develop strategies to meet the housing needs for Queensbury. The study found consistent population growth, an aging population, and a significant gap between incomes and housing costs according to the New York State Affordable Housing Corporation. The study also determined a slight increase in the number of single family homes being built from 1990 to 2000, a 36 percent increase in the median sale price for single family homes from 2001 to 2003, and more than half of all owner and rental households with incomes less than \$35,000 pay more than 30 percent of their income on housing.

The study supports two primary housing strategies. First, to support and enhance affordable housing within existing neighborhoods by promoting state and federal assistance for construction of affordable housing on scattered vacant parcels in existing modest neighborhoods in West Glens Falls and South Queensbury. The strategy also suggests providing support to the Glens Falls Housing Authority to obtain rental housing vouchers. The second housing strategy is to support the expansion of affordable housing with new construction on sites served by water and sewer, or those sites where extension of these services would be feasible. This would provide for a greater increase in the number of available affordable housing units.

#### *Dix Avenue Corridor Management Plan*

While located just outside the Study Area, the Adirondack/Glens Falls Transportation Council completed the Dix Avenue Corridor Study for the City of Glens Falls, and the Towns of Queensbury and Kingsbury in 2000. The focus of the study was to provide short, intermediate, and long-term mobility recommendations along the Dix Avenue Corridor in Warren and Washington Counties.

The following areas of deficiency were identified through the existing conditions review process. As they relate to the QSBOA, they include: uncontrolled access throughout the corridor, high accident locations at Quaker Road, and Highland Avenue, significant delays at the intersection with Quaker Road, limited

bicycle and pedestrian facilities, transit facilities do not provide weather protection or meet current ADA accessibility standards, and sporadic street lighting.

Specific short term recommendations within the QSBOA Study Area include: consolidating access points at commercial sites, sidewalk extensions, pedestrian crossing pavement markings and signal heads, re-design of the Dix/Highland intersection, left-turn lanes on both approaches to the Dix/Queensbury intersection, additional signage, install a

closed drainage system from the Glens Falls City line east to Highland Avenue, and additional timing and signalization improvements. Intermediate and long term recommendations were primarily of a program or policy nature. They include: access guidelines for commercial/residential development, standard five foot sidewalks connecting to Dix Avenue sidewalk facilities, facility upgrades at existing and future bus stop locations, enforcement of truck routing programs, monitoring safety conditions at high accident locations, consistent planting/landscaping design, and additional capacity and signalization improvements.

## Transportation and Infrastructure

### Roadways

There is a total of 2.4 miles of roadways within the Study Area, of which 1.3 miles are local roads, 0.3 miles are county roads (CR 42 and CR 79), and 0.8 miles are state roads (SR 32 and SR 254). As mentioned previously, access to the Study Area is provided by Lower Warren Street/Dix Avenue (SR 32) from the east and west and Quaker Road (SR 254) from the north and southeast (see Figure 6).

The heaviest travelled roadways within the Study Area are SR 32 and SR 254 as they both connect to NYS Interstate 87, US Route 9, and US Route 4. Each of these connections within the region are primary north-south corridors. Local roads carry all other vehicular traffic connecting neighborhoods, commercial centers of activity, public services, and the larger transportation context.



Intersection of Quaker Avenue and Boulevard



Lower Warren Street at Intersection with Quaker Road



Traffic volume within the Study Area is an important consideration when evaluating potential redevelopment ideas as traffic has both safety and economic implications. While large volumes of traffic is considered to be a positive benefit for locating new commercial and retail development, it may have a negative effect on pedestrian connectivity and safety. Traffic counts for roadways within the Study Area were obtained from the NYS Department of Transportation. Average Annual Daily Traffic (AADT) is defined as the total volume of vehicle traffic of a highway or road for a year divided by 365 days. These figures are typically estimated through traffic counts that are conducted over a period of several days and are then extrapolated.

The highest level of traffic within the Study Area occurs along Quaker Road near the intersections with Dix Avenue (18,022 AADT). Other heavily travelled intersections include Dix Avenue (14,896 AADT) and Highland Avenue as well as Lower Warren Street (12,532) and Boulevard (6,155 AADT).

The Dix Avenue Corridor Management Plan noted a number of deficiencies along that segment of Dix Avenue located within the QSBOA Study Area including: uncontrolled access, high accident locations at the intersections with Quaker Road, and Highland Avenue, significant delays at the intersection with Quaker Road, limited bicycle and pedestrian facilities, lack of ADA accessibility at transit locations, and sporadic street lighting. Few improvements have been made to this corridor, since the Corridor Management Plan was completed in 2000.

The Queensbury Connector Road Study examined the potential to create a connector road from Quaker Road to Queensbury Avenue. The Study identified existing transit service provided by the Greater Glens Falls Transit (GGFT). Current year round fixed public transit routes within the Study Area run along Lower Warren Street, River Street, Boulevard, and Dix Avenue. The GGFT base of operations facility is located north of the Study Area on Queensbury Avenue near the Floyd Bennett Memorial Airport. The Study, while maintaining that the public transportation benefits do not necessitate construction of a new connector roadway (see p viii), also noted a lack of sidewalks, crosswalks, and sufficient buffering for traffic along Dix Avenue as well as other roads north of the Study Area.

### *Rail Service*

A rail line owned by Delaware and Hudson and operated by Canadian Pacific Rail extends west to east across the Study Area from the Lehigh Cement Company property, across the Ciba Geigy property and to the Town line towards the Village of Hudson Falls. The rail is currently active as a freight line and serves five local industries including Lehigh Cement and Finch Pruyn. The speed limit on the track is 10 miles per hour and the track type is Single Main – Class 1 Freight – Major Carrier.



Rail Line running east/west through Ciba-Geigy Site

According to Canadian Pacific representatives, the rail line cannot handle double stacked containers at this time; however, it will need to be updated in the next few years. Future improvements will be based on traffic volumes, and therefore there would be benefits from industrial development within the Study Area.

In 2009 New York State completed a Rail Plan which identified a total of \$2.7 billion in total rail needs over the next 20 years (2009-2028) for the exclusive benefit of Class 1 Freight railroads. This represents 25 percent of the total rail needs of \$10.7 billion. Other needs include intercity passenger rail service (\$4.7 billion), joint freight and intercity passenger rail service (\$1.6 billion) and Class II/III freight (\$1.7 billion). These improvements are largely for expansion and enhancement of existing infrastructure.

### *Water and Sanitary Sewer Infrastructure*

The entire Study Area is within the Town’s water district with waterlines located within the public right-of-way along Dix Avenue, Quaker Road, Lower Warren Street, Boulevard, Queensbury Avenue and most local roads (see Figure 7). Based on conversations with local water officials, the Town’s water district has existing capacity to support new development and growth.

Wastewater within the Town of Queensbury flows to the Glens Falls Wastewater Treatment Plant (WWTP). Within the Study Area, this primarily includes the Technical Park Sanitary Sewer District located along Dix Avenue and Quaker Road. In addition, the South Queensbury Sanitary Sewer District is located just north of the Study Area along Quaker Road and Queensbury Avenue. The potential exists for extension from both sewer districts to parts of the Study Area. Much of the residential development within the Study Area is not served by sanitary sewer infrastructure.

The Glens Falls WWTP was built (in part) to support the Ciba-Geigy site which used 3 million gallons per day (mgd) when it was fully operational. The site now generates 150,000 gpd and can peak at 300,000 gpd. There is an pre-treatment plant on the Ciba-Geigy site that was utilized to process groundwater extracted from the site as part of on-going remediation of the hazardous waste site. Pre-treatment is no longer required. The Glens Falls WWTP currently has five mgd in available capacity. While much of this is committed to other municipal users, about 1 million mgd is not committed and could support additional growth within the Study Area. The WWTP also has the potential to be expanded up to 12-18 mgd.

### **Natural Resources**

The preservation of natural resources such as wetlands, streams, rivers, lakes, ponds, meadows, and forests are essential to a community’s environmental and economic sustainability. Traditionally, protecting and planning for these resources was an afterthought. However, as the awareness of



View of the Hudson River from the Ciba-Geigy Site (looking east)

their fiscal and ecological benefits has grown, people now more readily view such conservation as an integral part of the land development process and as a growth management strategy. The return on investment from such thinking is evident with cleaner water, reduced infrastructure costs, and healthier communities.

### *Watersheds*

The Study Area lies within the northern extent of the Upper Hudson River Drainage Basin (4,620 square miles) which is comprised of the drainage area tributary to the Hudson River above its confluence with the Mohawk River at the Troy Dam. This drainage basin includes much of the middle portion of eastern New York State, as well as a part of southwestern Vermont and a small part of northeastern Massachusetts. The Upper Hudson Basin represents about one-third of the Hudson/Mohawk River drainage area – one of the largest river basins in the eastern United States. The Lake Champlain Drainage Basin is located just north of the Study Area.



View of Hudson River from Ciba-Geigy Site (looking east)

### *Surface Waters*

The quality and condition of Queensbury surface water resources are inextricably linked with its present and future drinking water quality and/or availability, ecological health, biodiversity, and economic and environmental sustainability. Surface waters, like wetlands, are part of a greater hydrological system, where the health and/or the impairment of one part can have system-wide implications.

Under New York State Public Health Law, all waters within the state are given a classification by the DEC which is based on the best usage of the waters. The classifications range from AA to D. A and AA class waters are suitable for drinking, while class D waters are suitable for secondary contact recreation (i.e. boating). Some streams are given a sub-classification of (t) or (ts), indicating whether the waters can support trout or trout spawning, respectively. NYSDEC classified streams within the Study Area include the Hudson River (Class C) and the Glens Falls Feeder Canal (Class C). Class C designations are for water that is suitable for fish propagation.

NYSDEC provides regular, periodic assessments of the quality of the water resources within the state. These assessments reflect monitoring and water quality information drawn from a number of programs and sources that are compiled by the NYSDEC Division of Water into an inventory database. This database records current water quality information, characterizes known and/or suspected water quality problems and issues, and tracks progress toward their resolution. This inventory of water quality information is the division's Waterbody Inventory/Priority Waterbodies List (WI/PWL).

The portion of the Hudson River located within the Study Area is identified as an impaired segment in the 2003 Upper Hudson Basin Waterbody Inventory and Priority Waterbodies List. Impaired waterbodies have well documented water quality problems that result in precluded, or impaired uses. Fish consumption in this area of the Hudson River is impaired due to a NYS DOH health advisory that recommends eating no fish because of elevated PCB levels resulting from historic industrial discharge. The report also notes that in spite of growing recreational use public available swimming areas in the Hudson remain limited.

The Glens Falls Feeder Canal is also listed within the 2003 Upper Hudson Basin Waterbody Inventory and Priority Waterbodies List as an unassessed waterbody where there is insufficient water quality information available to assess the support of designated uses.

### *Groundwater*

Aquifers are generally defined as confined, or unconfined. A confined aquifer is a groundwater storage area located between two layers of impermeable materials where the flow of water is restricted. Unconfined aquifers do not have an upper confining layer and are instead bound by the water table. These types of aquifers are particularly vulnerable to contamination, as is the case within the Study Area. Based on information provided by NYSDEC, the entire Study Area is located over an unconfined aquifer.



View of Hudson River from Ciba-Geigy Site (looking west)

### *Floodplains*

Floodplains are low-lying areas that are adjacent to wetlands, streams, rivers and lakes that are often inundated with water during peak periods of snowmelt and/or heavy rains. Floodplains are nature's built-in "flood control" mechanism. They allow floodwaters to be temporarily stored during peak flows, often mitigating downriver impacts. Additionally, floodplains can offer open space and critical habitat areas.

Floods, and floodplains, are generally identified based on their predicted frequency of occurrence. A "100 year floodplain" is an area that is subject to a one percent or greater chance of flooding in any given year. Similarly, a "500 year floodplain" is an area that is subject to a 0.2 percent chance of flooding in any given year. Given that the Study Area's southern boundary is bordered by the shoreline of the Hudson River, floodplains were identified. The 100 year floodplain generally follows the shoreline of the Hudson River according to the Federal Emergency Management Agency's (FEMA) Q3 flood data. As depicted on Figure 8, the 100 year floodplain touches the shore of the northern edge of the Hudson River. No 500 year floodplains are found within the Study Area.

### *Wetlands*

Wetlands are (continually or seasonally) water-laden lowlands that comprise a wide range of hydrologic and vegetative conditions. These ecosystems are a breeding ground for vegetation, fish and wildlife and are highly productive and diverse. They provide an important habitat for many species along the Hudson River corridor. They also help to control shoreline erosion by dissipating wave energy and they filter pollutants and sediment from surface water runoff. Wetlands serve as an important interface between surface and groundwater, helping to recharge aquifers. They act as “carbon sinks,” promote biodiversity, and fishery health.

Three categories of wetlands, state defined (DEC), federally defined (NWI), and those defined by the Adirondack Park Agency, can be found within the Town of Queensbury. However, only NWI wetlands are located within the Study Area (see Figure 6). The greatest concentrations of NWI wetlands occur north of Lower Warren Street and south of Dix Avenue along the western end of the Study Area. In addition, a series of small NWI wetlands are located south of Lower Warren Street within the Lehigh Cement Company property, the Ciba Geigy Property, the Warren County DPW property, and along the shorelines of the Hudson River. These wetlands total +/-35 acres.

### *Wildlife*

Most of the study area is characterized by the land development that fronts on the public highways; however, there are expanses of open land and natural resource areas that provide habitat for plant and animal species normally found in Queensbury. Based on a review of the NYSDEC Environmental Resource Mapper, there are no reported incidence of rare, threatened, or endangered species in the study area.

### *Steep Slopes*

Most of the area north of Lower Warren Street within the Study Area can be considered relatively flat or gently sloped. However, areas south of Lower Warren Street and along the Hudson River contain slopes greater than 15 percent. Approximately 22.2 acres of the Study Area have slopes between 15-22 percent. A total of 9.9 acres of land within the Study Area have slopes greater than 25 percent. Elevations within the Study Area range from 210 feet above mean sea level (msl) to 320 msl, the Study Area rises approximately 110 feet as it extends north from the Hudson River.

Generally, steep slopes are prone to erosion, flooding, and drainage problems. Construction on steep slopes can be damaging, particularly when vegetation is removed, which increases the potential for erosion. Steep slopes can require special design and construction techniques to prevent significant adverse impacts to the surrounding environment.

### *Soils*

According to data provided by the USDA Natural Resources Conservation Service (1989), there are 13 mapped soil units present within the Study Area none of which are identified as prime farmland. Of these 12 mapped soil units, two comprise 54 percent of the Study Area:

- Oakville loamy fine sand, 3 to 8 percent slopes (OaB) – 216 acres, 37.6 percent
- Udorthents, smoothed (Ud) – 94 acres, 6.3 percent

A brief description of each of these two soil units follows:

Udorthents, smoothed (Ud) – This soil unit consists of areas that were excavated or filled with material derived from sandy, gravelly, or loamy soils. Slope ranges from 0 to 15 percent. Many areas have been covered with topsoil and seeded, others have been left bare. Permeability ranges from moderate to very rapid. The potential for urban development and recreation uses differs from area to area. Onsite investigation is required.

Oakville loamy fine sand, 3 to 8 percent slopes (OaB) – This soil unit is a gently sloping, deep, well-drained soil on outwash plains. The seasonal high water table is at a depth of more than six feet. Bedrock is mainly at a depth of more than 60 inches. Permeability is rapid. This soil is well suited to most recreation and urban uses. The sandy texture and droughtiness limit the establishment of lawns or sod cover.

Table 7 Soil Types		
Soil Type	Acres	Percent Cover
Elmridge fine sandy loam, 3 to 8 percent slopes (EIB)	57	9.9%
Farmington loam, 0 to 8 percent slopes (FaB)	55	9.6%
Farmington loam, very rocky, 3 to 15 percent slopes (FrC)	62	10.8%
Fluvaquents-Udifluvents complex, frequently flooded (Fu)*	33	5.7%
Galway loam, 3 to 8 percent slopes (GaB)	6	1.0%
Oakville loamy fine sand, 0 to 3 percent slopes (OaA)	34	5.9%
Oakville loamy fine sand, 3 to 8 percent slopes (OaB)	216	37.6%
Pits, quarry (Ph)	3	0.5%
Plainfield and Oakville soils, steep (PoE)	2	0.4%
Shaker fine sandy loam	1	0.2%
Sutton fine sandy loam, 3 to 8 percent slopes (SuB)	7	1.2%
Udorthents, smoothed (Ud)	94	16.3%
Wareham loamy sand (Wa)	5	0.9%
<b>Total</b>	<b>575</b>	<b>100.00%</b>

Source: Warren County Soil Survey 2006

\*Soil type found on islands within Hudson River

## Open Space and Recreation

Within the Study Area there are a number of recreational resources that include the Feeder Canal and Feeder Canal Heritage Trail, fishing access at the dock at Shermantown Road, and the public park at South Queensbury Fire Station (see Figure 9).

The Old Champlain Feeder Canal is a significant artifact of New York State history as it is the last surviving part of the original Erie Canal period system to remain intact. The Feeder Canal was a man-made ditch constructed to help “feed” water to the New York Canal System. It also transported goods such as lumber, cement, and paper products. It takes water from the Hudson River at the Feeder Canal Dam in Queensbury, and runs south and east through Glens Falls, Hudson Falls, and Kingsbury before terminating at the Champlain Canal.



Stone Dust Trail along the Feeder Canal

The Feeder Canal Heritage Trail, which runs along the Old Champlain Feeder Canal, is a multi-purpose stone dust trail that links to the Warren County Bikeway Trail to the west, New York State Bike Route 9 and the Old Champlain Canalway Trail to the east, and the Saratoga County Heritage Trail and Betar Bikeway Trail to the south. Each of these trails link to a number of additional recreational destinations within the region including: Pruyn’s Island, Haviland’s Cove Park, South Glens Falls Beach, Juckett Park, and the Five Combines. Ongoing improvements to many of these trails will further extend the network of trails throughout the region.

Waterfront access for canoeing, boating, fishing, and swimming is somewhat limited within the Study Area; however, there are two boat launches located on Shermantown Road (one on the Feeder Canal and one on the Hudson River). These boat launches, along with many other publicly owned river-access points are in need of serious enhancement.

The South Queensbury Fire Station includes a basketball court, baseball/softball diamond, and a pavilion once used for local events. These facilities are no longer available for public use.

## Land Ownership

Land ownership within the Study Area is predominantly privately owned. A total of 98 percent of the parcels and 93 percent of the acreage within the Study Area are under private ownership (see Figure 10). An additional 60 acres of land are accounted for in roads and right of ways.



Sign at the Feeder Canal Heritage Trail

- Warren County – The Department of Public Works owns approximately 15 acres of land along Lower Warren Street. The property is largely paved and used for storage of equipment and vehicles. A number of structures are located on the property, with the largest structure being approximately 28,000 SF in size.
- Queensbury Economic Development Corporation – The vacant property is located on Dix Avenue at the intersection with Progress Boulevard across from Keena Staffing.
- South Queensbury Fire Department – The eight acre property is approximately 300 feet wide by 1,200 feet deep. The fire station is approximately 14,000 SF in size and is located along Dix Avenue leaving the field and forested areas behind the station vacant.
- State of New York – The Glens Falls Feeder Canal is owned by the State of New York. Approximately 12 acres of the canal are located within the Study Area.

Table 8 Land Ownership		
Parcel Ownership	Parcels	Acres
Privately Owned	353	503
Publicly Owned	6	36
<i>Warren County</i>	2	15
<i>Queensbury Economic Development Corporation</i>	1	1
<i>South Queensbury Fire Department</i>	1	8
<i>State of New York</i>	2	12
<b>Total</b>	359	539

Source: Warren County Real Property Tax Service Agency

The potential for development/redevelopment of land within the Study Area exists in a number of locations. In addition to the properties listed above, additional development potential exists within the Ciba-Geigy property, the National Grid properties, and on land adjacent to the Dunkin Donuts along Dix Avenue. Additionally, properties along Dix Avenue have deep lots and could provide future development potential. Further, the Vacant, Underutilized, and Identified Environmental Record Sites section below provides a detailed list of properties that have future potential. Specific redevelopment opportunities are identified in Section 4. Preliminary BOA Recommendations.

### Recent Redevelopment Projects

A number of sites within (and adjacent to) the Study Area have recently been redeveloped. Some of these projects include:



- Jerry Brown’s Auto Parts (Lower Warren Street) – A warehouse expansion project is currently under construction that will provide space for additional auto parts storage and disassembly.
- New Beginnings Community Church (Dix Avenue) – In 2011 New Beginnings Community Church opened a 10,000 SF building on Dix Avenue in the northeastern corner of the Study Area. Potential future additions include a dome sanctuary, a youth center, and a charter school.
- Super Walmart (Quaker Road) - A 500,000 SF Super Walmart was recently constructed just west and north of the Study Area. Study area residents utilize this shopping facility.
- Army National Guard Readiness Center (Queensbury Avenue) - in 2009 the National Guard opened a new Readiness Center located on Queensbury Avenue, just north of the Study Area. The new 51,960 SF facility includes offices and instruction space, dining facility, locker rooms, showers, and a digital library room.



Recently Constructed US National Guard Readiness Center

### Vacant, Underutilized, and Identified Environmental Record Sites

#### Vacant Sites

Vacant properties within the Study Area account for 120 acres (22 percent) of land, and 92 parcels (25 percent). Of these parcels, more than half of them are classified by NYS ORPS as vacant residential. However, vacant properties classified as public utility account for 44 percent of the vacant parcels within the Study Area.

Table 9 Vacant Parcels		
Vacant Parcels	Parcels	Acres
Vacant Residential	47	10.8
Vacant Commercial	16	30.7
Vacant Industrial	24	25.4
Vacant Public Utility	5	52.8
<b>Total</b>	<b>92</b>	<b>119.7</b>

Source: Warren County Real Property Tax Service Agency

Vacant properties within the Study Area can provide opportunities for future development. Greater opportunity may exist in areas where clusters of vacant properties are under common ownership and have limited environmental constraints. Properties that have remained vacant for an extended period of time can often become eyesores within a community and negatively influence property values. Development of these properties can therefore have a transformative affect within a community by increasing property values, and improving the quality of life for neighboring residents while repairing perceptions of a lack of community investment. Vacant properties are also attractive development targets because they often do not require any demolition before site work can begin. This can represent a significant cost savings.

Vacant properties that have suitability for development have been identified based on a parcel by parcel Geographic Information Systems (GIS) analysis and field visits. This analysis identified those properties classified as vacant by NYS ORPS and selected those properties with limited environmental constraints and potential for redevelopment whether as a single property, or part of a larger cluster or vacant properties (see Figure 11). The evaluation of vacant properties identified a total of six properties with some potential for future development. There are a few notable clusters of vacant property within the Study Area (see Table 10). Descriptive site profiles have been prepared for the following sites (see Appendix D).

Table 10 Priority Vacant Sites				
Parcel	Street	Land Use	Acres	Description
V.1	Dix Avenue	Vacant	1.3	Site is within Technical Park on Dix Avenue, water/sewer infrastructure on-site
V.2	Progress Boulevard	Vacant	1.5	Site is within Technical Park on Dix Avenue, water/sewer infrastructure on-site
V.3	Progress Boulevard	Vacant	3.0	Site is within Technical Park on Dix Avenue, water/sewer infrastructure on-site
V.4	Dix Avenue	Vacant	0.8	Site is on Dix Avenue adjacent to Technical Park and large office/warehouse, potential to connect to existing Keena Staffing entrance/parking
V.5	Brayton Avenue	Vacant	8.7	Site is located west of Jerry Brown’s Auto Parts and adjacent to a vacant utility corridor to the north, and an existing proposed subdivision further west.
V.6	Dix Avenue	Vacant	13.0	Located on Dix Avenue, the site is adjacent to Dunkin Donuts and a residential lot

Source: Warren County Real Property Tax Service Agency

**Parcels V1, V2, V3, and V4** – These parcels are located within the Technical Park located along Dix Avenue. These properties have development potential and can be connected to the Technical Park Sanitary Sewer District. These properties are actively being marketed by Economic Development Corporation Warren County and are anticipated to build out as demand for commercial/industrial space grows within the market. Ownership of these properties is mixed. Three properties are privately owned, and the fourth is listed as being owned by the Queensbury Economic Development Corporation. It's noted that these parcels may have a shallow depth to bedrock (3.5 to 8 feet) and are proximate to a NYSDEC Class B stream. These issues may impact site development considerations.

**Parcel V5** - The property located to the west of Jerry Brown's Auto Parts has some significant environmental constraints that will limit future development scenarios. The presence of NWI wetlands will severely limit construction on site as it covers most of the property's northern and southern boundaries.

**Parcel V6** – The property just east of Dunkin Donuts on Dix Avenue is currently vacant and has been previously identified for residential development. However, these plans are not presently proposed, and there are no current proposals before the Town of Queensbury regarding this property.

In addition to these parcels, there are a number of smaller parcels located within the residential neighborhood between Dix Avenue and Boulevard. Some of these parcels may have potential to be converted into small pocket parks which could provide additional green space, community gardens, or a small children's playground. There also could be potential to link these pocket parks to the vacant utility corridor that runs between Dix Avenue and Lower Warren Street.

#### *Underutilized Sites*

Underutilized sites within the Study Area have been identified based on a parcel by parcel GIS analysis and field visits. Parcels deemed underutilized are those that currently have an existing use, but may not be utilizing the site as currently zoned or additional significant development potential of the site is available. Examples include use of a small percentage of the property, inconsistent use with surrounding uses, or a property with improvements that is no longer occupied. The evaluation of underutilized sites within the Study Area found six properties where current or future potential exists to redevelop a property consistent with neighborhood character and the goals set forth in the Town's Comprehensive Plan (see Figure 11). Descriptive site profiles have been prepared for the following sites (see Appendix D).

**Parcel U1** - The Kmart shopping plaza site located on Dix Avenue, presents a number of redevelopment scenarios that could include additional pad site development, or full redevelopment of the property should Kmart no longer occupy the space. The property's location along the highly travelled Dix Avenue presents a unique commercial (office or retail) or industrial opportunity within the Technical Park Sanitary Sewer District.

**Parcel U2** - The property located at the intersection of Highland Avenue and Quaker Road between Dix Avenue and Boulevard is 10 acre site that has been listed for sale. This property has road frontage on

four major roads. Potential development scenarios could include neighborhood scale mixed use, or residential construction.

**Parcel U3** -The third property identified is the South Queensbury Fire Department property located on Dix Avenue. The firehouse is located approximately 50 feet off of Dix Avenue with a pavilion and recreation fields in the rear. The property is approximately 1,250 feet deep and is adjoined by additional properties with similar depth with open space and forest land.

Table 11 Priority Underutilized Sites				
Parcel	Street	Land Use	Acres	Description
U.1	Dix Avenue	Commercial	28	Shopping plaza, one large anchor tenant, oversized parking lot, potential PAD site or complete redevelopment
U.2	Highland Avenue	Residential	10	Property listed for sale, approximately 1,200 feet of road frontage
U.3	Dix Avenue	Community Services	8	Site is location of South Queensbury Fire Station and could be redeveloped for a new fire station, or as part of a larger redevelopment project
U.4	River Street	Public Services	15	Site is the location of the Warren County DPW and waste/recycling transfer station.
U.5	River Street	Commercial	3.5	Site is location of multifamily housing, redevelopment potential at rear of site along Feeder Canal, located adjacent to utility corridor
U.6	River Street	Commercial	11	Site is location of existing nursery/greenhouse, redevelopment potential at rear of site along Feeder Canal, located adjacent to utility corridor

Source: QSBO Advisory Committee, The Chazen Companies

**Parcel U4** – This underutilized property is the Warren County DPW site on River Street. Should the DPW relocate, redevelopment of the site becomes advantageous because of the site’s location on River Street adjacent to the Ciba Geigy site with potential waterfront access. These three factors present significant opportunity to support mixed use development with a recreational component that promotes increased access to the Town’s waterfront.

**Parcels U5 and U6** – These properties are split by a utility corridor. However, their location along the Feeder Canal and proximity to the Ciba Geigy and Warren County DPW site present significant potential for redevelopment in the southeastern corner of the Study Area.

A number of additional underutilized sites were identified during the investigation of parcels where additional development or redevelopment potential may be present. Some of these sites include large residential lots where considerable acreage is open space or forested land adjacent



**Warren County DPW Building on Lower Warren Street**

to other underutilized or vacant properties. While these properties currently have an identified use, some potential may exist in the future for these properties to be part of a larger project.

### *Environmental Record Sites*

The preliminary assessment of environmental conditions conducted in this Pre-Nomination Study included a walk-through reconnaissance of the Study Area and a database review of standard sources from the United States Environmental Protection Agency (USEPA) and New York State Department of Environmental Conservation (NYSDEC). A copy of the Environmental Database Review is included in Appendix E. Based on this information, several sites suspected to be brownfields have been identified within the QSBOA. The existing environmental conditions, possible additional brownfields, and redevelopment potential of these sites will be determined as part of the Nomination Study.

Sites described as brownfields are vacant or underutilized properties for which the redevelopment may be complicated by the real or perceived presence of hazardous waste, petroleum, pollutant, or contaminant. Generally, these include commercial and industrial properties that may have impacted a site's environmental features through their use. A brownfield site may be actively used, or it may be a vacant or abandoned property. Brownfields can have an extensive economic impact by lowering property values of surrounding properties, or discouraging reinvestment in blighted areas. Despite these negative influences within a community, brownfields present a unique opportunity for redevelopment. The size of brownfield sites often promote larger development projects that can have significant positive effects on a community and reduce the pressure of development on open space and agricultural land.

Based on the evaluation of the environmental record sites seven properties may be suspected brownfields. A brief description and status of the site is identified (see Table 12). Note that active spill events are those where actions are necessary prior to acceptance for closure (i.e. groundwater monitoring, or soil removal and disposal), and closed spill events are those that have been adequately addressed by NYSDEC and no further actions are required. In some cases, a closed spill event may not fully be remediated. Sites with minor releases (e.g., small quantity surficial spills that have been mitigated to the satisfaction of the NYSDEC) while reviewed, are considered to be of low significance

and thus were not included within the table. Overall, the Environmental Record sites are actively utilized and the environmental issues have been or are being actively addressed. Further evaluation of the environmental record sites may be of value as redevelopment opportunities warrant. Descriptive site profiles have been prepared for the following sites (see Appendix D).

Table 12 Environmental Record Sites			
Parcel	Street	Description	Status
E.1	Quaker Road	Leaking Underground Storage Tank - 2006 spill reported. Outdoor samples were negative.	Spill closed. Contamination isolated, at low levels.
E.2	Lower Dix Avenue	Leaking Underground Storage Tank Two 3,000 gallon gasoline tanks were removed in 1994. Contaminated soil and water. Monitoring wells installed.	Active spill case.
E.3	Quaker Road/Dix Avenue	Leaking Underground Storage Tank – Tanks removed in 2007 and contaminated soil excavated to the extent practical.  Spill - Line failure. Secondary containment captured all products.	Spill closed.  Spill closed, meets standards
E.4	Lower Warren Street	Leaking Underground Storage Tank –Reported fuel oil, diesel and gasoline tank test failure. Vent repairs and tank removals occurred.  Spill - Several surficial releases including hydraulic line releases; waste oil dumping and subsequent removal of 100 yards of soil; and an 800 gallon release of non-PCB oil to the river.	Spills closed.  Various spills closed, not all spills meet standards.
E.5	Lower Warren Street	Leaking Underground Storage Tank – Tank removed in 1999, no contamination found.	Spill closed.
E.6	River Street	Spill - Caller reported waste dumped on-site.	Spill closed, does not meet standards
E.7	Boulevard	Spill - Two spills reported in 2009 during Phase II. Soil contamination found 14'-18' below ground.	Active spill

Source: The Chazen Companies, Review of Environmental Regulatory Databases

Sites identified within the USEPA and NYSDEC databases often require further investigation resulting from documented contamination, or because the properties current or past use indicates the potential for increased environmental contamination.

**Ciba Geigy Site** - The Ciba Geigy Site, located between Lower Warren Street and the Hudson River, is the predominantly known brownfield within the Study Area. The Ciba Geigy property, once a highly contaminated site, was a joint Federal Resource Conservation and Recovery Act (RCRA) and State Superfund site which has been remediated, bulldozed, and turned into a grassy field. The 45 +/- acre Main Plant site is located just east of the City of Glens Falls in a mixed commercial/industrial area on the northern bank of the Hudson River.

Manufacturing activities began on-site in 1901 and initially involved the manufacture of wallpaper and later, inorganic pigments. Hercules Inc. purchased the site in 1960 and sold it to Ciba-Geigy in 1979. Ciba-Geigy stopped producing pigments in 1989 and demolished the buildings. Stained or potentially contaminated debris was transported off-site for disposal as hazardous waste. Hercules and Ciba have entered into a cooperative agreement whereby Hercules is managing the corrective measures while Ciba retains ownership of the site.

The soil, groundwater and sediments at the site have been contaminated with heavy metals, cyanide and volatile organic compounds (VOCs) from several sources. According to the U.S. Environmental Protection Agency, full scale implementation of final corrective measures was accomplished in September 2002.

The contaminated soil was sealed under an impermeable cap and a groundwater collection system was installed along the southern site perimeter to collect and treat groundwater from the overburden and bedrock aquifers. On January 9, 2006, the Department of Environmental Conservation approved the Construction Certification Report for the corrective measures completed at the Main Plant Site including corrective measures completed at the Poned Backwater Area, Cement Company Pond, the Pre-treatment Plant and that section of the Hudson River adjacent to the Main Plant Site and downstream to the Baker's Fall Dam.

The Ciba-Geigy site now offers an opportunity for the Town of Queensbury to enhance public access to the waterfront, improve canal/bike trail and recreational opportunities, and leverage the site's location and local infrastructure assets in exploring the possibilities for future public or private redevelopment. Findings from this Pre-Nomination Study and from the Queensbury Economic and Market Analysis will be used to inform the Hudson-Ciba Waterfront Revitalization Plan.



*View of Ciba-Geigy Site (looking east)*

The Hudson-Ciba Waterfront Revitalization Plan is a complementary waterfront planning effort which was completed concurrently with the Pre-Nomination Study to create a new and forward thinking vision to redevelop the former Ciba-Geigy plant site, providing new economic growth and open space

opportunities. The Plan included an evaluation of the site’s current environmental status and explores opportunity for redevelopment of the 43 acre waterfront site. Through completion of a Market Study, alternative redevelopment scenarios, and communications with current property owners, the results of these efforts are presented in Appendix F.





## 4. Preliminary BOA Recommendations

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The Town of Queensbury has pursued a number of planning initiatives over the past several years to establish a framework for the redevelopment of the QSBOA. Preliminary recommendations are based on consideration of public and stakeholder input, and evaluation of existing conditions including demographic and economic characteristics, land use, zoning, transportation and infrastructure, environmental factors, and land ownership. In addition, an analysis of vacant, underutilized and potential brownfield sites helped identify further redevelopment opportunities within the Study Area. Figures 12 and 13 illustrate the location and/or types of selected recommendations, including infill development opportunities, complete streets enhancements, and improved access to the waterfront and Feeder Canal.

### **Summary Analysis and Key Opportunities for Revitalization**

#### *Recreation and Open Space*

Residents and businesses both desire to be located in areas with diverse recreational resources and attractive open spaces. The Study Area's proximity to the Hudson River provides an opportunity to improve links between the existing Feeder Canal Heritage Trail, the waterfront, and surrounding neighborhoods. The Town's natural and recreational resources provide residents countless recreational opportunities (i.e. walking, running, biking, kayaking/canoeing, fishing, and cross-country skiing). These resources can also be enhanced through historic and cultural educational opportunities. The more accessible these resources become, the more valuable they are to residents, local employees, and tourists.



According to one study found in the Journal of Park and Recreation Administration, owners of small companies ranked recreation/parks/open space as the highest priority in choosing a new location for their business.<sup>1</sup> In addition, a National Park Service study found that corporate CEOs say quality of life for employees is the third-most important factor in locating a business, behind only access to domestic markets and availability of skilled labor.<sup>2</sup>

#### Preliminary Recommendations:

- Improve public and waterfront access from Warren/River Street to the Hudson River through the Ciba Geigy site and enhance connections to the Feeder Canal Heritage Trail. Improvements could incorporate additional fishing opportunities, kayak/canoe launch points, and trail extensions. Requisite signage and amenities (e.g., parking, trailheads, benches, etc.) will help identify new and existing points of access.
- In partnership with Niagara Mohawk, evaluate potential recreational use of the islands within the Hudson River. Evaluation should include water level fluctuation and velocity, potential connection points, picnic areas, and kayak/canoe opportunities.
- Coordinate Hudson River blueway trail development efforts by mapping the portion of the Hudson River within the QSBOA for potential portage points, parking, and visitor and restroom facilities in order to promote the use of the Hudson River. Such efforts should include online resources, signage, and education programs. This may include relocating river/portage access along Shermantown Road in the City of Glens Falls to improved Hudson River access near the Ciba Geigy site. Due to fluctuating water levels resulting in Class 1-3 rapids, public safety and education efforts should be included in this initiative.
- Improve multimodal opportunities along the Study Area's roadways by incorporating Complete Streets design elements (for additional information see transportation and pedestrian infrastructure related recommendations below and Figure 12 and 13 located at the end of this chapter).
- Improve trail connections to the regional trail network including the Feeder Canal Heritage Trail, Champlain Canal Trail, Warren County Bikeway, Betar Trail and future trail improvements on



<sup>1</sup> USDA, NASS, New York Field Office, "Fact Finders for Agriculture: Saratoga Number One County for Equine"

<sup>2</sup> The Trust for Public Land, *The Economic Benefits of Open Space*

Pruyn Island. Queensbury, Warren County, and the surrounding region have a growing network of trails that continue to attract an increasing number of trail enthusiasts. Plans to pave nearby portions of the Champlain Canal, where it links with the Feeder Canal Heritage Trail, will further attract such enthusiasts. Because the Feeder Canal Heritage Trail links a number of regional trail systems, it is important to recognize and fully leverage this asset.

- Interrelated to improved trail connections is the need to enhance trail amenities. Additional restroom facilities, safe parking areas, pedestrian-scale lighting, improved signage, interpretive features or facilities, and other conveniences along trails will promote usage and improve safety. Opportunities for such facilities may include the Ciba Geigy site.
- Reconstruct the current at-grade Feeder Canal Heritage Trail road crossing on Lower Warren Street/River Street. Both the distance from the Quaker Road intersection and the line-of-sight characteristics at the existing Feeder Canal Heritage Trail crossing makes for unsafe conditions. By relocating the trail crossing closer to the Quaker Road intersection, pedestrians can better time their crossings with the traffic signal (if necessary). Pedestrian safety will also be enhanced because vehicle travel speeds are reduced as they approach stop signals, allowing for improved pedestrian and vehicular reaction times. Finally, improved vehicle sight distance will improve pedestrian safety as well.
- Given the Study Area's rich industrial history, future waterfront development should include historic and cultural interpretive elements. This may range from large-scale, multiuse cultural facilities to interpretive signage that explains the various former industrial uses and activities along the Hudson River waterfront. Such elements may be incorporated in improved trail networks and/or access along the Hudson River waterfront.
- Utilizing smartphone technology, improved signage and waterfront and trail access should include wayfinding, interpretive, and promotional information. For example, technologies such as QR codes could be imbedded into trail signage. Users could then use their smartphones to scan the codes, thus access web-based information about their location. The benefit of this technology is that, unlike static displays that, it can be updated regularly to include new attractions and events. Furthermore, such technology provides an opportunity for private sponsorships and partnerships.
- Throughout the planning process, QSBOA residents indicated the need for additional, small-scale recreation facilities that are both safe and accessible to neighborhood children. As such, opportunities for pocket parks within QSBOA should be explored. Figure 12 illustrates two (2) possible locations for a pocket park. This includes vacant/utility lands near the intersection of Carroll and New Pine Streets and at the terminus of Lynn Avenue. Pocket parks could



incorporate active and passive recreation activities, monuments, historic markers, community gardens, and/or local art projects. This effort should also include improvements to facilities at South Queensbury Fire Department and the opening of these facilities for public use.

### *Transportation and Pedestrian Infrastructure*

There are significant benefits that come from well designed and connected roadways/trails that connect residents, local employees, and visitors to goods, services, recreation, and employment centers. The use of complete streets principles will promote the use of multi-modal transportation options through context sensitive roadway improvements. For the QSBOA, complete streets design features include critically needed road reconstruction and/or resurfacing, the narrowing of travel lanes using line striping, additional pedestrian and bicycle signage, and more pedestrian and bicycle-oriented shoulder design and maintenance. The following key concepts and features were used to identify preliminary recommendations:

- **Pedestrian Access, Safety & Mobility:** includes such features as sidewalks, crosswalks, bike access, landscape buffers between vehicle traffic and pedestrians, and signage. Together, these features can make for a safer and more pleasant experience for pedestrians and provide access to nearby residences, businesses, recreational facilities, trail networks, and parking and transit facilities. The overwhelming need for these improvements was echoed by residents and business owners throughout the planning process. Lack of such facilities prevents people from using alternative modes of transportation. This prevents people from walking to the store or places of employment. It also reduces opportunities for children to exercise. Finally, it makes unsafe conditions that may be conducive to injury or worse.



- **Access Management:** includes orderly and well planned points of access throughout the corridor, reduced number and narrowing of curb cuts, increased interconnection between adjacent land uses, and designated turning lanes. Access management, when implemented, will help to reduce the number of potential conflicts between motorist and pedestrians by providing defined crosswalks and walkways at entrances to adjacent land uses. While there are many opportunities for such improvements within the SQBQA, commercial land uses along Quaker and Dix Avenue are in particular need of access management controls. The A/GFTC complete a Access Management Study in 2006. This could be a reference for future actions along the study area's main corridors.
- **Traffic Calming Techniques:** includes the narrowing of roadways, pedestrian and bicyclist signage, reduced speed limits, and textured surfaces (e.g., crosswalks, pedestrian spaces, etc.). Together, these features are conducive to safe and alert driving. For example, western portions

of Lower Warren Street are likely oversized to accommodate existing traffic patterns. Double lanes that are 13 to 14 feet wide are conducive to high rates of speed and offer few pedestrian accommodations.

- **Corridor Beautification:** may include themed or specialized lighting, landscaping, buffer strips, grass areas, street trees, planters, public spaces, gateway treatments, and wayfinding signage. These features not only help create a sense place and improve the aesthetic quality of the corridor, but can attract new investments and promote tourism. While the SQBOA has many attractive elements including well designed and maintained local business, charming homes, and the Hudson River waterfront, in the absence of such place defining features mentioned above its “curb appeal” is lacking. When installing sidewalks, medians, and traffic calming techniques for pedestrian, new opportunities to beautify a space should be taken advantage of.
- **Green Infrastructure:** includes the use of native plantings and stormwater designs that focus on infiltration and nutrient uptake (e.g., raingardens, disconnected curbs, bioretention basins, pervious surfaces, etc.). These features also help to treat pollutants that may be conveyed by stormwater runoff. Given the amount of hardscape that is within the SQBOA (i.e., parking lots, driveways, roadways, etc.), particularly with the more highway commercial portions along Quaker and Dix Avenues, opportunities to install such green infrastructure features should be explored. Development constraints such as shallow depth to bedrock/groundwater may impact the use of such techniques.



The Study Area Concept Plan illustrates these Complete Streets principles for the QSBOA (see Figure 12 and 13). The concept plan identifies three types of roadways including: Cut-through Volume, High Volume Residential, and High Volume roads. Proposed improvements to these roadways would include reduced travel lane widths with either shared bike/pedestrian roadways or separate bike lanes along with sidewalks and landscaped buffer strips where possible. These improvements would promote automobile and pedestrian use and safety within the QSBOA.

#### Preliminary Recommendations:

- Implement intersection improvements to improve the flow of traffic and provide for safe bicycle and pedestrian resources at the following intersections:
  - Dix/Quaker – Incorporate bike lanes and signalized pedestrian islands for improved crosswalk performance and aesthetics.
  - Dix/Highland – Realign existing intersection to form T-intersection including left turn lane on Dix. Incorporate improved roadway and recreational signage.
  - Warren/Highland/Boulevard – Reduce travel lane widths while incorporating turning and bike lanes. Incorporate access management improvements and general greening for improved aesthetics.

- Warren/Quaker – Develop sidewalks, bike lanes, turning lanes, and improved crosswalks for optimal pedestrian sight distance.
- In addition to these complete streets improvements, streetscapes should include wayfinding and gateways signage and decorative, pedestrian-scale lighting (see example image below). Design of wayfinding elements should incorporate consistent marketing and branding themes. Wayfinding signage may include gateway and directional signage and informational kiosks (the Town’s new informational kiosk at Exit 18 provides a good example). Wayfinding signage is intended to work in concert with one another in order to create a unifying user experience. Signage should provide information about where to access the Hudson River, Glens Falls Feeder Canal Heritage Trail, public parking, historic sites, and local businesses. Note that such wayfinding signage should complement NYSDOT and the Manual of Uniform Traffic Control Devices (MUTCD) signage standards.



### *Development and Revitalization*

The Town of Queensbury, along with many other upstate communities, has been experiencing a shift away from manufacturing industries towards those that are primarily service based. The Study Area Business Survey found a diverse mix of retail and service oriented businesses operating in support of the remaining manufacturing, industrial, and construction industries within the region. However, there is a lack of neighborhood scale development to support local residents and promote the area as a tourist destination. Future development should be consistent with the scale and character of the QSBOA while taking advantage of available vacant, abandoned or underutilized properties, the proximity to the Hudson River and other recreational resources, and the access to existing transportation infrastructure.

According to the Queensbury Economic and Market Analysis (see Appendix C), the industries showing the most growth in the area include: accommodations and food services, health care and social assistance, and professional, scientific and technical services. When explore new opportunities for businesses within the SQBOA area, the Town should take these trends into consideration. While the

more highway-commercial portions of the SQBOA Study Area could easily accommodate the development and infill of such industries, the more traditional development patterns along Dix Avenues, Boulevard, and Lower Warren/River Streets may require revisions to the Town’s land use provisions in order to accommodate more mixed use, appropriately scaled projects that the SQBOA residents desire and that the Town’s Comprehensive Plan recommends.

Preliminary Recommendations:

- In order to increase development opportunities within the SQBOA, revisions to the Town’s land use provisions should be explored in order to accommodate attractive and appropriately scaled, mixed use residential and commercial infill along Dix Avenues and Boulevard. Such development would provide new job and service opportunities for SQBOA residents. It is important to note that this vision is also supported by the Town’s Comprehensive Plan. With regards to the highway commercial portions of the SQBOA, changes in the Town’s land use provisions should allow for more commercial oriented infill development. Due to lot configuration, minimum lot size, setback, and parking requirements, existing development patterns have resulted in underutilized space. A good example of this is the existing development site the Kmart Super Center. Shared and interconnected parking, allowance for increased Floor Area Ratios (FAR), coupled with attractive site design standards and gridlines would allow for new and well-designed development opportunities. The Town, in partnership with Warren County EDC, should continue to promote new and existing development opportunities within the SQBOA area.
- Improve Community Aesthetics by Enhancing Adjoining Land Uses. During the planning process there were many that commented on the need to encourage improved site designs in order to enhance the SQBOA’s community character, increase visitation, and promote new investments. Suggested improvements include improved landscaping requirements, site layout (e.g., side and/or rear parking), sign standards, and community appropriate architectural guidelines. While the Town has existing provisions that address these site plan elements, proposed revisions should be prepared through a public participatory planning process in order ensure that they are based on a shared community vision.



- Continue to implement South Queensbury Affordable Housing Study and explore/promote additional housing opportunities. The affordable housing study supports two primary housing strategies. First, to support and enhance affordable housing within SQBOA by promoting state and federal assistance for construction of affordable housing on scattered vacant parcels. The strategy also suggests providing support to the Glens Falls Housing Authority to obtain rental housing vouchers. The second housing strategy is to support the expansion of affordable housing with new construction on sites served by water and sewer. In addition to these efforts, new mixed use developments should include new, more affordable, often smaller-scale, housing options, including apartments and condominiums. Such housing continues to attract an increasing number of young professional and baby boomers that are looking to downsize.
- The South Queensbury Fire Department is an important civic resource within the SQBOA. In addition to hosting a number of community events, it formerly provided what was the only recreation facility within the entire study area. Reconstruct or renovate the fire house to improve safety and provide community resource center. Given the firehouse’s existing conditions, efforts to redevelop the facility should be pursued. The design of the facility should be attractive in order to set a new development standard within the SQBOA study area. In addition, the playground should be revitalized and a new long-term maintenance agreement between the Department and Town be prepared. Finally, because so many of the SQBOA residents live south of Dix Avenue, new and improved access across Dix Avenue to the firehouse should be developed.
- Redevelop vacant and abandoned sites. Within the SQBOA there are a number of unutilized sites. For some of these sites, existing environmental conditions may play a role in their neglect and/or vacancy.

The largest underutilized site within the SQBOA is the Ciba Geigy site, which presents the greatest development opportunity for the study area. The Town of Queensbury can capitalize on this opportunity by identifying suitable development scenarios for the site given consideration to its proximity to the Hudson River, access to transportation infrastructure, and environmental history



Throughout the public participation process a number of options were considered including open space and cultural facilities, solar arrays, medical device facility, technology and support services, distribution center, and an intermodal facility. Additional opportunities that were discussed ranged from a regional wastewater treatment plant, a transshipment center for agriculture products or quarried stone, to a collaborative venture between academia, local industries, and/or high tech research companies.



Preliminary Recommendations for Ciba Geigy site:

- Evaluate the need for and feasibility of using the waterfront for art and culture facilities/attractions. The Ciba Site could tell the industrial history of the site and region including logging, paper manufacturing, and mining while incorporating an event flex space that could be used for events.
- Incorporate public education regarding the condition and history of the Ciba site in any redevelopment plan.
- Identify private and public partnerships that would be suitable to undertake redevelopment scenarios for the Ciba site.
- Evaluate commercial redevelopment scenarios for the Ciba site that could include: commercial distribution center, intermodal facility, technology and support services, medical device manufacturing, or other large scale developments suitable for the site and region.
- Consider the development of a solar array on the Ciba site as part of any redevelopment strategy as a means to promote renewable energy and attract potential businesses to the site.
- Develop recreational water access points and promote water dependent and water related uses.
- Potential use as a regional wastewater treatment plant (WWTP).

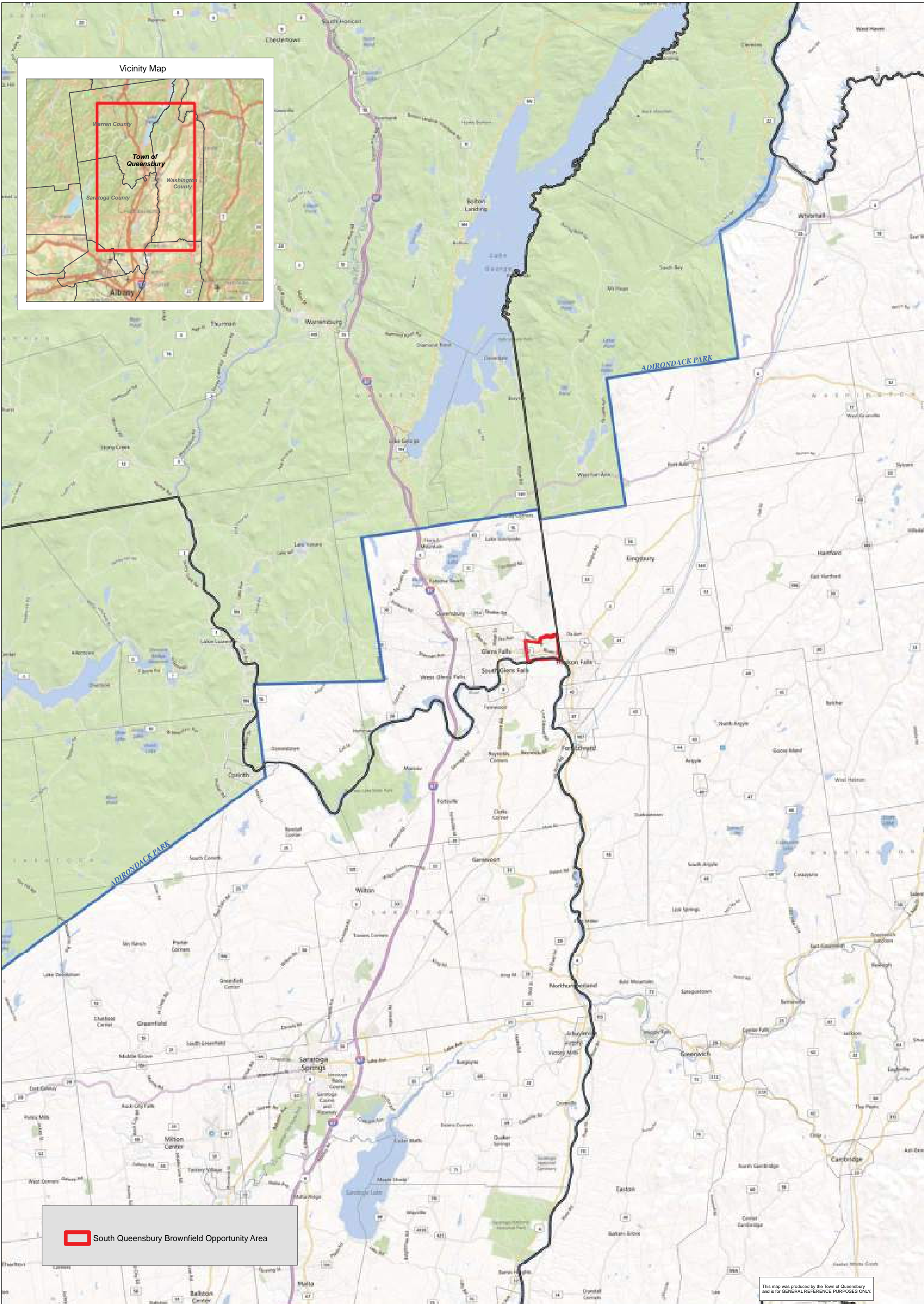
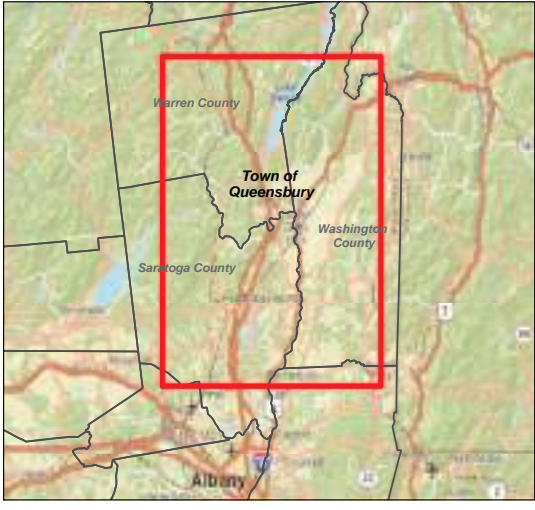
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# Appendix A

## QSBOA Figures

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Vicinity Map



South Queensbury Brownfield Opportunity Area

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Town of Queensbury  
South Queensbury  
Brownfield Opportunity Area

Community Context

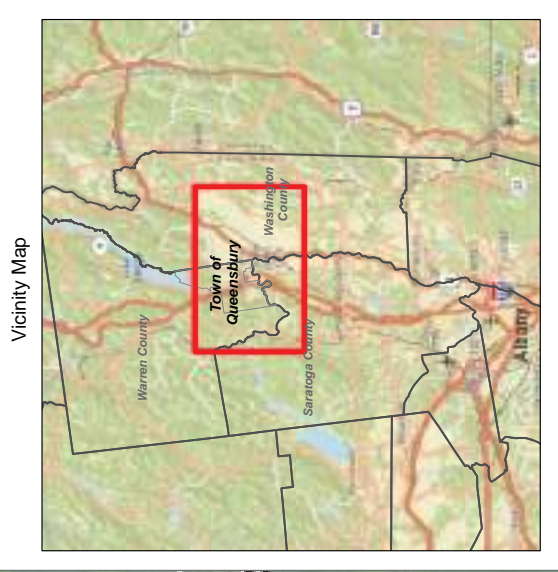


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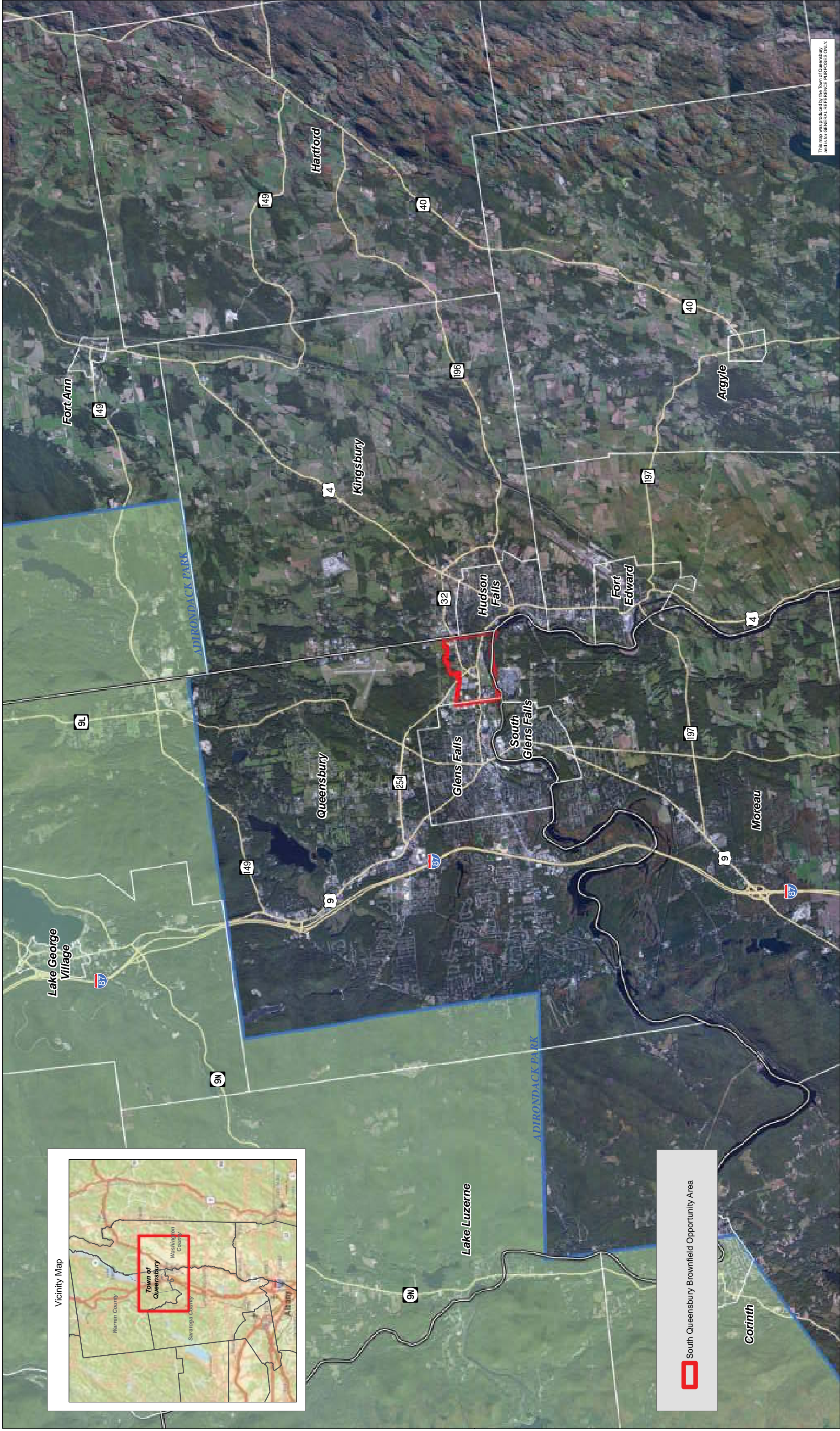


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Mapping by Town of Queensbury GIS, December 2012



Vicinity Map



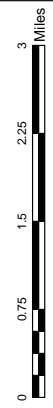
 South Queensbury Brownfield Opportunity Area



**Town of Queensbury  
South Queensbury  
Brownfield Opportunity Area**





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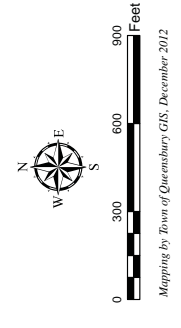
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 South Queensbury Brownfield Opportunity Area  
 Ciba Geigy Redevelopment Site

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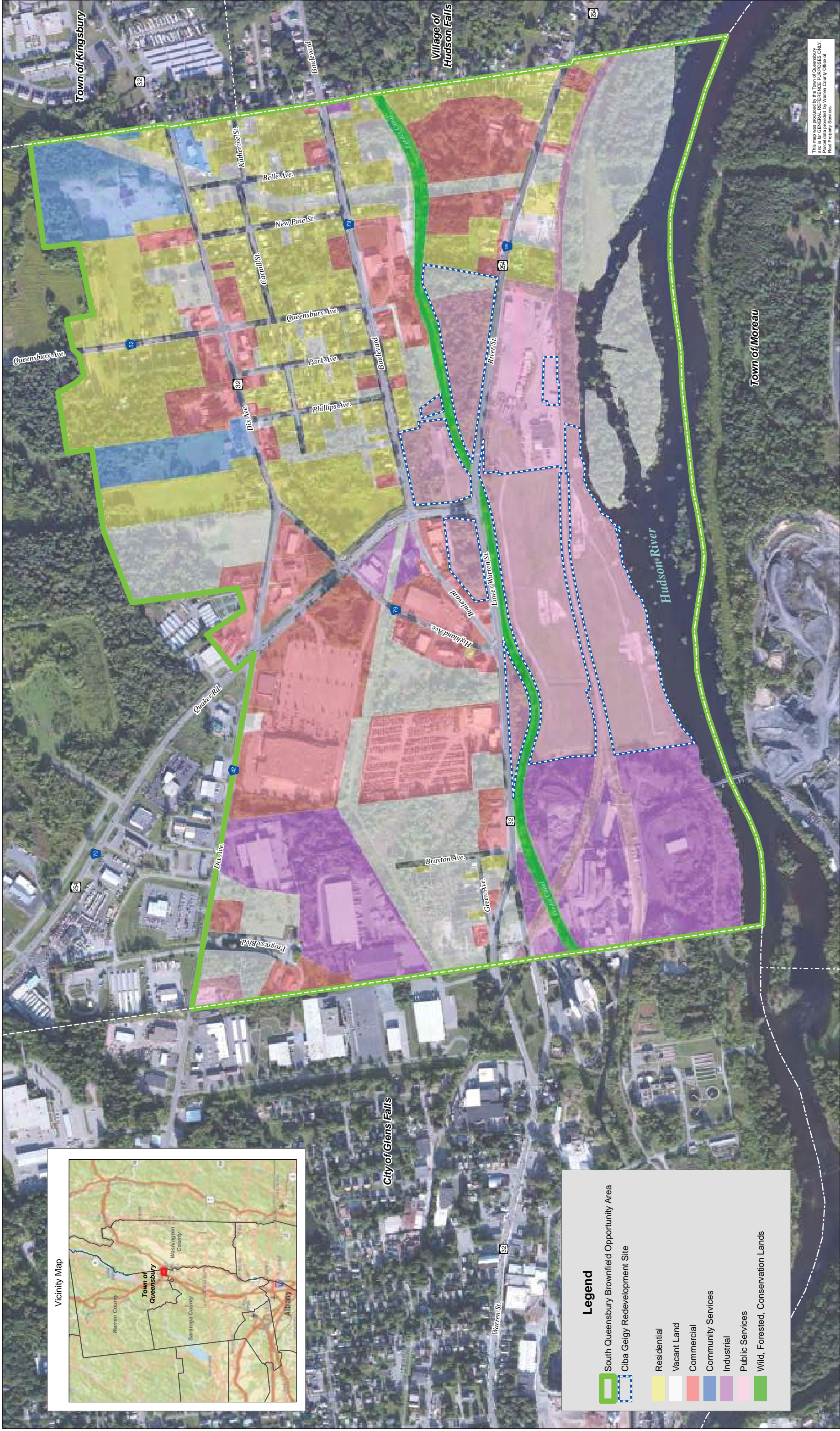

  
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## Brownfield Opportunity Area

Town of Queensbury  
 South Queensbury  
 Brownfield Opportunity Area





**Legend**

- South Queensbury Brownfield Opportunity Area
- Ciba Geigy Redevelopment Site
- Residential
- Vacant Land
- Commercial
- Community Services
- Industrial
- Public Services
- Wild, Forested, Conservation Lands



**Town of Queensbury  
South Queensbury  
Brownfield Opportunity Area**

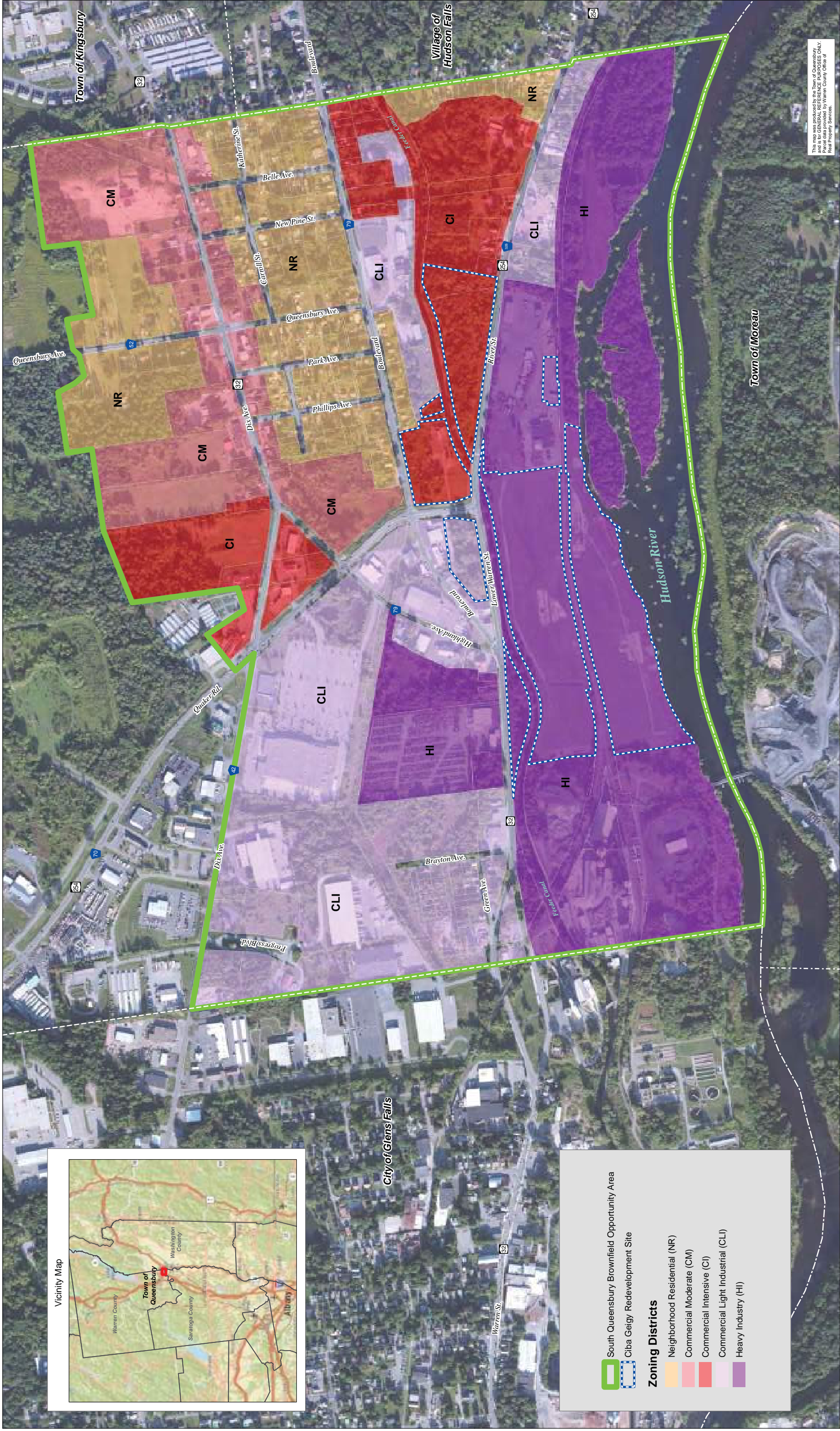
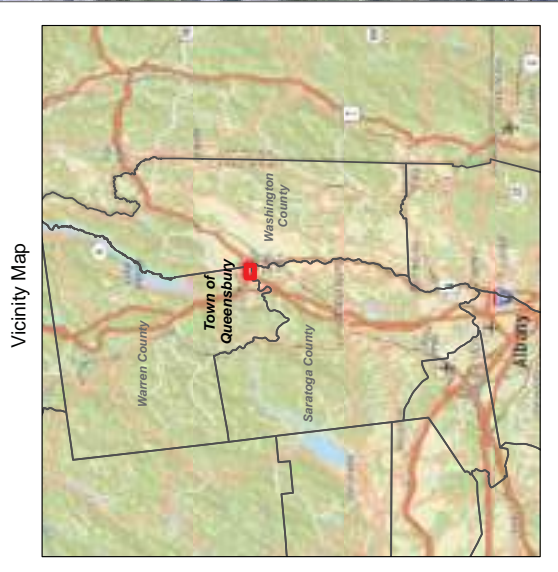


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0 300 600 900 Feet

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**Existing Land Use Classifications**



▭ South Queensbury Brownfield Opportunity Area  
▭ Ciba Geigy Redevelopment Site

**Zoning Districts**

- ▭ Neighborhood Residential (NR)
- ▭ Commercial Moderate (CM)
- ▭ Commercial Intensive (CI)
- ▭ Commercial Light Industrial (CLI)
- ▭ Heavy Industry (HI)

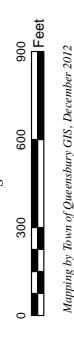


**Town of Queensbury  
South Queensbury  
Brownfield Opportunity Area**

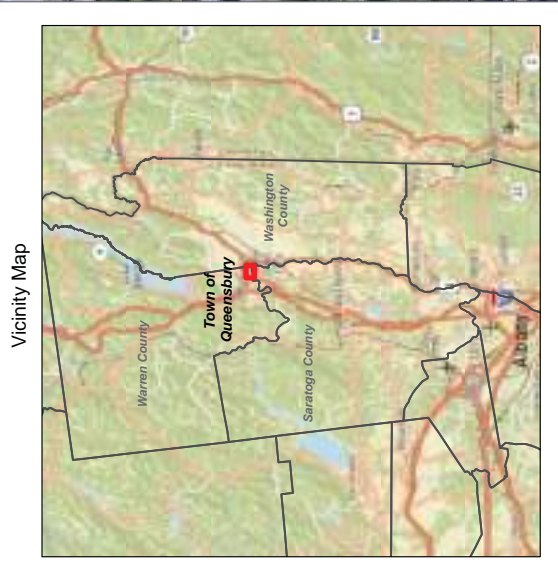
**Zoning Districts**



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**South Queensbury Brownfield Opportunity Area**

**Ciba Geigy Redevelopment Site**

**Streets by Jurisdiction**

- State
- County
- Local

**Bike / Pedestrian Trails**

- Rail Lines
- GGFT Bus Stops
- Separated ROW
- Shared Roadway

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**Town of Queensbury  
South Queensbury  
Brownfield Opportunity Area**

**Transportation**

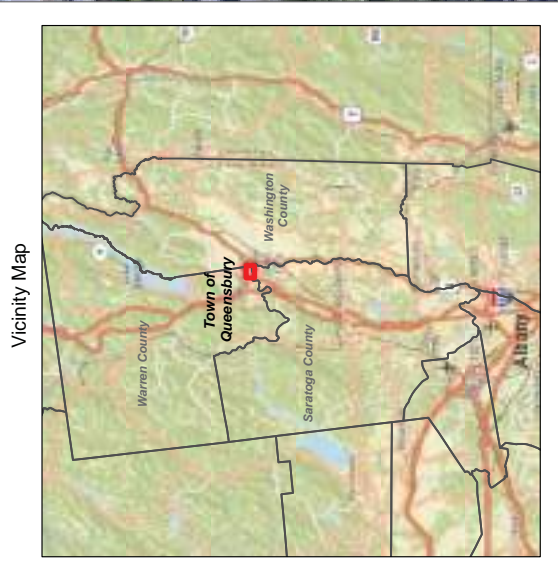






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Mapping by Town of Queensbury GIS, December 2014





-  South Queensbury Brownfield Opportunity Area
-  Ciba Geigy Redevelopment Site
-  Sanitary Sewer Mains
-  Water Mains

**\*\* South Queensbury BOA Study Area is completely within the Queensbury Consolidated Water District**

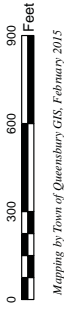
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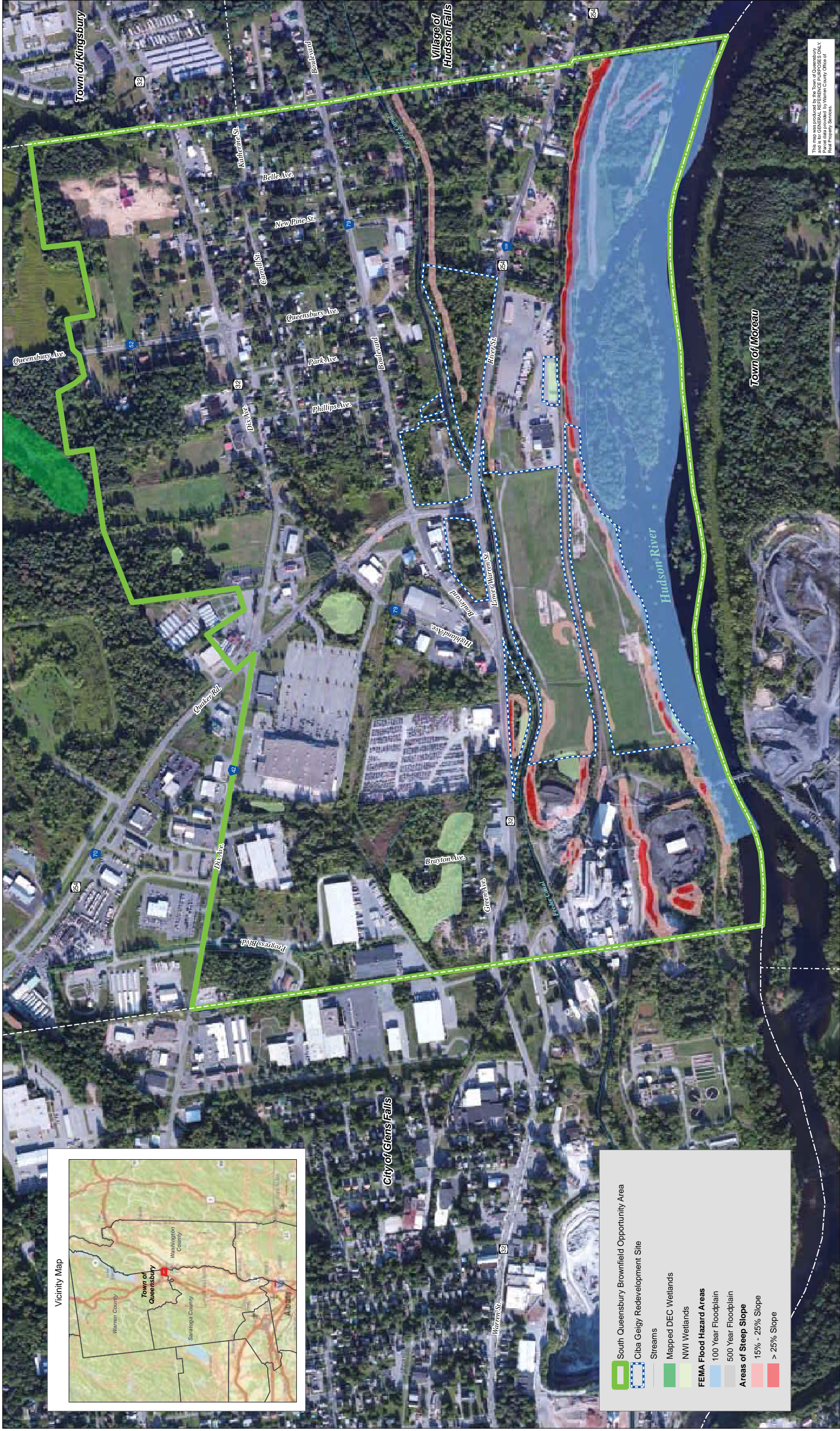
**Town of Queensbury  
South Queensbury  
Brownfield Opportunity Area**



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**Municipal Infrastructure**



**South Queensbury Brownfield Opportunity Area**

- Ciba Geigy Redevelopment Site
- Streams
- Mapped DEC Wetlands
- NWI Wetlands
- FEEMA Flood Hazard Areas**
- 100 Year Floodplain
- 500 Year Floodplain
- Areas of Steep Slope**
- 15% - 25% Slope
- > 25% Slope



**Town of Queensbury  
South Queensbury  
Brownfield Opportunity Area**



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0 300 600 900 Feet

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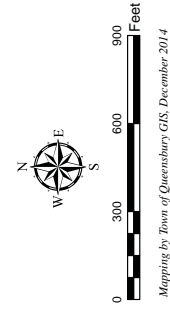
- South Queensbury Brownfield Opportunity Area
- Ciba Geigy Redevelopment Site
- Bike / Pedestrian Trails**
- Separated ROW
- Shared Roadway
- Public Parks & Open Space**
- State Land
- Feeder Canal Canoe Launch



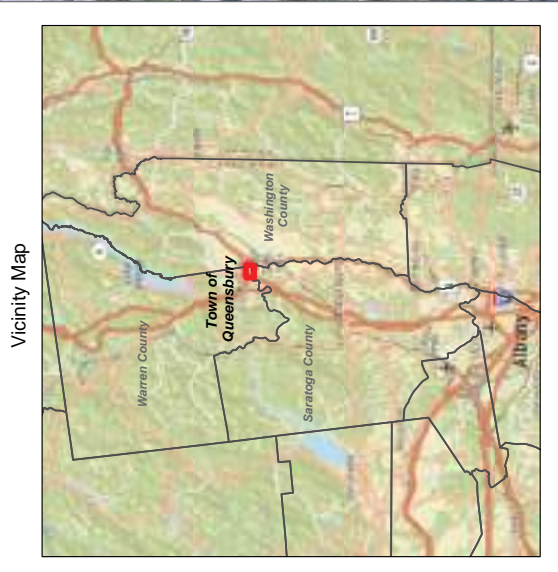
**Town of Queensbury  
South Queensbury  
Brownfield Opportunity Area**



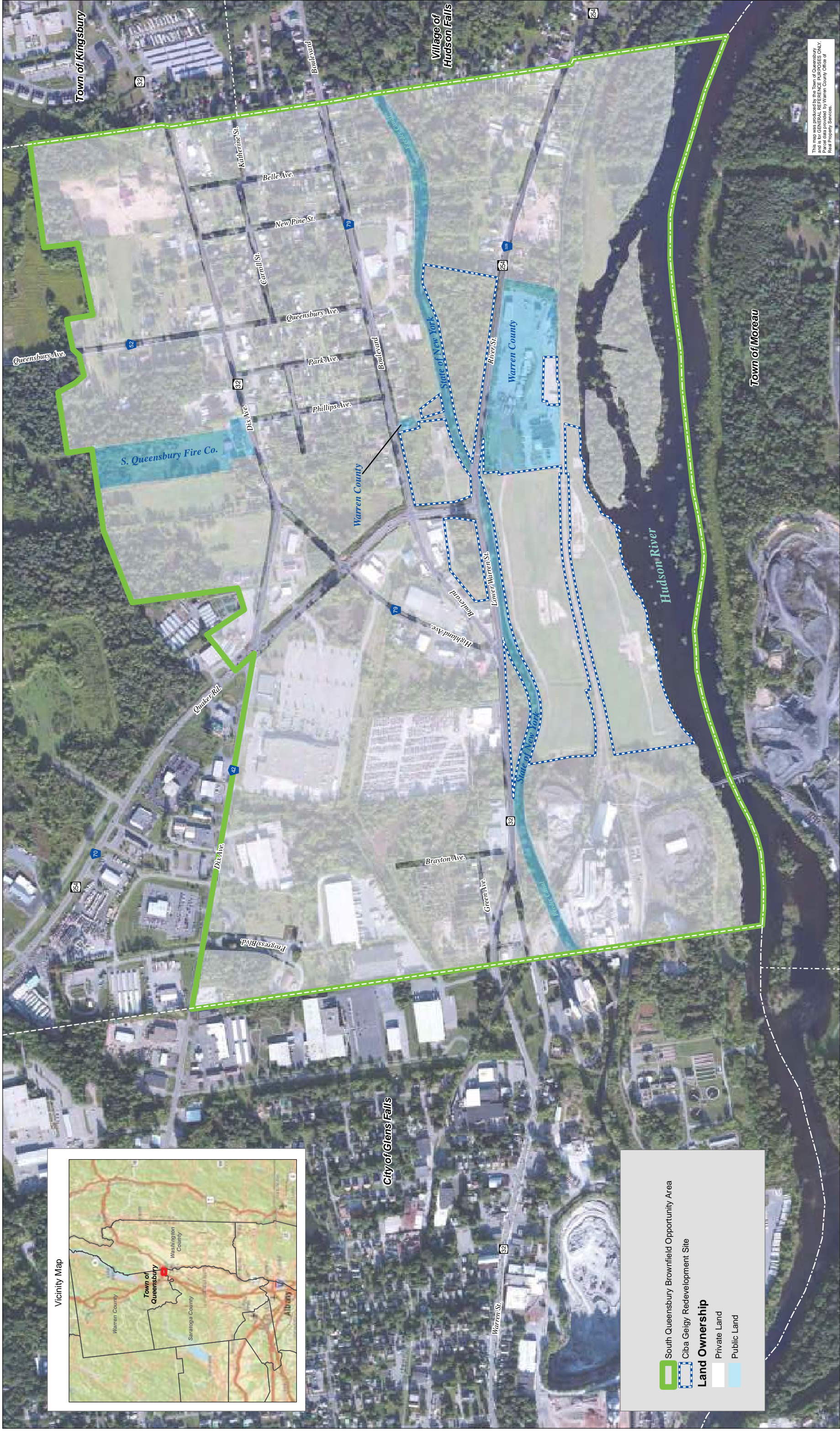
This document was prepared for the New York State Department of State with the funds provided under Title 11 of the Environmental Protection Fund



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Vicinity Map



South Queensbury Brownfield Opportunity Area  
 Ciba Geigy Redevelopment Site

**Land Ownership**

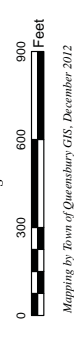
- Private Land
- Public Land



**Town of Queensbury  
 South Queensbury  
 Brownfield Opportunity Area**



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**Land Ownership Patterns**



**Legend**

- South Queensbury Brownfield Opportunity Area
- Underutilized Sites
- Vacant Sites
- Ciba Geigy Redevelopment Site



**Town of Queensbury  
South Queensbury  
Brownfield Opportunity Area**

Vacant and Underutilized Sites

In Cooperation with:

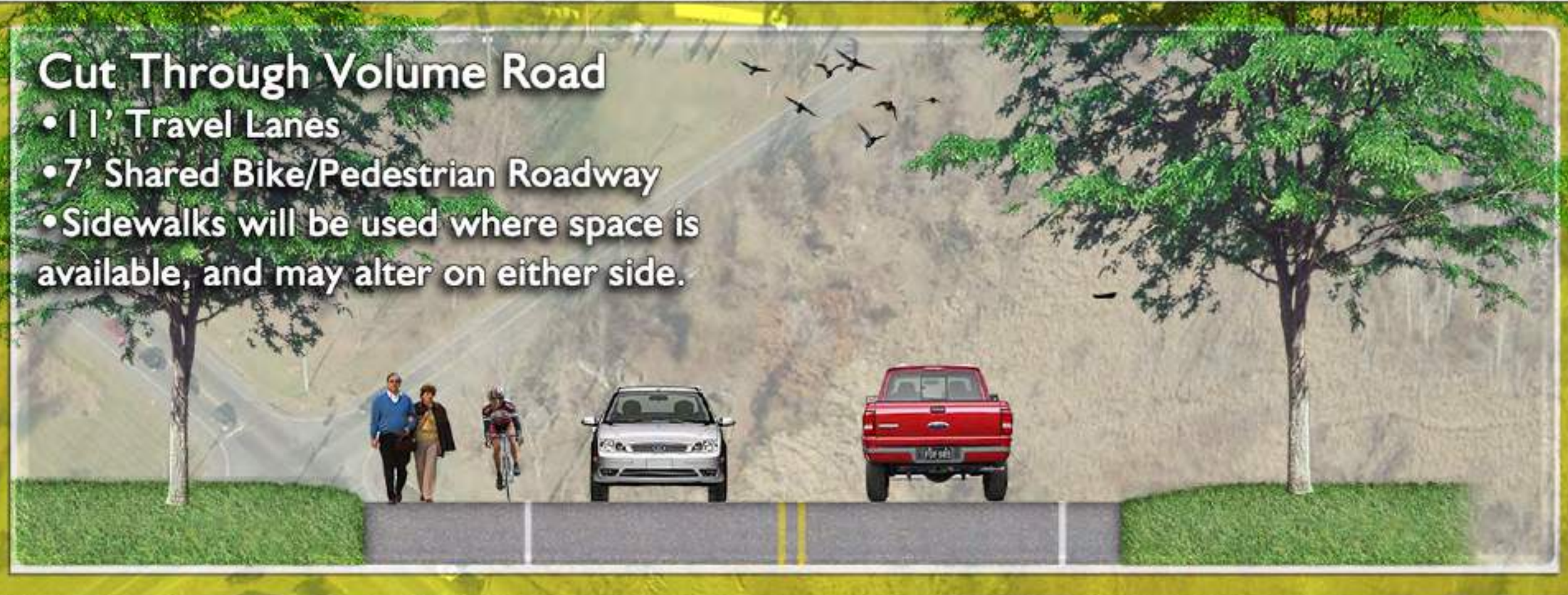


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### Cut Through Volume Road

- 11' Travel Lanes
- 7' Shared Bike/Pedestrian Roadway
- Sidewalks will be used where space is available, and may alter on either side.



Crosswalk improvements within entire project boundary to increase pedestrian safety.



Where space is limited, for bike lanes, consider the use of "sharrow"s to delineate bike traffic.

Dix/Quaker Intersection improvements include signalized pedestrian islands for improved crosswalk performance and aesthetics. Bike lanes provided.



Dix/Highland Intersection realignment to form a T-intersection. Includes a left turn lane on Dix and improved signage.



### High Volume Residential Road

- 11' Travel Lanes with 5' Bikes Lanes
- 5' Sidewalk(s) with landscape buffer strip where possible



### High Volume Road

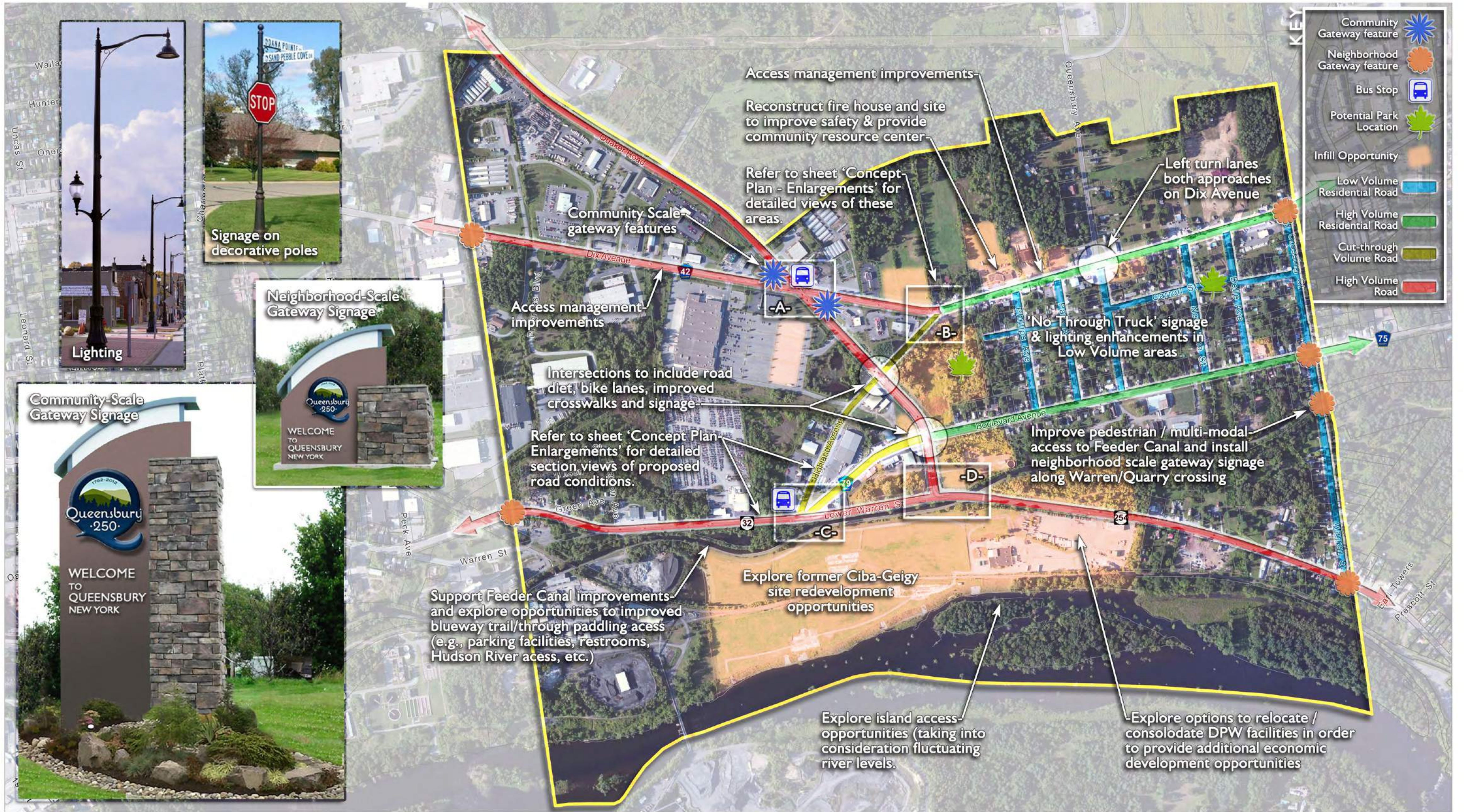
- 11'-14' Travel Lanes
- 6' Bikes Lanes
- 5' Sidewalk(s) where pedestrian demand warrants



Warren Street 4 point intersection improvements include a road diet, turning and bike lanes, access management and general greening for improved aesthetics.



Warren & Quaker intersection improvements include sidewalks, bike lanes, turning lanes and improved crosswalks placed for optimal pedestrian sight distance.



**Appendix B**  
**Focus Group Meeting and**  
**Public Workshop Summary Notes**

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**QUEENSBURY SOUTH VISION PLAN**  
**Public Workshop Meeting Summary**  
**South Queensbury Firehouse March 20, 2013**

Attendees were provided an overview of the project, a visual tour of the neighborhood and the CIBA Geigy site, as well as a series of slides depicting potential opportunities and ideas for the South Queensbury Neighborhood and the brownfield/waterfront site.

Participants were asked the following questions regarding the South Queensbury neighborhood:

- What is working?
  - Are there any special places or buildings to preserve?
  - Are there things about the neighborhood that are special to you?
  - Have Town programs for community revitalization been effective?
- What is not working?
  - What problems exist?
  - Are there underutilized assets?

Participants were also asked the following questions for the waterfront site:

- What is working?
  - Are there aspects of the Ciba Site that should be preserved?
  - Do you have concerns or questions?
- What is not working?
  - What problems exist?
  - Are there underutilized assets?
- What's Possible?
  - What would you like to consider for the site?
  - Mixed use? What use?

*What's Working – Where do People Visit?*

- Firehouse
- Walmart
- Stewart's
- Gardentime
- Feeder Canal Trail

*What's Missing? What are your concerns?*

- Sit down restaurant
- General services
- Need sidewalks at Dix Ave, Quaker, and Warren Street, River Roads
- Boulevard sidewalks need maintenance
- Sidewalks on River Street
- Pedestrian facilities needed from Hudson Falls to Glens Falls

- No Accommodations on the bike trail for bikers
- Concern about water quality of the Hudson River – status of biological/aquatic health
- Phillips Avenue is a cut through to avoid congestion
- Lack parks in neighborhood – should do something like West End Park
- Need for pocket parks and safer streets for kids
- There is a need to review accident reports
- Residents not necessarily traveling to school to recreate (where sport fields are located)
- Bike/vehicle pedestrian/vehicle conflicts
- Traffic congestion at Dix/Quaker
- No bathrooms no services/provisions on canal trail anywhere
- No Signage directing people to trails or river
- Safety at McDonalds/Dunkin Donuts is a concern (Dix Avenue)

### What's Possible

- Fishing opportunities – good immediate/short-term use of waterfront
- Some migratory birds
- Docks on Shermantown Road (Private) but are utilized
- What's the Status of the islands located in the River?
  - Water level fluctuation is a concern
  - Connection to Islands desirable
  - Picnic area on Islands desirable
  - Water velocity of Hudson – Is canoe accessible?
  - Improved kayak/canoe opportunities
  - No activity on River at this time
- Improve Park at Firehouse
- Little pocket park in neighborhood
- Improved signage

### How does age affect mobility?

- Need more sidewalks
- People are walking on Dix/Quaker to Wal-Mart
- More Bicyclists – currently dangerous (speed, inadequate facilities, etc.)

### What kinds of things could/should the CIBA site be used for and what needs to be considered?

- Like the idea of small shops
- Encourage young entrepreneurs (neighborhood-wide)
- Look at what's going on across river/in Saratoga and Washington County – communicate and coordinate with neighboring communities
- Canalway Trail
  - Connect to the Waterford/Whitehall canal trail, Betar Trail, Warren Co Bike Trail
  - Glens Falls – Pruyn's Island Waterfront Revitalization Plan
- Waterpark (indoor/outdoor)

- Look at Vermont as an example for Signage
- *Reusable Systems/Recycling* – “Greener Development”
- Solar Array/Educational Benefit
  - Muni/Commercial solar arrays at MW Scale
    - Clean power to industrial use – Lehigh Cement
    - Economic power – large scale - muni/district
    - Future community solar (Not Permitted) but could do so in future
    - Non-intrusive – no cost to municipality
- Commercial distribution center
- Connect trails to Glens Falls, Airport (Balloon Festival)
- How does active rail land affect site?
  - Conflict with access to river
  - How will this be addressed?
  - Can the rail line be used for the industrial site
- Commercial/industrial and recreational uses – don’t need to be mutually exclusive
- Plenty of regional fields/neighborhood scale facilities are required
- *Hackercraft* Boat Company – needs site
  - Could they go on brownfield?
  - 50 employees from Ticonderoga
  - Virginia Naval Shipyard (ship rehabilitation) is a good an example of waterfront use
- Look at water access, water dependent, water related uses
- Water/sewer treatment plant for Queensbury/Washington Co. was previously mentioned by the Town and no longer under consideration
- Remediation is driven by the type of end use that is desired
- Concern about use of public dollars - do we have the resources to spend on the site?
- The South Queensbury area lacks Identity gateway signage would help
- Development will add to tax base
- Cabela’s – or similar large scale development
- Event flex space might be a good fit



**Queensbury South Vision Plan**  
**Economic & Recreation and Open Space Focus Group Meetings**  
**April 11, 2013**

**1. Economic Focus Group (@ AngioDynamics)**

Participants included Town of Queensbury Wastewater Department, City of Glens Falls Engineer, representative from CP Rail, AngioDynamics (medical device manufacturer), Lehigh Cement, EDC Warren County, Town Board members, and Queensbury Planning Department.

- **The neighborhood** is one of two housing rehab areas, but there has been a slow response from this neighborhood, which has a lot of rental property. The neighborhood is not a big tax base generator and does not get attention. The neighborhood would like an emphasis on bike and pedestrian issues, housing conditions, and neighborhood pocket parks.
- BASF owns Ciba Geigy site and was not at the meeting. They are hard to engage but not totally negative. The site is not really on their radar.
- **CP Rail** offered background on CP rail. They are being assertive about growth. Any local improvements are based on traffic volumes. The facility would benefit from some kinds of industrial development. But he observed that taking a part in the high tech industries and/or industries that support GlobalFoundries, while it makes sense, those businesses don't move goods by rail so it would not result in improvements, but that might not be necessary. The track they have in the area will need to be updated in a few years. CP is definitely interested in being a partner. They serve five local industries including Lehigh Cement and Finch Pruyn. The line currently terminates at Finch Pruyn. The line cannot handle double stacked containers. There could be an option of an intermodal function if volume increases (moving goods from rail to truck and vice versa). With regards to GlobalFoundries spin offs, it may be necessary to evaluate the many industries that typically follow a chip fab into the area. For example, such facilities typically use specialty gasses. Perhaps that is an option.
- **Lehigh Cement** observed that the nature of their operation makes for a difficult neighbor and that they would prefer to have similar heavy industry on the Ciba site so there are not conflicts. Their quarry has an expected 80-100 year life/capacity. There have been a number of people advocating for an on-site solar array. If that were to be pursued there is a need to speak to some potential developers. However, Lehigh noted that the cement company is a very heavy user of electricity (12 MW a day). They noted that if they were to pursue solar they have enough land to do on-site. Lehigh has 70-80 acres on the north side of the Hudson River and 250 acres on the south side. They are not looking to expand the plant, though they expect an increased number of employees in the future. Lehigh noted that they have safety concerns regarding canoe and kayak access within the vicinity of their site given the nature of their operations.
- **The Glens Falls Wastewater Treatment Plant** has approximately 5 mgd available capacity. However, much of it is committed to other municipal users for future expansion. They have about 1 million mgd that is not committed. The plant could be expanded to 12-18 mgd. Ciba helped construct the plant and when it was fully operational it used 3 mgd. Today, the site generates 150,000 mgd and can peak to 300,000 mgd. The infrastructure is likely in good condition and can carry the original load. There is an operating pre-treatment plant on the Ciba site that is processing the captured groundwater.



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- **Water capacity** is not a problem at all.
- **Electrical capacity:** The area has 115 MW transmission line and can service heavy industry. Not usually available. Certain industries look at high electric transmission sites – what industries have these needs?
- **Other Market Ideas:** It was noted that there is not enough industrial development land within the area. Others noted that industrial land in nearby Moreau is going unused. Regarding redevelopment, the question whether NYS will offer some indemnification was raised. Concerns regarding liability for future property owners were also raised. From a revitalization perspective, any redevelopment of the site would help the entire region.
- With respect to manufacturing and medical device manufacturing, there is a facility closing in Argyle that is moving jobs to Mexico. That has been happening regularly within the industry. The businesses related to medical device manufacturing are plastics, tubing manufacturing, extrusion, injection molding. Any support business may be helpful.
- There is the perception that the Town will acquire the site, which may be an option, but not necessarily the only path forward. It was noted that private and public partnerships present great opportunities.
- Participants noted that people enjoy recreating in the area, including fishing and walking their dogs.

## 2. Recreation and Opens Space Focus Group (@ Queensbury Town Hall)

Participants included Moreau State Park representatives; Warren County Safe and Quality Bicycling Organization, AGFTC, Feeder Canal Alliance, Supervisor of Queensbury, and Queensbury Planning Department.

- **Level of Contamination:** There is a perception that the Ciba site has a high level of contamination because it made paint pigments. However, it was noted the site is under active remediation and that a fully contained landfill was constructed to hold contaminated waste from the site. If there is future access, public education regarding the condition of the site would be necessary.
- **Warren County DPW site** is being considered available for development for planning purposes. Warren County DPW has acknowledged that they would like to consolidate their facilities at the Warren County Airport.
- **Lehigh:** Concerned with public access and safety within the vicinity of their facility. It was noted that the Lehigh cement quarry has 80-100 years left in operational life. As such, the current operations will likely not change in the near and distant future.
- **Fishing:** People are currently fishing from a spot at Shermantown Road. It is a portage point, and the dock is in very bad shape.
- **Arts :** Participants liked the idea of using the waterfront like Storm King in Ulster County for art and culture facilities/attractions.
- **Moreau Park:** There is an opportunity to connect Saratoga State Park with Moreau State Park. They now have permission to go through Mt. McGregor Correctional Facility property, which was the last point of conflict. The trail will connect to other assets and waterbodies.



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- **Strategic Location:** The Ciba site has a great convergence of regional trails. This includes Feeder Canal Trail, Champlain Canal Trail, Warren County Bikeway, future trail improvements on Pruyn Island, etc. The roadways are opportunities for improved access for the region and from the neighborhood to these trails.
- **Feeder Canal:** Feeder Canal travels through this area. Feeder Canal use is divided by City of Glens Falls, usage study suggest that there are two user groups, those who travel along the trail east of the City (Finch Pruyn) and those that travel points west of Finch. Improved links throughout the city, coupled with key access points, would help through traffic/travel along the Feeder Canal.
- **Heritage:** Site opens the possibility to tell story of industrial history of the area, including logging, paper manufacturing, and mining. There is huge social history of the Hudson River (e.g., Spier Falls Dam, which in 1902 was fourth highest dam. A hotel was built so people could come and watch the dam be constructed).
- **Canoe and Kayaking:** Network trying to map this part of the river for portage around/within the City and around Glens Falls. When the dams are relicensed, there is a need to take into consideration canoe and kayak portage. Feeder Canal below Murray Street small portage, go into canal, get to Shermantown and bypass the fall. Kayaking is the fastest growing recreation sport in the nation. Lack of control over river velocity and volume is a concern. Since it is regulated and they will open the dam and water level changes dramatically. The stretch of river ranges from class 1-3 (depending on water levels) in a very short distance.
- **Facilities:** There is a lack of bathroom and other facilities along the trail. The Ciba site is a logical point. The Feeder Canal Alliance now tells people to stop at Stewarts (or similar business) at this point. 90,000 people per year use the Feeder Canal Trail. The area also needs safe parking.
- **Biking:** Road biking needs pavement so consider paving trails eventually. Perhaps there are off-road biking possibilities? Moving through the City along the trail is difficult given the trail and road configuration. Additional bike lanes, widened roadways, or shared road facilities (e.g., signage, sharrows, etc.), would be beneficial. Bikers noted that it is acceptable for people to ride bikes on sidewalks on Warren Street. A longstanding issue regarding bike access along Oakland where there is no room for bikes and they do not want a bicycle in a sidewalk. It was noted that the sidewalk along the Civic Center is wide and could be narrow/used for bike access. In general, there is a need to consider the needs of all types of bicyclists.
- **Roadway network and connections to neighborhood:** Residents would like to get to waterfront and have parks locally.
- People are walking and biking along Dix Avenue without pedestrian facilities. Boulevard is a great biking road. Dix Avenue and Warren Street are deficient for pedestrians and bikes. The current at-grade Feeder Canal trail road crossing on Warren/River is dangerous given line of sight and travel speeds. Riding on Queensbury Avenue is not hard
- Should consider cell phone tours along trails and at park/public access and cultural facility locations.
- Good time to focus on recreation because there will \$90 million in funding over the next five years for parks through OPRHP.



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**QUEENSBURY SOUTH VISION PLAN**  
**Public Workshop Meeting Summary**  
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**Appendix C**  
**Queensbury Economic and Market Analysis**

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## Queensbury Economic and Market Analysis

The market analysis and economic evaluation was conducted in two phases. The first phase consisted of an initial scan and market analysis of the study area to identify current economic conditions and opportunities. This information was of value during the visioning process and discussions with economic development officials.

The basic intent of the market analysis was to identify potential development scenarios for the Ciba Geigy site in South Queensbury. The analysis was initiated by defining the market area and examining the various demographic trends related to population, income and employment affecting the Town, the surrounding neighborhood and the region. Migration trends were also evaluated. We reviewed the existing land use inventory of the study area to provide some context for what development opportunities might exist to stimulate revitalization of the target site.

An industry trends analysis was conducted to identify the key commercial growth sectors that could be targeted and recruited to the Ciba Geigy site. We also identified key recommendations from the Town's Comprehensive Plan, the Lake Champlain-Lake George Comprehensive Economic Development Strategy and the visioning workshop and focus groups sessions for guidance in selecting commercial/industrial uses that would best address the needs of the target area and surrounding neighborhoods.

### Queensbury Study Area Demographic Report Summary

To gain a broad perspective of the growth trends locally and within the region, we purchased demographic data from The Nielsen Company. We analyzed this data in two formats. One looks at the Glens Falls MSA which encompasses Warren and Washington Counties, the City of Glens Falls and the Town of Queensbury. The second format considers the market within a 5, 25, and 50 mile radius from the target area. For this analysis we used the intersection of Lower Warren and Boulevard Streets near the target site as the focal point.

**Table A. Population Growth by Market Area**

Population	5 mile	25 mile	50 mile	MSA	NYS
2018 Projection	62,797	244,510	1,150,434	129,476	
2013 Estimate	62,207	242,384	1,149,805	129,028	19,570,261
2010 Census	61,899	241,240	1,151,035	128,923	19,378,102
2000 Census	56,772	227,773	1,107,525	124,348	18,976,457
Growth 2013-2018	0.95%	0.88%	0.05%	0.35%	
Growth 2010-2013	0.50%	0.47%	-0.11%	0.08%	
Growth 2000-2010	9.03%	5.91%	3.93%	3.68%	

The MSA is defined as Warren and Washington Counties which includes the Town of Queensbury and the City of Glens Falls. The five mile radius includes most of the Town of Queensbury, all of the City of Glens Falls and South Glens Falls, and Village of Hudson Falls (Washington County). Additionally, it also includes parts of the Town of Moreau (Saratoga County), Village of Fort Edward (Washington County) and Town of Kingsbury (Washington County). The 25 mile radius includes most of Warren County, Washington County and Saratoga County and parts of Vermont. The 50 mile radius includes all of Warren County, Washington County and Saratoga County, most of Rensselaer County and Schenectady

County, and parts of Albany County, Fulton County, Montgomery County, Hamilton County and Essex County and Vermont.

Population in all of the service areas has exhibited decent growth since 2000 with projections for continued increases through the next five years. Table A delineates the recent and projected growth of the population in each of the market areas.

**Table B. 2013 Population by Age**

2013 Est. Population by Age	5 mile		25 mile		50 mile		MSA	
	Totals	62,207	%	242,384	%	1,149,805	%	129,028
Age 0 - 4	3,609	5.8	12,836	5.3	61,823	5.38	6,636	5.14
Age 5 - 9	3,623	5.8	13,374	5.5	63,026	5.48	6,872	5.33
Age 10 - 14	3,748	6	14,638	6	67,508	5.87	7,500	5.81
Age 15 - 17	2,413	3.9	9,683	4	45,229	3.93	5,044	3.91
Age 18 - 20	2,143	3.4	9,982	4.1	54,750	4.76	4,788	3.71
Age 21 - 24	3,065	4.9	12,316	5.1	64,235	5.59	6,328	4.9
Age 25 - 34	7,679	12	27,047	11	137,334	11.9	14,284	11.07
Age 35 - 44	7,964	13	30,559	13	138,566	12.1	15,577	12.07
Age 45 - 54	9,478	15	38,564	16	172,323	15	20,334	15.76
Age 55 - 64	8,227	13	34,323	14	160,291	13.9	19,116	14.82
Age 65 - 74	5,239	8.4	22,082	9.1	99,942	8.69	12,513	9.7
Age 75 - 84	3,304	5.3	11,541	4.8	56,013	4.87	6,922	5.36
Age 85 and over	1,715	2.8	5,438	2.2	28,766	2.5	3,114	2.41
Age 16 and over	50,449	81	198,405	82	942,678	82	106,382	82.45
Age 18 and over	48,814	78	191,852	79	912,219	79.3	102,976	79.81
Age 21 and over	46,671	75	181,870	75	857,469	74.6	98,188	76.1
Age 65 and over	10,258	16	39,060	16	184,720	16.1	22,549	17.48
2013 Est. Median Age	41.1		42		40.8		43.4	
2013 Est. Average Age	40.7		40.9		40.6		41.9	

Table B shows the age cohort distribution of residents of the MSA and the 5-mile, 25-mile and 50-mile market areas in 2013. Using these age cohorts as indicators of market orientation, it appears that the largest segment of the target area’s potential market is middle-aged adults (ages 45-54) and (ages 35-44); young adults (ages 25-34) followed by seniors (age 65 and over). These indicators suggest that there is a diverse distribution of ages within the populations in the market area giving potential new businesses to the site a wide range of potential consumers to target. The table also includes a number of summary cohorts. For example, “Age 18 and over” totals the age cohorts from Age 18-20 through Age 85 and over.

**Table C. 2013 Population by Sex**

	5 mile		25 mile		50 mile		MSA	
Total population	62,207	%	242,384	%	1,149,805	%	129,028	%
Male	30,095	48.4%	120,794	49.8%	562,643	48.9%	64,851	50.3%
Female	32,112	51.6%	121,590	50.2%	587,162	51.1%	64,177	49.7%
M/F Ratio	93.7%		99.3%		95.8%		101.1%	

As in the nation in general, a slight majority (approximately 51%) of the population in the 5 mile, 25 mile and 50 mile market areas are comprised of women. In the MSA market service area, a little over 50% of the population is comprised of men. This is mainly due to the higher concentration of men in the youth age segments including college aged (18-24).

Household and Per capita income figures are key indicators of the potential buying power of residents living in the market area. In general, Average and Median Household income and Per capita income figures are lower in the MSA than the region as a whole (25 mile and 50 mile market areas was higher than the region and the state as a whole. The 5 mile service area was also below the MSA figure.

**Table D. 2013 Average, Median and Per Capita Income**

	5 mile	25 mile	50 mile	MSA
2013 Est. Average Household Income	\$60,726	\$70,562	\$69,611	\$63,835
2013 Est. Median Household Income	\$49,732	\$56,373	\$54,261	\$51,506
Per capita income	\$25,653	\$28,453	\$28,648	\$25,971

**Table E. 2013 Educational Attainment (Age 25+ population)**

	5 mile		25 mile		50 mile		MSA	
<b>2013 Est. Pop. Age 25+</b>	43,606	%	169,554	%	793,234	%	91,860	%
Less than 9th grade	1,218	2.8	5,346	3.2	25,535	3.22	3,489	3.8
Some High School, no diploma	3,029	7	11,729	6.9	54,942	6.93	7,442	8.1
High School Graduate (or GED)	16,213	37	55,837	33	244,300	30.8	33,820	36.82
Some College, no degree	8,913	20	31,971	19	143,367	18.1	16,845	18.34
Associate Degree	5,063	12	18,292	11	85,226	10.7	9,424	10.26
Bachelor's Degree	5,338	12	26,077	15	133,841	16.9	11,677	12.71
Master's Degree	3,128	7.2	15,992	9.4	77,786	9.81	7,462	8.12
Professional School Degree	506	1.2	2,588	1.5	15,626	1.97	1,189	1.29
Doctorate Degree	199	0.5	1,722	1	12,612	1.59	512	0.56
High school degree +	39,360	90.3	152,479	89.9	712,758	89.9	80,929	88.1
Bachelor degree +	9,71	21.0	46,379	27.4	239,865	30.2	20,840	22.7

The 5 mile market area (which includes the Town of Queensbury) shows that the area has a well educated population with a much lower percentage of persons lacking a high school diploma. For the Town of Queensbury, 2010 census figures show that 88.8% of the Age 25 + population achieved high school degrees or higher and 29.7% with Bachelor degree or higher. The Bachelor degree + figure is

particularly impressive in comparison to national statistics. U.S. figures for percentage of high school or higher and percentage of Bachelor's degree or higher were 88.1% and 22.7% respectively.

**Table F. 2013 Employment Status (Age 16+ population)**

	5 mile		25 mile		50 mile	
2013 Est. Pop Age 16+ by Employment Status	50,449	%	198,405	%	942,678	%
In Armed Forces	116	0.23	797	0.4	2,123	0.23
Civilian - Employed	30,663	60.78	119,967	60.47	567,622	60.21
Civilian - Unemployed	2,328	4.61	8,686	4.38	47,496	5.04
Not in Labor Force	17,342	34.38	68,954	34.75	325,436	34.52
2013 Est. Civ Employed Pop 16+ Class of Worker	31,045	%	120,951	%	575,301	%
For-Profit Private Workers	20,499	66.03	74,009	61.19	336,809	58.54
Non-Profit Private Workers	3,198	10.3	12,219	10.1	66,002	11.47
Local Government Workers	2,530	8.15	11,476	9.49	53,055	9.22
State Government Workers	1,561	5.03	7,401	6.12	54,198	9.42
Federal Government Workers	266	0.86	1,867	1.54	11,273	1.96
Self-Emp Workers	2,983	9.61	13,875	11.47	53,450	9.29
Unpaid Family Workers	6	0.02	103	0.09	514	0.09

For the 5, 25 and 50 mile market areas, the civilian employment participation rates are slightly over 60% while for the MSA it is 57.4%. The State and National figures are \_\_\_% and \_\_\_% respectively. For profit private workers made up the largest class of workers in each area comprising over 61% of the MSA workers and over 66% of the workers in the 5 mile market area.

**Glens Falls MSA**

2013 Est. Pop Age 16+ by Employment Status	106,382	%
%In Armed Forces	193	0.18
Civilian – Employed	61,014	57.35
Civilian – Unemployed	4,653	4.37
Not in Labor Force	40,522	38.09
2013 Est. Civ Employed Pop 16+ Class of Worker	61,747	
For-Profit Private Workers	37,774	61.18
Non-Profit Private Workers	5,737	9.29
Local Government Workers	5,817	9.42

State Government Workers	3,958	6.41
Federal Government Workers	817	1.32
Self-Emp Workers	7,590	12.29
Unpaid Family Workers	54	0.09

## Migration Trends

The Internal Revenue Service provides annual statistics that helps show migration patterns throughout the country. The County-to-County Migration data are updated annually and based on the year-to-year changes in the addresses shown on the population of returns from the IRS Individual Master File system. The data present migration patterns by county for the entire United States and each individual State, including inflows and outflows. The data are available for Filing Years 1984 through 2010, and include the following:

- Number of returns (which approximates the number of households)
- Number of personal exemptions (which approximates the population)
- Total "adjusted gross income" (starting with Filing Year 1993)

For this analysis, we examined migration data for 2010 for Warren and Washington Counties. The data is another useful tool in targeting populations for proposed new housing and commercial developments. The overall migration data is provided in spreadsheet format in the appendix. The following is a summary of the key data findings.

Total inflows to **Warren County** for the period 2009-2010 were 1,720 and total outflows were 1,728 or a net outmigration of 8 households. A little over half of the migration inflows came from the immediate neighboring counties of Saratoga (28.4%) and Washington (23.4%) while nearly 55% of the outflows migrated to these same two counties - 27.4% to Saratoga and 27.3% to Washington. Warren County experienced a net loss of 54 households to Saratoga and Washington counties during the period.

Warren County enjoyed a net migration gain of 77 households from the other counties in New York State. On the downside, outflows exceeded inflows by 31 households in the areas outside of New York State.

Total inflows to **Washington County** for the period 2009-2010 were 1,484 and total outflows were 1,369 or a net in-migration of 115 households. A nearly 55% of the migration inflows came from the immediate neighboring counties of Saratoga (23.0%) and Warren (31.8%) while nearly 52% of the outflows migrated to these same two counties - 29.4% to Saratoga and 22.3% to Warren. Washington County experienced a net gain of 107 households to Saratoga and Warren counties during the period.

This represents 93% of the overall net migration gain that Washington County enjoyed for the period.

**New York Inflow - 2009-2010**

**New York Outflow - 2009-2010**

County	# returns	# exemptions	AGI	County	# returns	# exemptions	AGI
Warren County Tot Mig-US & For	1,720	2,908	67,133	Warren County Tot Mig-US & For	1,728	2,811	57,893
Warren County Tot Mig-US	1,720	2,908	67,133				
Warren County Tot Mig-Same St	1,321	2,220	47,061	Warren County Tot Mig-Same St	1,265	2,062	39,068
Warren County Tot Mig-Diff St	399	688	20,072	Warren County Tot Mig-Diff St	463	749	18,825
Warren County Tot Mig-Foreign	d	d	d	Warren County Tot Mig-Foreign	d	d	d
Warren County Non-Migrants	25,892	52,201	1,374,042	Warren County Non-Migrants	25,892	52,201	1,374,042
Saratoga County	489	845	16,970	Saratoga County	473	799	15,782
Washington County	402	677	10,346	Washington County	472	826	13,375
Albany County	72	91	3,349	Albany County	65	84	2,382
Essex County	47	85	1,356	Essex County	43	66	1,012
Rensselaer County	28	44	1,281	Rensselaer County	25	38	594
Schenectady County	23	45	1,073	New York County	16	20	501
Nassau County	19	38	1,630	Onondaga County	16	17	379
Suffolk County	19	40	890	Clinton County	15	26	475
Clinton County	18	32	737	Schenectady County	14	19	373
Dutchess County	18	33	1,221	Suffolk County	12	12	420
Westchester County	16	25	1,188	Palm Beach County	11	16	571
Fulton County	13	22	470	Lee County	10	21	1,175
Hamilton County	11	13	244	Erie County	10	18	352



New York County	10	15	698				
Queens County	10	16	432				
Ulster County	10	24	396				
Other Flows - Same State	116	175	4,780	Other Flows - Same State	116	149	3,844
Other Flows - Diff State	399	688	20,072	Other Flows - Diff State	430	700	16,659
Other Flows - Northeast	148	248	11,047	Other Flows - Northeast	121	189	3,928
Other Flows - Midwest	38	75	1,661	Other Flows - Midwest	32	56	1,280
Other Flows - South	157	289	5,965	Other Flows - South	213	354	9,331
Other Flows - West	56	76	1,399	Other Flows - West	64	101	2,120
Washington Coun Tot Mig-US & For	1,484	2,534	47,650	Washington Coun Tot Mig-US & For	1,369	2,255	41,592
Washington Coun Tot Mig-US	1,484	2,534	47,650	Washington Coun Tot Mig-US	1,369	2,255	41,592
Washington Coun Tot Mig-Same St	1,113	1,881	34,163	Washington Coun Tot Mig-Same St	958	1,566	28,260
Washington Coun Tot Mig-Diff St	371	653	13,487	Washington Coun Tot Mig-Diff St	411	689	13,332
Washington Coun Tot Mig-Foreign	d	d	d	Washington Coun Tot Mig-Foreign	d	d	d
Washington Coun Non-Migrants	22,171	46,204	992,543	Washington Coun Non-Migrants	22,171	46,204	992,543
Warren County	472	826	13,375	Warren County	402	677	10,346
Saratoga County	342	563	10,627	Saratoga County	305	500	10,269
Rensselaer County	72	145	2,165	Rensselaer County	67	116	2,038
Rutland County	68	124	2,120	Rutland County	50	85	1,472
Albany County	49	76	1,791	Albany County	46	67	1,186
Bennington County	39	66	1,103	Bennington County	46	77	1,807
Essex County	26	42	662	Essex County	20	46	534
Schenectady County	24	34	1,008	Schenectady County	11	11	305

Kings County	11	14	331	St Lawrence County	10	14	225
Onondaga County	11	16	250				
Other Flows - Same State	106	165	3,954	Other Flows - Same State	97	135	3,358
Other Flows - Diff State	264	463	10,265	Other Flows - Diff State	315	527	10,053
Other Flows - Northeast	84	147	4,251	Other Flows - Northeast	96	154	2,655
Other Flows - Midwest	24	41	1,186	Other Flows - Midwest	25	37	661
Other Flows - South	105	193	3,547	Other Flows - South	148	261	5,237
Other Flows - West	51	82	1,281	Other Flows - West	46	75	1,500

# Industry Trends

The U.S. Bureau of Census prepares and releases an Economic Census every five years. This Economic Census provides information on the number of establishments and employees, amount of sales and annual payrolls for the various industrial sectors as shown below.

NAICS Industry Code	Industry Description
31-33	Manufacturing
42	Wholesale trade
44-45	Retail trade
	Information
53	Real estate & rental & leasing
54	Professional, scientific, & technical services
56	Administrative, support & waste management/remediation services
61	Educational services
62	Health care & social assistance
71	Arts, entertainment, & recreation
72	Accommodation & food services
81	Other services (except public administration)

The most recent Economic Census data is from 2007 and 2002. River Street analyzed the economic census reports for these years for Warren and Washington Counties (the MSA) in order to determine which sectors were trending upward or downward for the period. The full spreadsheet of this data is provided in the appendix to this report. The following is a summary of the key trends.

## Warren County

For Warren County, the industries showing the most growth during the period in order of growth included: Accommodations & Food Services; Health Care & social assistance; and Professional, scientific and technical services. Other Services and Real Estate also showed positive growth but these sectors comprised a much smaller portion of the industry mix.

Accommodations & Food Services was the strongest performing sector during the period in terms of new businesses to the county. The number of establishments increased from 381 to 418 and sector employment increased from 3,421 employees in 2002 to 4,956 employees in 2007.

The Health Care & Social Assistance sector had the greatest expansion during the period in terms of value of sales and annual payroll. Industry establishments increased from 234 to 259. Sector employment increased from 5,384 to 6,492 adding an average of 221 employees per annum to the County’s economy. This sector is now the number 1 employer in the County.

In the Professional, scientific and technical services sector, the number of establishments in the county increased from 165 to 180. Remaining data for 2002 was suppressed so we are not able to make additional comparisons.

Manufacturing was the weakest performing sector during the period. The number of establishments decreased from 92 to 74 and sector employment decreased by 4.7% from 4,450 employees in 2002 to 4,240 employees in 2007.

### **Washington County**

For Washington County, the industries showing the most growth during the period in order of growth included: Administrative and support and waste management and remediation services; Health Care & social assistance; and Arts, entertainment and recreation.

Administrative and support and waste management and remediation services was the strongest performing sector during the period in terms of new businesses to the county. The number of establishments increased from 26 to 44 and sector employment increased from 279 employees in 2002 to 325 employees in 2007.

The Health Care & Social Assistance sector also showed positive expansion during the period in terms of value of sales and annual payroll. Industry establishments increased from 87 to 106 but sector employment growth was negligible.

In the Professional, scientific and technical services sector, the number of establishments in the county decreased from 65 to 17. Remaining data for 2002 was suppressed so we are not able to make additional comparisons.

Manufacturing and Retail trade were both weaker performing sectors during the period. Manufacturing sector lost 3 establishments and 383 jobs and the Retail trade sector lost 17 establishments and 144 jobs while the wholesale trade sector lost 11 establishments and 74 jobs for the period.

Despite recent employment decrease, Manufacturing and Retail trade continue to be the major employers in Washington County. In 2007, Manufacturing provided 3,023 jobs in the County and Retail trade was second with 1,934 jobs. Health Care Services ranked third with 1,424 jobs.

### **Leakage Study/Analysis**

We obtained the retail leakage report on Queensbury from ESRI and at first glance it does not seem to offer much promise (see table below). Add to that the site's somewhat remote location and industrial neighbors and we do not think retail is the answer.

We also reviewed the CBRE Marketview reports on the Albany area, which includes the Glens Falls MSA. The office market in Glens Falls has the third highest vacancy rate and the industrial market in the "non-core Areas," which includes Glens Falls MSA, has the highest vacancy rate in the Albany area.

## Summary Demographics

2012 Population	9,287
2012 Households	4,302
2012 Median Disposable Income	\$40,034
2012 Per Capita Income	\$30,737

NAICS	Demand	Supply	Retail Gap	Leakage/Surplus	Number of
Industry Summary	(Retail Potential)	(Retail Sales)		Factor	Businesses
Total Retail Trade	\$104,430,003	\$416,735,091	-\$312,305,088	-59.9	131
Total Food & Drink	\$11,304,842	\$26,138,249	-\$14,833,407	-39.6	31
Total Overall	\$115,734,845	\$442,873,340	-\$327,138,494	-58.6	162

## Industry Cluster Analysis

Industry clusters are an important analytical tool for understanding New York’s statewide and regional economies. They are particularly useful in a variety of workforce and economic development applications. The clusters framework is increasingly used by the State of New York to study important industry linkages in the state and regional economies.

The key aspect of cluster industries is they are export-oriented. Thus, industry clusters sell their services and products to customers outside their home market. These exports, in turn, generate income and employment in the local economy.

The Empire State Development Corporation (ESDC) has identified and defined 16 industry clusters in New York. Most clusters are further divided into sub-clusters. The 16 main clusters and their sub-clusters are listed in the table below. Some clusters contain more than 100 industries (at the 6-digit NAICS level). Data for certain industries are pro-rated because not all jobs in that industry are counted as export-oriented. For example, only 20% of restaurant jobs are counted as part of the travel and tourism cluster (i.e., 80% of industry jobs are due to spending by local residents).

## Background on Clusters

### New York State Clusters and Sub-Clusters

#### Back Office & Outsourcing

No Sub-Clusters

#### Biomedical

Drug & Chemical Manufacturing

Laboratories & Research

Medical Equipment & Supplies

#### Communications, Software & Media Services

Broadcasting & Telecommunications

Motion Picture & Sound Recording Industries

Printing

Publishing

#### Distribution

Air Freight

Logistics Management

Multimodal Freight

#### Food Processing

Beverage Manufacturing

Crop Production & Dairy

Food Manufacturing

#### Forest Products

Forest Product Manufacturing

Forestry & Logging

Furniture Manufacturing

Paper Manufacturing

#### Front Office & Producer Services

Business Services

Environmental Services

Headquarters

Organizations

#### Industrial Machinery & Services

Trucking  
 Warehousing  
 Water and Rail Freight  
 Wholesale (Non-Industry Specific)  
 Wholesale Durables  
 Wholesale Non-Durables  
**Electronics & Imaging**  
 Electronics  
 Imaging  
**Fashion, Apparel & Textiles**  
 Apparel Manufacturing  
 Apparel Wholesale  
 Jewelry & Miscellaneous Manufacturing  
 Leather Goods & Footwear Manufacturing  
 Textile Mills  
**Financial Services**  
 Bank Holding Companies  
 Banking & Credit  
 Funds & Trusts  
 Insurance  
 Securities, Commodities & Investments

Electrical Equipment Manufacturing  
 Fabricated Metal  
 Instruments  
 Machinery Manufacturing  
**Information Technology Services**  
 No Sub-Clusters  
**Materials Processing**  
 Chemicals  
 Petroleum Products  
 Plastics & Rubber  
 Primary Metals  
 Stone, Clay, Glass and Concrete  
**Miscellaneous Manufacturing**  
 No Sub-Clusters  
**Transportation Equipment**  
 Aerospace  
 Motor Vehicles  
 Railroads & Other  
**Travel & Tourism**  
 Accommodations  
 Culture, Recreation and Amusements  
 Food Service  
 Passenger Transportation  
 Travel Retail

*Source: Empire State Development Corporation*

A research report by the New York State Department of Labor dated October 2012 looked at 2011 statewide and regional data highlights for the 16 ESDC industry clusters. Data came from the Quarterly Census of Employment and Wages (QCEW) program. For the state as a whole and its 10 labor market regions, clusters are ranked using four different criteria:

- Total employment
- Total wages
- Annual average wage
- Location quotient (measure of employment concentration in an area)

In the table below we have summarized the data for the State as a whole and for the Capital Region which encompasses the Albany Schenectady Troy MSA and the Glens Falls MSA.

**New York State**

**Top 5 Clusters Ranked by Employment**

1) Front Office & Producer Services	587,100
2) Financial Services	558,000
3) Travel & Tourism	367,600
4) Communications, Software & Media Services	248,800
5) Distribution	234,000

**Top 5 Clusters Ranked by Total Wages (millions of \$)**

1) Financial Services	\$101,632
2) Front Office & Producer Services	\$61,498
3) Communications, Software & Media Services	\$22,079
4) Distribution	\$14,358
5) Travel & Tourism	\$14,249

**Top 5 Clusters Ranked by Annual Average Wage**

1) Financial Services	\$182,100
2) Information Technology Services	\$108,400
3) Front Office & Producer Services	\$104,700
4) Electronics & Imaging	\$91,300
5) Communications, Software & Media Services	\$88,700

**Top 5 Clusters Ranked by Location Quotient**

1) Fashion, Apparel & Textiles	1.79
2) Financial Services	1.54
3) Communications, Software & Media Services	1.53
4) Front Office & Producer Services	1.23
5) Electronics & Imaging	1.10

**Capital Region**

**Top 5 Clusters Ranked by Employment**

1) Front Office & Producer Services	30,100
2) Financial Services	21,500
3) Travel & Tourism	21,300
4) Distribution	14,100
5) Communications, Software & Media Services	9,500

**Top 5 Clusters Ranked by Total Wages (millions of \$)**

1) Front Office & Producer Services	\$2,084
2) Financial Services	\$1,384
3) Distribution	\$740
4) Industrial Machinery & Services	\$586
5) Biomedical	\$526

**Top 5 Clusters Ranked by Annual Average Wage**

1) Electronics & Imaging	\$118,700
2) Information Technology Services	\$77,600
3) Industrial Machinery & Services	\$75,500
4) Transportation Equipment	\$75,200
5) Materials Processing	\$74,100

**Top 5 Clusters Ranked by Location Quotient**

1) Biomedical	2.16
2) Miscellaneous Manufacturing	1.26
3) Forest Products	1.20
4) Front Office & Producer Services	1.17
5) Financial Services	1.10

New York State's 16 clusters included 253,000 establishments with total employment of 2,761,100 and total wages \$265.1 billion in 2011. Annual cluster wages averaged \$96,000. The Capital Region's 16 clusters included 12,300 establishments with total employment of 142,600 and total wages of \$8.2 billion in 2011. Annual cluster wages averaged \$57,200.

The final economic criteria listed above, location quotients (LQs) are more technical. LQs measure employment concentration in a regional economy. More specifically, they compare the concentration of industry employment in the local economy, relative to some base area -- usually the U.S. as a whole.

The formula for calculating a location quotient for local industry X is:

$$LQ = \text{Industry X's \% Share of Jobs in the Local Economy} / \text{Industry X's \% Share of Jobs in the U.S. Economy}$$

In general, Industries with:

LQ > 1.00 Industry is producing more than is consumed locally (i.e., exporting).

LQ = 1.00 Local production meets local demand.

LQ < 1.00 Industry is producing less than is consumed locally (i.e., importing).



## **Area's Competitive Advantage**

The idea behind clusters traces back to Michael Porter's 1990 book, *The Competitive Advantage of Nations*. According to Porter, the following factors are critical in conferring a competitive advantage to a regional cluster:

- Factor conditions. Factors of production, such as skilled labor or infrastructure, necessary for a region to compete in a given industry.
- Demand conditions. The nature of local market demand for the industry's product or service.
- Related and supporting industries. The presence or absence in the region of supplier industries and other related industries.
- Firm strategy, structure, and rivalry. The conditions in the region governing how companies are created, organized, and managed, as well as the nature of domestic rivalry.

In May 2012, the Glens Falls area was named among the top 10 "best small cities for jobs" by Forbes magazine. The publication, on its website at [forbes.com](http://forbes.com), ranked the Glens Falls Metropolitan Statistical Area, which consists of Warren and Washington counties, No. 8 overall out of 242 metropolitan statistical areas with fewer than 150,000 jobs. Forbes cited statistics provided by the U.S. Bureau of Labor Statistics. The magazine cited the area's growth in total non-farm jobs in its calculations. The Glens Falls MSA's ranking for the year was a marked improvement from the 2011 ranking — 59th — according to Forbes.

An April 2012 report about wage growth among the nation's MSAs — conducted by Garner Economics LLC — provided another sign the area's economy is improving faster than the national norm. The Garner analysis showed the average weekly wage in the Glens Falls MSA was \$780. That was competitive with other key MSAs in the state, many of which have higher costs of living. According to the Garner report, the Glens Falls MSA's average weekly wage ranked 90th among 372 MSAs nationwide as of February 2012. The area's wage growth over the previous six months was 4.1 percent, which put the region at 149th out of the 372 MSAs.

Job growth among the region's health care providers, including Glens Falls Hospital, Hudson Headwaters Health Network and Fort Hudson Health System are major contributing to the region's job market resilience. Also recent hiring at area medical device manufacturers, including AngioDynamics and Delcath are additional signs of further potential job growth.

## **Issues / Recommendations**

### **Economic Development Scenarios for the Ciba-Geigy site**

A number of ideas for the reuse of the Ciba-Geigy site in Queensbury have been developed by the persons participating in the visioning meetings and by the consultant team. These include 1) the use of the site as an intermodal facility, 2) the use of the site as a distribution center for goods brought in by rail, 3) use of the site for industries supporting semiconductor fabrication and other regional high tech initiatives, 4) use of the site for the manufacture of medical devices, 5) locating a ground solar array for the generation of electricity, and 6) development of the waterfront for recreation/tourism related uses. Each is discussed in the following narrative.

There are several considerations that must be taken into account in assessing the site. First is the presence of the Lehigh Cement operation to the west of the site. This facility will generate traffic, noise, and dust, as well as vibration from operations and the heavy truck traffic. To the east of the site is the County recycling operation, which will generate some truck traffic, noise, and likely some vibration. The

concern with vibration is that many high tech operations are very precise and avoid locations with heavy traffic volumes, rail traffic, heavy vehicles, and vibration from operations. It should also be noted that an operating rail line bisects the site, running east to west. Though the volume of rail traffic is low, the line is active and, as a practical matter, creates two sites. Lastly, it appears that the northwest corner of the site is a wetland and development of this portion of the area is problematic.

### **Summary analysis of potential development scenarios**

#### **Intermodal facility**

We do not deem the idea of using the site as an intermodal center viable because of the distance from and poor connection to the Interstate highway. The site is approximately three and one-half miles from the closest Interstate access, and that distance involves going through the heart of Glens Falls. It is doubtful that having a high volume of large trucks negotiating this distance through city traffic (and around the traffic circle where Warren Avenue meets Glen and Hudson) would be palatable to either the City or the truckers.

On the plus side, the site does have rail access, is on the waterfront and has proximity to hiking and biking trails so the idea of an intermodal facility is not beyond the realm of possibility. It could also be considered part of the Distribution cluster (see discussion below)

#### **Distribution Center**

The rail access does offer some potential if the site were used as a distribution center for rail transported materials or products. The goods most commonly shipped by rail are: coal, farm products, chemicals, food, minerals, automobiles, lumber and building products, paper, and metal products. The site does not appear to have a siding, though that could be added if necessary. Some of the goods noted above would not require covering or shelter, so the site could be developed at a relatively modest cost.

Though this use would create truck traffic, it would not be on the scale of the use as an intermodal site, and the existing roadways could likely accommodate this development. An analysis of area industries involved with these goods could reveal an opportunity for this use. Firms dealing in construction materials such as lumber, stone or brick, architectural metal, or glass, or automobile transport and delivery could use the site without new structures. Chemical distributors or food distributors could use the site after constructing appropriate warehouse or storage buildings.

This use is also part of the Distribution cluster which ranks 4<sup>th</sup> in total employment in the region. So the area has the employee skill set and support network that nurture the development of a distribution center on the site.

#### **Semiconductor Fabrication**

Firms related to the new semiconductor operation in Malta and other high tech operations were recommended for investigation for use of the site. The site is about a one-half hour drive from the new Global Foundry facility in Malta and about a one-hour drive from the new high tech campuses in the Albany area. It could thus serve as a distribution center for the specialized chemicals and equipment required by these industries. Many of these industries also require specialized industrial gases, and the site could serve as a distribution center for these materials. Preliminary research indicates that there are no industrial gas providers in the immediate region, so this has good potential. Further, the site might also serve as an extraction site for some gases, depending upon the quality of the air and level of dust generated by the cement operation.

From the demographic analysis, the local population has the education and skill set needed to support this industry. This falls under the Industrial Machinery and equipment cluster where it ranks 4<sup>th</sup> in total wages in the region. This industry generally provides high paying jobs.

### **Medical Devices Manufacturing**

The manufacture of medical devices was also suggested as an option. It should be noted that this industry encompasses a wide range of products, going from simple elements, such as tongue depressors and latex gloves to sophisticated electronic equipment. The development of the site for a manufacturer of sophisticated devices is unlikely because of the need for precision and stability, which are lacking at this site, as noted earlier. However, the manufacture of medical and dental supplies, equipment, and sundries has potential. Products in this field would include glassware, rubber products, paper products, or medical apparel.

This sector is part of the top ranked industry cluster in the region by location quotient. As such it has an experienced employee base and supplier network that could nurture development of other businesses in this industry sector.

### **Solar Array**

The idea of using the site as a solar farm to generate electricity was also noted. This idea is very plausible. The site is open and level and generally out of site, which is an asset, as many people do not wish to have a large solar array, which they consider unsightly, nearby. The site is approximately 65 acres and could be used to generate a significant amount of power. For example, an 80-acre farm in Delaware has 62,000 solar panels and generates 12 megawatts of power, enough to supply 1,250 homes.

This use could work in combination with the idea of creating a riverfront park, by providing river access at selected points through the solar farm.

### **Waterfront recreation/tourism related uses**

This development scenario would probably have the most positive impact on the surrounding Queensbury neighborhood. Improved park and recreation facilities, safer streets for kids, the need for accommodations and bathroom facilities on the Canal Trail and the bike trails were ideas mentioned at the visioning workshop. Folks also mentioned better utilization of the river for canoeing and kayaking if water movement and levels can be controlled and additional portage sites developed/improved and perhaps picnic areas on the islands

As noted in the Ciba-Geigy LWRP work plan, the focus will be on specific redevelopment opportunities to leverage the site's location and local infrastructure assets, exploring the possibilities for such new uses as manufacturing space, multi-modal facilities, or perhaps a museum that focuses on the region's industrial legacy. This effort will also explore waterfront access, improvements to the Feeder Canal trail, and recreational opportunities.

Development of the waterfront would require access over the rail lines. Vehicular traffic may not be a big problem because the rail lines are not heavily used. But we would require a marked crossing with appropriate signals and gates. Development of the islands for passive recreation use would require a pedestrian bridge.

There were also a number of tourism related ideas that we'd consider for the waterfront. An Industrial Heritage Museum could be used to tell the industrial history from logging to paper manufacturing to the Ciba-Geigy site itself. Other participants liked the idea of developing the waterfront like Stormking in Ulster County for art and culture. Folks attending the visioning workshop also suggested the

development of small shops and a sit down restaurant along the waterfront or event flex space. One or more of these ideas might work well as a major tourism draw using either the museum or perhaps a visitor center as the focal point.

Travel and tourism is the 3<sup>rd</sup> ranked industry cluster in the region by total employment although it does not create a lot of higher paying jobs.

### **Economic Impact of the Arts and related facilities**

When community leaders fund the arts, they not only enhance the community's quality of life, but also invest in its economic well-being. Numerous studies and research exists which supports the economic benefits of recreation, historic preservation, arts and cultural facilities to a community. These facilities cover a wide spectrum of tourism related uses including visitor centers, heritage and house museums, multi-purpose recreation facilities, artist workshops, environmental education centers and more.

To provide some perspective on the economic impact of the arts, the Arts & Economic Prosperity, Americans for the Arts organization conducted research in 2002 to show the economic impact nationally of the nonprofit arts industry. The highlight of this research is as follows:

- Arts organizations are responsible businesses, employers, and consumers. Spending by nonprofit arts organizations—only a fraction of the total arts and entertainment industry—was an estimated \$53.2 billion in fiscal 2000, and leveraged an additional \$80.8 billion in event related spending by arts audiences. This \$134 billion in total economic activity supports 4.85 million FTE jobs and generates \$24.4 billion in government revenue annually.
- From major metropolitan areas to small rural towns, this research shows that the nonprofit arts are an economically sound investment. They attract audiences, spur business development, support jobs, and generate government revenue. Locally as well as nationally, the arts mean business.

In summary we are leaning towards a two site solution which will give the Town a broader range of opportunities to achieve development success with the site. The portion of the site north of the rail line appears more suited for industrial or heavy commercial use. The solar array or distribution center might work well there. For the southern portion of the site, the recreation/tourism uses would work best to take advantage of the waterfront.

# Appendix D

## Descriptive Profiles of Brownfield and Underutilized Properties

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## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** Kmart Plaza

**Map ID:** U.1

**Address:** Dix Avenue

**Owner:** Troy CMBS Property, LLC

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 27.9 Acres

**Existing Buildings:** There is one building in good condition.

**Zoning:** Commercial Light Industrial

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other** \_\_\_\_\_

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Use Status:** Commercial Shopping Plaza

**Property Description:** The Kmart shopping plaza site located on Dix Avenue, and has an oversized parking area. The site is within the Technical Park Sanitary Sewer District.

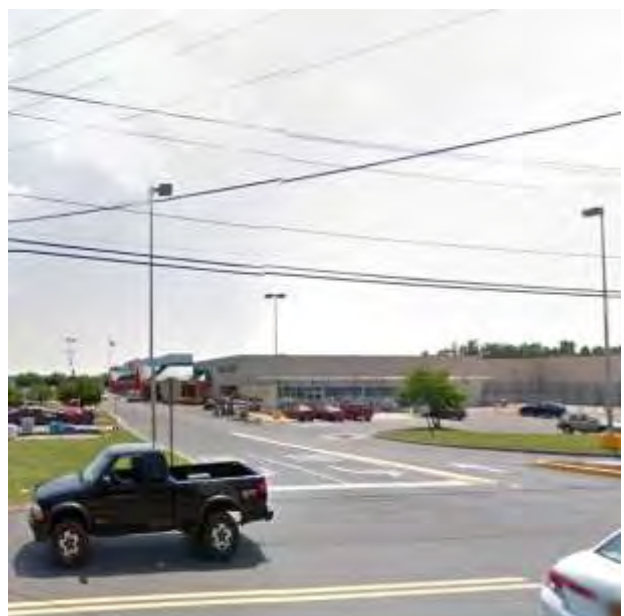
**Use and Environmental History:** There is one large tenant in the shopping plaza, and the site has additional development potential. The site presents a unique office, retail, or industrial redevelopment opportunity.

**Preliminary Assessment of Importance and Ranking:**

**High**

**Medium**

**Low**



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** 11 Highland Avenue

**Map ID:** U.2

**Address:** 11 Highland Avenue

**Owner:** Natalie E. Powers

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 9.56 Acres

**Existing Buildings:** One building in poor condition.

**Zoning:** Commercial Moderate

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other** \_\_\_\_\_

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District**   
**Archeologically Significant Area:**

**Use Status:** Residential

**Property Description:** This property has road frontage on four major roads, and is listed for sale. It is not developed and mostly wooded.

**Use and Environmental History:** The property is listed for sale, and has the potential for redevelopment as neighborhood scale mixed use or residential construction.

Preliminary Assessment of Importance and Ranking:	
<b>High</b>	<input type="checkbox"/>
<b>Medium</b>	<input type="checkbox"/>
<b>Low</b>	<input type="checkbox"/>



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** South Queensbury Fire Station

**Map ID:** U.3

**Address:** 409 Dix Avenue

**Owner:** South Queensbury Fire Company

**Municipality:** Queensbury

**Publically Owned:** Yes

**Foreclosure List:** No

**Size:** 8.15 Acres

**Existing Buildings:** There are two buildings in good condition.

**Zoning:** Commercial Moderate (CM on the map in the Pre-Nom App, but in the appendices it is MS)

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**

**Business Improvement District:**

**NYS Environmental Zone:**

**Special Assessment District:**

**Urban Renewal Area:**

**Historic District**

**Federal Enterprise Business Zone:**

**Archeologically Significant Area:**

**Other** \_\_\_\_\_

**Use Status:** Community Services

**Property Description:** Site is the current location of the South Queensbury Fire Station. It has a pavilion and recreational fields behind the fire station proper. Additional development potential exists behind the station.

**Use and Environmental History:** The site is used as the fire house as well as meeting area for the fire company and the community. The site could be redeveloped as a new fire station or as a part of a larger redevelopment project.

Preliminary Assessment of Importance and Ranking:	
<b>High</b>	<input type="checkbox"/>
<b>Medium</b>	<input type="checkbox"/>
<b>Low</b>	<input type="checkbox"/>





## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** Warren County Department of Public Works and Waste/Recycling Transfer Station

**Map ID:** U.4

**Address:** 299 Lower Warren Street

**Owner:** County of Warren, DPW

**Municipality:** Queensbury

**Publically Owned:** Yes

**Foreclosure List:** No

**Size:** 15 Acres

**Existing Buildings:** There are six buildings in fair condition.

**Zoning:** Heavy Industrial

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other** \_\_\_\_\_

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Use Status:** Public Services

**Property Description:** The site is currently being used as the Warren County Department of Public Works as a satellite station and principally storage. The DPW leases a portion of the site to a commercial recycler of household materials.

**Use and Environmental History:** The site has the potential for waterfront access, which would support mixed use development with a recreational component if the DPW were to relocate. There is a potential for impact to the soil and groundwater as the site is used by various heavy machinery.

Preliminary Assessment of Importance and Ranking:	
<b>High</b>	<input type="checkbox"/>
<b>Medium</b>	<input type="checkbox"/>
<b>Low</b>	<input type="checkbox"/>



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** 152 River Street

**Map ID:** U.5

**Address:** 152 River Street

**Owner:** Richard Mozal

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 3.5 Acres

**Existing Buildings:** There are two houses on site, in good condition.

**Zoning:** Commercial Intensive

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other** \_\_\_\_\_

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Use Status:** Residential

**Property Description:** This property fronts the Feeder Canal and is partially wooded. It is currently multi-family housing and has additional development potential.

**Use and Environmental History:** This property is along a utility corridor, and its proximity to the Ciba Geigy site and the Warren County DPW presents significant redevelopment potential.

**Preliminary Assessment of Importance and Ranking:**

**High**

**Medium**

**Low**



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** 126 River Street

**Map ID:** U6

**Address:** 126 River Street

**Owner:** Minor Properties, Inc

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 11.2 Acres

**Existing Buildings:** There are five buildings on site in good condition.

**Zoning:** Commercial Intensive

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other** \_\_\_\_\_

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Use Status:** Commercial

**Property Description:** This property is located along the feeder canal, and is currently a commercial greenhouse. Approximately one half of the site acreage is undeveloped.

**Use and Environmental History:** This property is along a utility corridor, and its proximity to the Ciba Geigy site and the Warren County DPW presents significant redevelopment potential.

Preliminary Assessment of Importance and Ranking:	
<b>High</b>	<input type="checkbox"/>
<b>Medium</b>	<input type="checkbox"/>
<b>Low</b>	<input type="checkbox"/>



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** Seeleys Furniture (Formerly)

**Map ID:** E1

**Address:** 820 Quaker Road

**Owner:** Tunick Company LLC

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 2.78 Acres

**Existing Buildings:** Two buildings in fair condition.

**Zoning:** Commercial Light Industrial

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**

**NYS Environmental Zone:**

**Urban Renewal Area:**

**Federal Enterprise Business Zone:**

**Other** \_\_\_\_\_






**Business Improvement District:**

**Special Assessment District:**

**Historic District**

**Archeologically Significant Area:**





**Use Status:** Commercial

**Property Description:** The lot is wedge shaped, and is currently vacant.

**Use and Environmental History:** There was a report of a spill in 2006, a leaking underground storage tank. The outdoor samples were negative. The contamination was isolated, at low levels.

### Preliminary Assessment of Importance and Ranking:

**High**

**Medium**

**Low**



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** Barrett Drivurself (Formerly)

**Map ID:** E2

**Address:** 108 Lower Dix Avenue

**Owner:** E. James Barrett

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 1.7 Acres

**Existing Buildings:** One building in fair condition.

**Zoning:** Commercial Moderate

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**  
**NYS Environmental Zone:**  
**Urban Renewal Area:**  
**Federal Enterprise Business Zone:**  
**Other** \_\_\_\_\_

**Business Improvement District:**  
**Special Assessment District:**  
**Historic District**  
**Archeologically Significant Area:**

**Use Status:** Commercial Auto

**Property Description:** The site was is a used car lot and garage. It is a flat, rectangular, and mostly paved or built lot. Its corner location and proximity make it an attractive commercial site.

**Use and Environmental History:** The site is an Active Spill Case: Two 3,000 gallon gasoline tanks were removed in 1994 as they were leaking. The soil and water were contaminated, leading to the installation of monitoring wells.

Preliminary Assessment of Importance and Ranking:	
<b>High</b>	<input type="checkbox"/>
<b>Medium</b>	<input type="checkbox"/>
<b>Low</b>	<input type="checkbox"/>



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** King Fuels (Formerly)

**Map ID:** E3

**Address:** Quaker Road/Dix Avenue

**Owner:** Stewart's Shops/Sunoco

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** Acres

**Existing Buildings:** There is one building in excellent condition.

**Zoning:** Commercial Intensive

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**

**NYS Environmental Zone:**

**Urban Renewal Area:**

**Federal Enterprise Business Zone:**

**Other** \_\_\_\_\_

**Business Improvement District:**

**Special Assessment District:**

**Historic District**

**Archeologically Significant Area:**

**Use Status:** Commercial Gasoline

**Property Description:** The site has historically been operated as a gas station and is currently operated as a "Stewart's" convenience store.

**Use and Environmental History:** There were two spills on site, both of which are closed. There was a leaking underground storage tank. The tanks were removed in 2007 and contaminated soil excavated to the extent practical. The second was a spill line failure, where secondary containment captured all products.

Preliminary Assessment of Importance and Ranking:	
<b>High</b>	<input type="checkbox"/>
<b>Medium</b>	<input type="checkbox"/>
<b>Low</b>	<input type="checkbox"/>



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** Glens Falls Cement Co.

**Map ID:** E4

**Address:** 313 Lower Warren Street

**Owner:** Lehigh Cement Co

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 0.78 Acres

**Existing Buildings:** None.

**Zoning:** Commercial Light Industrial

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**

**NYS Environmental Zone:**

**Urban Renewal Area:**

**Federal Enterprise Business Zone:**

**Other** \_\_\_\_\_

**Business Improvement District:**

**Special Assessment District:**

**Historic District**

**Archeologically Significant Area:**

**Use Status:** Vacant

**Property Description:** The site is a wooded lot that does not extend to Lower Warren Street.

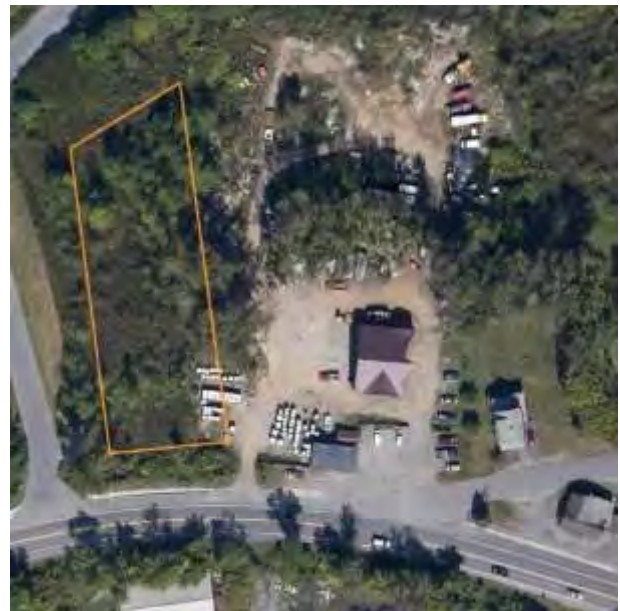
**Use and Environmental History:** There was a reported leaking underground storage tank and a spill. The spills are closed, but not all of them meet standards. A fuel oil, diesel, and gasoline tank test failure was reported, and vent repairs and tank removals occurred. Several surficial releases were reported including hydraulic line releases; waste oil dumping; and subsequent removal of 100 yards of soil; and an 800 gallon release of non-PCB oil to the river.

### Preliminary Assessment of Importance and Ranking:

**High**

**Medium**

**Low**



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** Hercules/CIBA Geigy

**Map ID:** E5

**Address:** 89 Lower Warren Street

**Owner:** CIBA Specialty Chemicals Corporation/BASF

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 62.7 Acres

**Existing Buildings:** No permanent building, only a trailer in good condition.

**Zoning:** Heavy Industrial

**Zone and/or District Status:** *(Check all that apply)*

- NYS Empire Zone:
- Business Improvement District:
- NYS Environmental Zone:
- Special Assessment District:
- Historic District:
- Urban Renewal Area:
- Archeologically Significant Area:
- Federal Enterprise Business Zone:
- Other \_\_\_\_\_

**Use Status:** Vacant

**Property Description:** This is a large vacant former pigment and wallpaper plant located between the Hudson River and the Feeder Canal. The buildings were demolished in 1989. The site is the subject of a complementary planning effort, The CIBA/Hudson Local Waterfront Plan.

**Use and Environmental History:** There was a leaking underground storage tank that was removed in 1999 with no contamination found. The spill is closed. It was a joint Federal Resource Conservation and Recovery Act and State Superfund site that has been remediated, bulldozed, and turned into a grassy field. Redevelopment of the site offers opportunities to enhance public access to the waterfront, improve canal/bike trails and recreational opportunities, as well as future private or public redevelopment.

Preliminary Assessment of Importance and Ranking:	
<b>High</b>	<input type="checkbox"/>
<b>Medium</b>	<input type="checkbox"/>
<b>Low</b>	<input type="checkbox"/>





## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** Automotive Engineering (Formerly)

**Map ID:** E6

**Address:** 131 River Street

**Owner:** 131 River Street, LLC

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 0.4 Acres

**Existing Buildings:** Two buildings in fair condition

**Zoning:** Commerical Light Industrial

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**

**NYS Environmental Zone:**

**Urban Renewal Area:**

**Federal Enterprise Business Zone:**

**Other** \_\_\_\_\_

**Business Improvement District:**

**Special Assessment District:**

**Historic District**

**Archeologically Significant Area:**

**Use Status:** Vacant

**Property Description:** The site was formerly used as an automotive dealer and is now vacant.

**Use and Environmental History:** There was a spill reported wherein a caller reported waste dumped on site. The spill was closed, but does not meet standards.

**Preliminary Assessment of Importance and Ranking:**

**High**

**Medium**

**Low**



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** Tri-County Computers (Formerly)

**Map ID:** E7

**Address:** 2 Boulevard

**Owner:** Mark Scarincio

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 0.45 Acres

**Existing Buildings:** One building in fair condition.

**Zoning:** Commercial Light Industrial

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**  
 **NYS Environmental Zone:**  
 **Urban Renewal Area:**  
 **Federal Enterprise Business Zone:**  
 **Other** \_\_\_\_\_

**Business Improvement District:**  
 **Special Assessment District:**  
 **Historic District**  
 **Archeologically Significant Area:**

Preliminary Assessment of Importance and Ranking:	
<b>High</b>	<input type="checkbox"/>
<b>Medium</b>	<input type="checkbox"/>
<b>Low</b>	<input type="checkbox"/>

**Use Status:** Vacant Commercial

**Property Description:** The site is a wedge-shaped mostly paved lot, with one vacant building. It is primarily used for parking.

**Use and Environmental History:** The site is classified as an Active Spill. There were two spills reported in 2009 during Phase II, and soil contamination was found 14'-18' below ground.



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** N/A (Vacant Property)

**Map ID:** V1

**Address:** Dix Avenue/Progress Boulevard

**Owner:** Queensbury Economic Development Corporation

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 1.3 Acres

**Existing Buildings:** None.

**Zoning:** Commercial Light Industrial

**Zone and/or District Status:** (Check all that apply)

- NYS Empire Zone:
- Business Improvement District:
- NYS Environmental Zone:
- Special Assessment District:
- Historic District:
- Urban Renewal Area:
- Archeologically Significant Area:
- Federal Enterprise Business Zone:
- Other \_\_\_\_\_

**Use Status:** Vacant

**Property Description:** This site is located within the Technical Park located along Dix Avenue. There are currently no buildings on site and is available for purchase.

**Use and Environmental History:** It is proximate to a NYSDEC Class B stream. These issues may impact site development considerations.

**Preliminary Assessment of Importance and Ranking:**

**High**

**Medium**

**Low**



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** N/A (Vacant)

**Map ID:** V2

**Address:** Progress Boulevard

**Owner:** Time Warner NY Cable, LLC

**Municipality:** Queensbury

**Publicly Owned:** No

**Foreclosure List:** No

**Size:** 1.5 Acres

**Existing Buildings:** None

**Zoning:** Commercial Light Industrial

**Zone and/or District Status:** *(Check all that apply)*

- NYS Empire Zone:
- Business Improvement District:
- NYS Environmental Zone:
- Special Assessment District:
- Historic District:
- Urban Renewal Area:
- Archeologically Significant Area:
- Federal Enterprise Business Zone:
- Other \_\_\_\_\_

**Use Status:** Vacant

**Property Description:** This site is located within the Technical Park located along Dix Avenue. There are currently no buildings on site and is available for purchase.

**Use and Environmental History:** It is proximate to a NYSDEC Class B stream. These issues may impact site development considerations.

**Preliminary Assessment of Importance and Ranking:**

**High**

**Medium**

**Low**



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** N/A (Vacant)

**Map ID:** V3

**Address:** Progress Boulevard

**Owner:** Pactiv Protective Packaging, Inc

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 3.07 Acres

**Existing Buildings:** None

**Zoning:** Commercial Light Industrial

**Zone and/or District Status:** *(Check all that apply)*

- NYS Empire Zone:
- Business Improvement District:
- NYS Environmental Zone:
- Special Assessment District:
- Historic District:
- Urban Renewal Area:
- Archeologically Significant Area:
- Federal Enterprise Business Zone:
- Other \_\_\_\_\_

**Use Status:** Vacant

**Property Description:** This site is located within the Technical Park located along Dix Avenue. There are currently no buildings on site and is available for purchase.

**Use and Environmental History:** It is proximate to a NYSDEC Class B stream. These issues may impact site development considerations.

**Preliminary Assessment of Importance and Ranking:**

**High**

**Medium**

**Low**



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** N/A (Vacant)

**Map ID:** V4

**Address:** Dix Avenue

**Owner:** PSG Properties, LLC

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 0.81 Acres

**Existing Buildings:** None

**Zoning:** Commercial Light Industrial

**Zone and/or District Status:** *(Check all that apply)*

- NYS Empire Zone:
- Business Improvement District:
- NYS Environmental Zone:
- Special Assessment District:
- Historic District:
- Urban Renewal Area:
- Archeologically Significant Area:
- Federal Enterprise Business Zone:
- Other \_\_\_\_\_

**Use Status:** Vacant

**Property Description:** The site is on Dix Avenue adjacent to the Technical Park, Keena Staffing, and large office/warehouse. There are currently no buildings on site and is available for purchase.

**Use and Environmental History:** It is proximate to a NYSDEC Class B stream. These issues may impact site development considerations.

**Preliminary Assessment of Importance and Ranking:**

**High**

**Medium**

**Low**



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** N/A (Vacant)

**Map ID:** V5

**Address:** Brayton Avenue

**Owner:** GF Lehigh Cement Co

**Municipality:** Queensbury

**Publicly Owned:** No

**Foreclosure List:** No

**Size:** 8.67 Acres

**Existing Buildings:** None

**Zoning:** Commercial Light Industrial

**Zone and/or District Status:** *(Check all that apply)*

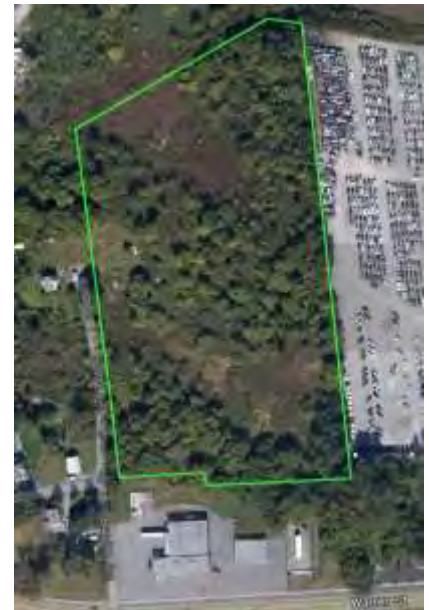
- NYS Empire Zone:
- Business Improvement District:
- NYS Environmental Zone:
- Special Assessment District:
- Historic District:
- Urban Renewal Area:
- Archeologically Significant Area:
- Federal Enterprise Business Zone:
- Other \_\_\_\_\_

**Use Status:** Vacant

**Property Description:** The site is located west of Jerry Brown's Auto Parts, adjacent to a vacant utility corridor to the north, and an existing proposed subdivision further west.

**Use and Environmental History:** The property located to the west of Jerry Brown's Auto Parts has some significant environmental constraints that will limit future development scenarios. The presence of NWI wetlands will severely limit construction on site as it covers most of the property's northern and southern boundaries.

Preliminary Assessment of Importance and Ranking:	
<b>High</b>	<input type="checkbox"/>
<b>Medium</b>	<input type="checkbox"/>
<b>Low</b>	<input type="checkbox"/>



## Pre-Nomination Study Descriptive Profile of Brownfield and Underutilized Properties

**Name:** N/A (Vacant)

**Map ID:** V6

**Address:** Dix Avenue

**Owner:** F.P. Properties, LLC

**Municipality:** Queensbury

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 13.35 Acres

**Existing Buildings:** None.

**Zoning:** Commercial Intensive

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**

**NYS Environmental Zone:**

**Urban Renewal Area:**

**Federal Enterprise Business Zone:**

**Other** \_\_\_\_\_






**Business Improvement District:**

**Special Assessment District:**

**Historic District**

**Archeologically Significant Area:**





**Preliminary Assessment of Importance and Ranking:**

**High**

**Medium**

**Low**

**Use Status:** Vacant

**Property Description:** The site is located on Dix Avenue, in between to Dunkin Donuts and a residential lot.

**Use and Environmental History:** Currently vacant, development plans are unknown at this time.





# Appendix E

## Summary Review of Environmental Regulatory Databases

---

## MEMORANDUM

To: Paul Cummings  
From: Emily Pereira  
cc: Greg Merriam  
Date: May 10, 2013

Re: Queensbury South Brownfield Opportunity Area – Review of Environmental Regulatory Databases

Job #: 91231.00 Task 0700

We have obtained and reviewed an environmental regulatory agency record database report for the Queensbury South Brownfield Opportunity Area (BOA). The review consisted of database searches of ASTM E 1527-05 standard sources from the United States Environmental Protection Agency (USEPA) and New York State Department of Environmental Conservation (NYSDEC) as well as a few supplemental databases of interest. A copy of the database search conducted by EDR for Chazen is attached.

Below are descriptions of each dataset reviewed for sites identified within the BOA. A summary table of identified sites is also provided. The table includes the Site Name, EDR Site ID No., Site Address and database(s) for the listed site and a brief description of findings. Please note that sites with minor releases (e.g., small quantity surficial spills that have been mitigated to the satisfaction of the NYSDEC) while reviewed, are considered to be of low significance and thus were not included on the table.

### **Standard ASTM Environmental Record Sources**

#### Federal CERCLIS List

A review of the USEPA Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) list of federal hazardous waste sites with No Further Remedial Action Planned (NFRAP) determinations identified one site within the BOA. The Hercules/CIBA site is located at 80 Lower Warren Street (EDR ID I45 and A20). The site is listed as discovered in 1981 with a preliminary assessment and archive in 1987 as the site did not qualify for the National Priority List. This site is also listed on several other databases related to contamination and mitigation.

#### Federal RCRA Generators, RCRA CORRACTS Facilities, & RCRA non-CORRACTS TSD Facilities Lists

The USEPA listing of Resource Conservation and Recovery Act (RCRA) facilities under corrective action (CORRACTS) and non-CORRACTS Treatment, Storage and/or Disposal (TSD) Facilities includes one Site within the BOA. This site is identified as Hercules/CIBA located at 80 Lower Warren Street (EDR ID I45 and A20). This site is listed as a private TSD, and a Conditionally Exempt Small Quantity (CESQ) Generator that was previously a small quantity generator and a large quantity generator. There are

violations reported for this RCRA facility. Corrective actions relating to inorganic dye and pigment manufacturing dated from 1986 through 2009 include facility investigations/assessments, proposed remedy selection/approval, control of human exposures, and control of migration of contamination groundwater. Issues are identified site wide and also specifically with areas including eastern portion, building 56 seeps, pre-treatment plant, off-site surface water sediments, off-site land, D&H railroad and areas to north and south of rail, north lagoon (north and south waste piles), seeps, sewer system, ponded backwater area, and industrial sewer.

The RCRA Hazardous Waste Generators list identifies 10 additional current and former hazardous waste generator sites within the BOA. No violations are listed for these facilities.

#### Federal Institutional Control/ Engineering Controls

One USEPA Institutional Control and Engineering Controls site was identified as Hercules/CIBA at 80 Lower Warren Street. Institutional controls are listed as of 1991, but the nature is not specified; no information is reported for the engineering controls.

#### Federal ERNS List

The Emergency Response Notification System (ERNS), a national computer database system that is used to store information on the sudden or accidental release of hazardous substances including petroleum into the environment, was reviewed. Two ERNS releases of note were reported to have occurred within the BOA, one at Hercules/CIBA and one at Glens Falls Cement Company located at 313 Lower Warren Street.

#### State and Tribal Landfills and/or Solid Waste Disposal Site Lists

NYSDEC's Facility Register of Solid Waste Disposal Facilities and Landfill (SWF/LF) Sites identified two sites within the BOA: Tree Care (EDR ID 9) at 53 Boulevard and Jerry Brown Auto Parts (EDR ID 153) at 26 Lower Warren Street. Tree Care is an active landfill that receives land clearing debris; this facility is not included on other database listings of spills or releases. Jerry Brown Auto Parts is an active auto dismantling facility is also a RCRA generator and contains an aboveground storage tank (AST); however, there are no spill records identified for this facility.

#### State and Tribal Registered Storage Tanks

NYSDEC's Petroleum Bulk Storage (PBS) database and Chemical Bulk Storage (CBS) databases were reviewed for storage UST and aboveground storage tank (AST) sites. Eight PBS UST sites, three PBS AST sites, and one CBS tank site were identified within the BOA. Two of these tank facilities are also listed as having tank-related spills (see below).

#### State and Tribal Leaking Underground Storage Tanks

The NYSDEC's Spills Information database was reviewed to obtain information on Leaking Underground Storage Tank (LUST) events for underground chemical or petroleum storage tanks. LUST events are a subset of events contained in the spills database where the release originated from an underground

storage tank (UST). This review indicates that five sites are located within the BOA. Multiple LUST spill events were reported for the Glens Falls Cement Company/Lehigh Northeast Cement (EDR ID J) located at 313 Lower Warren Street at the southwestern corner of the BOA.

LUST Location	Description	Status
Seeleys Furniture – 820 Quaker Road (EDR ID C21)	2006 Spill reported when an investigation identified toluene beneath the slab of the building because of a solvent tank from the furniture business. Outdoor samples were negative. Clay soil is at three feet below ground.	Contamination is isolated under the building at low levels. Spill closed.
Barrett Drivurself – 108 Lower Dix Avenue (EDR ID E22)	Two 3,000-gallon gasoline tanks removed in 1994. Contaminated soil and water. Monitoring wells installed.	Active Spill Case
King Fuels – Quaker Road and Dix Avenue (EDR ID C87)	Product noted in wells in 1994. In 2007 Stewart’s purchased the property and removed the tanks. Contaminated soil excavated to the extent practical. Off-site monitoring wells with low levels of MTBE remaining, but further monitoring not required due to source removal.	Spill Closed – does not meet standards
Glens Falls Cement Co. – 313 Lower Warren Street (EDR ID J)	Several LUST reported spills related to tank test failure of fuel oil, diesel and gasoline tanks. Vent repairs and tank removals occurred. Contamination reported for some spills; however, spills closed reporting that NYSDEC standards were met.	Various Spills closed- meet standards
Hercules/CIBA Geigy- 89 Lower Warren Street (EDR ID I58)	Tank test failure in 1999. Tank removed and no contamination was found.	Spill Closed-not meet standards; however, DEC memo indicates no spill to the environment ever occurred.

**Supplemental Non-ASTM Environmental Record Sources**

The EDR report includes several databases that are not part of the ASTM standard environmental record sources. Five supplemental databases listed below were reviewed for sites within the BOA.

State Spills List

NYSDEC’s Spills Information Database lists releases of hazardous substances and petroleum products, excluding LUSTs or Leaking Tank sites. Based on a review of the spills database, spills at four sites within the BOA indicate potential significance.

<b>Spill Location</b>	<b>Description</b>	<b>Status</b>
Automotive Engineering- 131 River Street (EDR ID H54)	Caller states drums of waste from an engine degreasing machine is dumped at the fence line.	Closed-does not meet standards
Formerly Tri-County Computers – 2 Boulevard (EDR ID B76 and B77)	Two spills reported in 2009 during Phase II. Soil contamination found 15’-18’ below the ground.	Active Spill
Sunoco- Quaker & Dix Avenue (EDR ID C85)	Line failure. Secondary containment captured all product	Spill Closed –meets standards
Glens Falls Cement Co./Lehigh Cement – 313 Lower Warren Street (EDR ID J)	Several surficial releases including hydraulic line releases; waste oil dumping and subsequent removal of 100yards of soil; and an 800-gallon release of non-PCB oil to the river.	Various spills closed- not all spills meet standards

Major Oil Storage Facilities (MOSF)

NYSDEC’s Major Oil Storage Facility list includes facilities with petroleum storage capacities of 400,000 gallons or greater. The MOSF list includes as the Glens Falls Cement Company/Lehigh Northeast Cement at the southwestern corner of the BOA as a former MOSF.

EDR Historical Auto Station List

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites. A review of this list has identified seven potential historic auto station sites within the BOA. None of these stations have reported significant spills or releases.

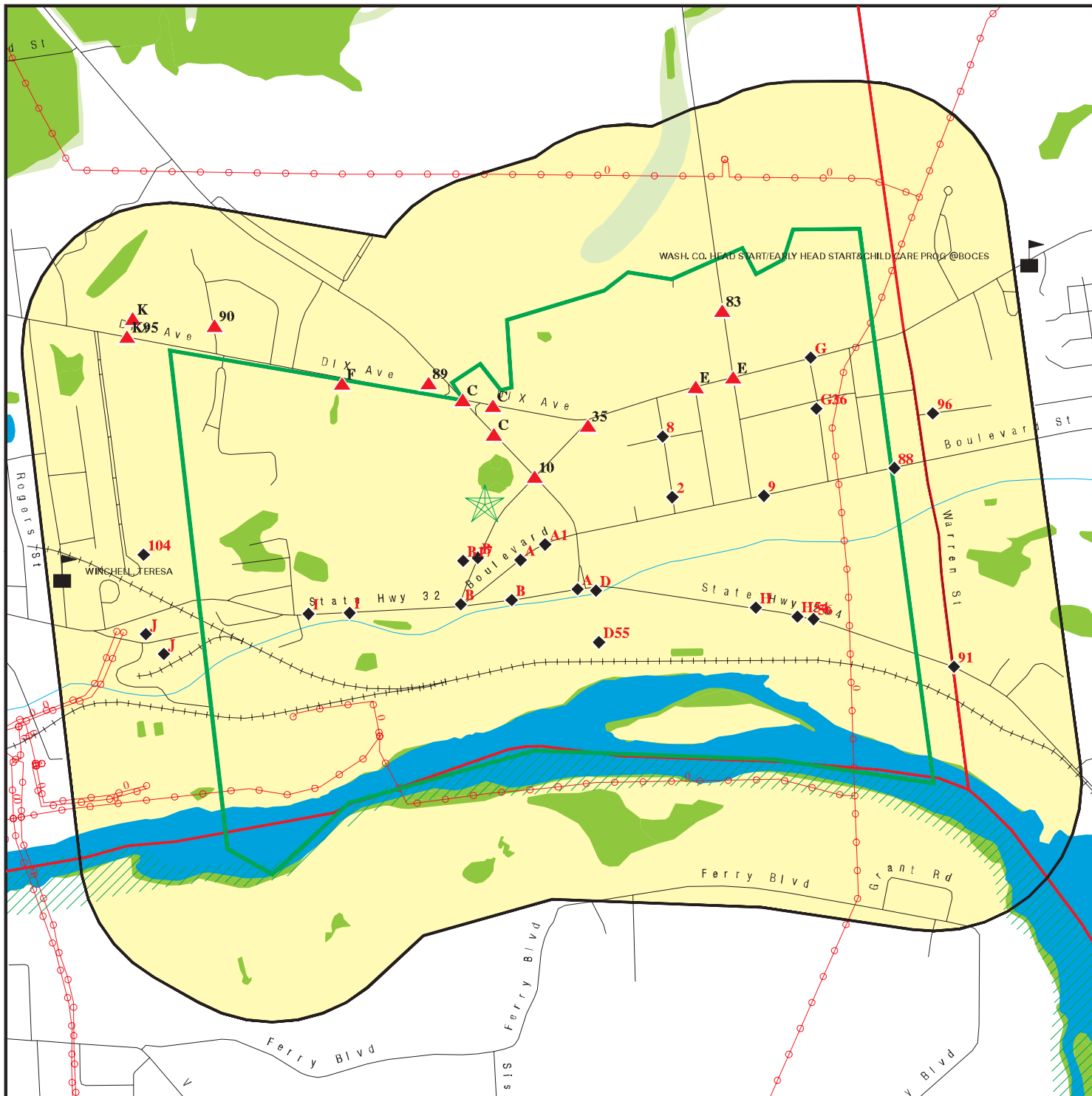
EDR Historical Cleaners List








EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites. A review of this list has identified one potential historic dry cleaner site within the BOA, identified as Dix Avenue Laundromat. This facility has not reported significant spills or releases.

Risk Management Program Rule Site List









Under the Clean Air Act Amendments of 1990, companies of all sizes that use certain flammable and toxic substances are required to develop a Risk Management Program (RMP) that include a hazard assessment for accidental releases, an accident history, prevention program and emergency response program. A review of the RMP list has identified several operations with RMP at 300 Lower Warren Street. Two of these listings are also included as RCRA Generators (with no listed violations). No spills were identified for these RMP sites.

# DETAIL MAP - 3592745.1s



-  Target Property
-  Sites at elevations higher than or equal to the target property
-  Sites at elevations lower than the target property
-  Manufactured Gas Plants
-  Sensitive Receptors
-  National Priority List Sites
-  Dept. Defense Sites



-  Indian Reservations BIA
-  County Boundary
-  Power transmission lines
-  Oil & Gas pipelines from USGS
-  100-year flood zone
-  500-year flood zone
-  National Wetland Inventory
-  State Wetlands



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Queensbury South BOA  
 ADDRESS: 1-19 DIX AVE  
 Queensbury NY 12804  
 LAT/LONG: 43.313 / 73.6111

CLIENT: The Chazen Companies  
 CONTACT: Emily Pereira  
 INQUIRY #: 3592745.1s  
 DATE: April 30, 2013 1:21 pm

**Table 1  
South Queensbury Brownfield Opportunity Area  
Environmental Regulatory Database Review**

**Environmental Regulatory Databases Identified for Site**

Site Name	EDR ID No.	Address	CERCLA - NFRAP	RCRA CORRACTS	RCRA TSD	RCRA Generator	US Engineering Controls	US Institutional Controls	ERNS	SWF/LF	Leaking Tank Spill	UST	AST	MOSF	CBS	Surficial Spills	SPDES	Historic Auto Stations	Historic Dry Cleaner	RPM
Tree Care by Stan Hunt	9	53 Boulevard								X										
telka Michaud	56	144 River St.										X								
Sinclair Int.	88	85 Boulevard				X														
Garden Time	89	Quaker Road										X								
Wholesale Tire Co.	A1	15 Boulevard																X		
Streeters Automotive Service	A16	10 Boulevard																X		
A&D Auto Body Supply	A4	11 Boulevard																X		
Warren Tire Service	B3	4 Highland Avenue																X		
VI Enterprises	B43	259 Lower Warren St.				X														
Hollitsters PLG & HTG	B5	4 Highland Avenue										X								
Sentinel Polyolefins LLC	B67/B81	300 Lower Warren St.				X														X
Laidlaw Warren County	B75	299 Lower Warren St.				X														
Former Tri County Computers	B76 & B77	2 Boulevard														X				
Pregis Innovative Packaging	B66/B80	300 Lower Warren St.				X														X
Pactiv Corporation	B78/82	300 Lower Warren St.																		X
Seeleys Furniture	C21										X									
Castle Power Solutions	C26	820 Quaker Road				X														
Stewarts Shop	C41	777 Quaker Road										X								
King Fuels	C84/C87	Quaker Rd. & Dix				X					X									
Sunoco	C85	Quaker Rd. & Dix														X				
Barrett Auto Sales/Barrett Drivurself	E22/E24	108 Lowe Dix									X	X								
KMART Corp.	E39	308 Dix Ave				X														
Duplex Construction Company	F25	Dix Ave										X								
Miners Automotive Repair	G27	468 Dix Avenue																X		
Fat City Motors	G28	473 Dix Avenue																X		
Warren Tire	G34	308 Dix Ave											X							
Peter J Wells DBA Engine	H42	156 River ST.																X		
Darius Enterprises	H44	156 River St.										X								
Automotive Engineering	H54	131 River St.														X				
Hercules/CIBA	I45/ A20	80 Lower Warren St.	X	X	X	X	X	X	X		X					X	X			
Jerry Brown Auto Parts	I53	26 Lower Warren St.				X				X			X							
Glens Falls Cement Co./Lehigh Northeast Cement	J/B13	313 Lower Warren St.				X					X	X	X	X	X	X				
Dix Avenue Laundromat	K95	222 Dix Avenue																		X

Note that EDR Site locations J and K were reported to be outside of the BOA; however, a review by site address and online tax maps suggest that these sites fall within the BOA



**Queensbury South BOA**

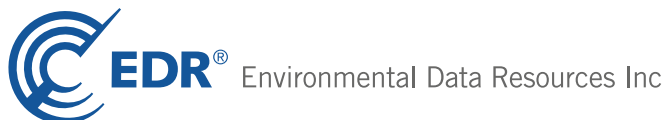
1-19 DIX AVE

Queensbury, NY 12804

Inquiry Number: 3592745.1s

April 30, 2013

# The EDR Radius Map™ Report



440 Wheelers Farms Road  
Milford, CT 06461  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

# TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
Executive Summary .....	ES1
Overview Map .....	2
Detail Map .....	3
Map Findings Summary .....	4
Map Findings .....	8
Orphan Summary .....	584
Government Records Searched/Data Currency Tracking .....	GR-1

## GEOCHECK ADDENDUM

GeoCheck - Not Requested

*Thank you for your business.*  
Please contact EDR at 1-800-352-0050  
with any questions or comments.

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## EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

### TARGET PROPERTY INFORMATION

#### ADDRESS

1-19 DIX AVE  
QUEENSBURY, NY 12804

#### COORDINATES

Latitude (North): 43.3130000 - 43° 18' 46.80"  
Longitude (West): 73.6111000 - 73° 36' 39.96"  
Universal Transverse Mercator: Zone 18  
UTM X (Meters): 612634.5  
UTM Y (Meters): 4796295.0  
Elevation: 312 ft. above sea level

### USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 43073-C5 HUDSON FALLS, NY  
Most Recent Revision: 1966  
  
West Map: 43073-C6 GLENS FALLS, NY  
Most Recent Revision: 1966

### AERIAL PHOTOGRAPHY IN THIS REPORT

Photo Year: 2011  
Source: USDA

### TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

### DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

### STANDARD ENVIRONMENTAL RECORDS

#### *Federal NPL site list*

NPL..... National Priority List

## EXECUTIVE SUMMARY

Proposed NPL..... Proposed National Priority List Sites  
NPL LIENS..... Federal Superfund Liens

### ***Federal Delisted NPL site list***

Delisted NPL..... National Priority List Deletions

### ***Federal CERCLIS list***

CERCLIS..... Comprehensive Environmental Response, Compensation, and Liability Information System  
FEDERAL FACILITY..... Federal Facility Site Information listing

### ***Federal RCRA generators list***

RCRA-LQG..... RCRA - Large Quantity Generators

### ***Federal institutional controls / engineering controls registries***

LUCIS..... Land Use Control Information System

### ***State- and tribal - equivalent CERCLIS***

SHWS..... Inactive Hazardous Waste Disposal Sites in New York State  
VAPOR REOPENED..... Vapor Intrusion Legacy Site List

### ***State and tribal leaking storage tank lists***

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

### ***State and tribal registered storage tank lists***

TANKS..... Storage Tank Facility Listing  
CBS UST..... Chemical Bulk Storage Database  
MOSF UST..... Major Oil Storage Facilities Database  
CBS AST..... Chemical Bulk Storage Database  
MOSF AST..... Major Oil Storage Facilities Database  
INDIAN UST..... Underground Storage Tanks on Indian Land  
FEMA UST..... Underground Storage Tank Listing

### ***State and tribal institutional control / engineering control registries***

ENG CONTROLS..... Registry of Engineering Controls  
INST CONTROL..... Registry of Institutional Controls  
RES DECL..... Restrictive Declarations Listing

### ***State and tribal voluntary cleanup sites***

INDIAN VCP..... Voluntary Cleanup Priority Listing  
VCP..... Voluntary Cleanup Agreements

### ***State and tribal Brownfields sites***

ERP..... Environmental Restoration Program Listing  
BROWNFIELDS..... Brownfields Site List

## **ADDITIONAL ENVIRONMENTAL RECORDS**

### ***Local Brownfield lists***

US BROWNFIELDS..... A Listing of Brownfields Sites

## EXECUTIVE SUMMARY

### **Local Lists of Landfill / Solid Waste Disposal Sites**

DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations  
ODI..... Open Dump Inventory  
SWRCY..... Registered Recycling Facility List  
SWTIRE..... Registered Waste Tire Storage & Facility List  
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands

### **Local Lists of Hazardous waste / Contaminated Sites**

US CDL..... Clandestine Drug Labs  
DEL SHWS..... Delisted Registry Sites  
US HIST CDL..... National Clandestine Laboratory Register

### **Local Land Records**

LIENS 2..... CERCLA Lien Information  
LIENS..... Spill Liens Information

### **Records of Emergency Release Reports**

HMIRS..... Hazardous Materials Information Reporting System  
SPILLS 90..... SPILLS 90 data from FirstSearch  
SPILLS 80..... SPILLS 80 data from FirstSearch

### **Other Ascertainable Records**

DOT OPS..... Incident and Accident Data  
DOD..... Department of Defense Sites  
FUDS..... Formerly Used Defense Sites  
CONSENT..... Superfund (CERCLA) Consent Decrees  
ROD..... Records Of Decision  
UMTRA..... Uranium Mill Tailings Sites  
SSTS..... Section 7 Tracking Systems  
PADS..... PCB Activity Database System  
MLTS..... Material Licensing Tracking System  
RADINFO..... Radiation Information Database  
RAATS..... RCRA Administrative Action Tracking System  
HSWDS..... Hazardous Substance Waste Disposal Site Inventory  
UIC..... Underground Injection Control Wells  
DRYCLEANERS..... Registered Drycleaners  
E DESIGNATION..... E DESIGNATION SITE LISTING  
INDIAN RESERV..... Indian Reservations  
SCRD DRYCLEANERS..... State Coalition for Remediation of Drycleaners Listing  
COAL ASH..... Coal Ash Disposal Site Listing  
PRP..... Potentially Responsible Parties  
COAL ASH EPA..... Coal Combustion Residues Surface Impoundments List  
PCB TRANSFORMER..... PCB Transformer Registration Database  
EPA WATCH LIST..... EPA WATCH LIST  
COAL ASH DOE..... Steam-Electric Plant Operation Data

### **EDR HIGH RISK HISTORICAL RECORDS**

#### **EDR Exclusive Records**

EDR MGP..... EDR Proprietary Manufactured Gas Plants

## EXECUTIVE SUMMARY

### SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

### STANDARD ENVIRONMENTAL RECORDS

#### ***Federal CERCLIS NFRAP site List***

CERC-NFRAP: Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

A review of the CERC-NFRAP list, as provided by EDR, and dated 02/05/2013 has revealed that there is 1 CERC-NFRAP site within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b><i>HERCULES/ CIBA</i></b>	<b><i>89 LOWER WARREN STREET</i></b>	<b><i>0 - 1/8 (0.000 mi.)</i></b>	<b><i>I45</i></b>	<b><i>126</i></b>

#### ***Federal RCRA CORRACTS facilities list***

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 02/12/2013 has revealed that there is 1 CORRACTS site within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b><i>HERCULES/ CIBA</i></b>	<b><i>89 LOWER WARREN STREET</i></b>	<b><i>0 - 1/8 (0.000 mi.)</i></b>	<b><i>I45</i></b>	<b><i>126</i></b>

## EXECUTIVE SUMMARY

### ***Federal RCRA non-CORRACTS TSD facilities list***

RCRA-TSDF: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-TSDF list, as provided by EDR, and dated 02/12/2013 has revealed that there is 1 RCRA-TSDF site within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>HERCULES/ CIBA</b>	<b>89 LOWER WARREN STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>I45</b>	<b>126</b>

### ***Federal RCRA generators list***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 02/12/2013 has revealed that there are 5 RCRA-SQG sites within approximately 0.1 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CASTLE POWER SOLUTIONS	820 QUAKER RD	0 - 1/8 (0.000 mi.)	C6	15
KMART CORPORATION #4928	308 DIX AVE	0 - 1/8 (0.000 mi.)	C40	105
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
V I ENTERPRISES	259 LOWER WARREN ST	0 - 1/8 (0.000 mi.)	B43	117
PREGIS INNOVATIVE PACKAGING IN	300 LOWER WARREN ST	0 - 1/8 (0.000 mi.)	B80	275
<b>VALCOUR DIV OF THE FONDA GROUP</b>	<b>14 GLENS FALLS TECHNICA</b>	<b>W 0 - 1/8 (0.083 mi.)</b>	<b>104</b>	<b>356</b>

RCRA-CESQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-CESQG list, as provided by EDR, and dated 02/12/2013 has revealed that there are 4 RCRA-CESQG sites within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>HERCULES/ CIBA</b>	<b>89 LOWER WARREN STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>I45</b>	<b>126</b>
<b>JERRY BROWN AUTO PARTS</b>	<b>26 LOWER WARREN ST</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>I53</b>	<b>200</b>
<b>SINCLAIR INTL</b>	<b>85 BOULEVARD</b>	<b>E 0 - 1/8 (0.005 mi.)</b>	<b>88</b>	<b>299</b>
<b>GLENS FALLS CEMENT CO INC</b>	<b>313 LOWER WARREN ST</b>	<b>WSW 0 - 1/8 (0.086 mi.)</b>	<b>J109</b>	<b>371</b>

## EXECUTIVE SUMMARY

### ***Federal institutional controls / engineering controls registries***

US ENG CONTROLS: A listing of sites with engineering controls in place.

A review of the US ENG CONTROLS list, as provided by EDR, and dated 12/19/2012 has revealed that there is 1 US ENG CONTROLS site within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>HERCULES/ CIBA</b>	<b>89 LOWER WARREN STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>I45</b>	<b>126</b>

US INST CONTROL: A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

A review of the US INST CONTROL list, as provided by EDR, and dated 12/19/2012 has revealed that there is 1 US INST CONTROL site within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>HERCULES/ CIBA</b>	<b>89 LOWER WARREN STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>I45</b>	<b>126</b>

### ***Federal ERNS list***

ERNS: The Emergency Response Notification System records and stores information on reported releases of oil and hazardous substances. The source of this database is the U.S. EPA.

A review of the ERNS list, as provided by EDR, and dated 12/31/2012 has revealed that there are 4 ERNS sites within approximately 0.1 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
Not reported	438 DIX AVE	0 - 1/8 (0.000 mi.)	E39	105
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
Not reported	313 LOWER WARREN ST	0 - 1/8 (0.000 mi.)	B13	25
Not reported	313 LOWER WARREN ST	0 - 1/8 (0.000 mi.)	B68	257
Not reported	CIBA GEIGY PLANT 299 LO	0 - 1/8 (0.000 mi.)	B74	263

### ***State and tribal landfill and/or solid waste disposal site lists***

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the list.

A review of the SWF/LF list, as provided by EDR, and dated 01/07/2013 has revealed that there are 2 SWF/LF sites within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
TREE CARE BY STAN HUNT LCD LAN	53 BOULEVARD	0 - 1/8 (0.000 mi.)	9	18
<b>JERRY BROWNS AUTO PARTS</b>	<b>26 LOWER WARREN ST</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>I61</b>	<b>218</b>



## EXECUTIVE SUMMARY

### **State and tribal leaking storage tank lists**

LTANKS: Leaking Storage Tank Incident Reports. These records contain an inventory of reported leaking storage tank incidents reported from 4/1/86 through the most recent update. They can be either leaking underground storage tanks or leaking aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills

A review of the LTANKS list, as provided by EDR, and dated 02/19/2013 has revealed that there are 9 LTANKS sites within approximately 0.1 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>BARRETT DRIVURSELF</b> Date Closed: 2/23/1995	<b>108 LOWER DIX AVE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>E22</b>	<b>52</b>
<b>DUPLEX CONSTRUCTION CO.</b> Date Closed: 1/15/1988	<b>DIX AVENUE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>F38</b>	<b>102</b>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>AUTOMOTIVE ENGINEERING</b> Date Closed: 11/2/1998	<b>156 RIVER STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>H46</b>	<b>188</b>
<b>CIBA-GEIGY HERCULES INC</b> Date Closed: 8/27/1999	<b>89 LOWER WARREN ST</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>I58</b>	<b>209</b>
<b>GLENS FALLS CEMENT COMPAN</b> Date Closed: 5/26/2005	<b>313 WARREN STREET</b>	<b>WSW 0 - 1/8 (0.086 mi.)</b>	<b>J106</b>	<b>368</b>
<b>GLENS FALLS CEMENT CO INC</b> Date Closed: 10/24/1995 Date Closed: 10/30/2002 <i>*Additional key fields are available in the Map Findings section</i>	<b>313 LOWER WARREN ST</b>	<b>WSW 0 - 1/8 (0.086 mi.)</b>	<b>J109</b>	<b>371</b>
<b>GLENS FALLS PORTLAND CEM.</b> Date Closed: 2/9/1988	<b>WARREN STREET</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J112</b>	<b>558</b>
<b>GLENS FALLS CEMENT II</b> Date Closed: 9/10/1992	<b>GLENS FALLS CEMENT</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J114</b>	<b>563</b>
<b>GLENS FALLS CEMENT</b> Date Closed: 1/26/1988	<b>WARREN STREET</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J115</b>	<b>566</b>

HIST LTANKS: A listing of leaking underground and aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills. In 2002, the Department of Environmental Conservation stopped providing updates to its original Spills Information Database. This database includes fields that are no longer available from the NYDEC as of January 1, 2002. Current information may be found in the NY LTANKS database.

A review of the HIST LTANKS list, as provided by EDR, and dated 01/01/2002 has revealed that there are 10 HIST LTANKS sites within approximately 0.1 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>BARRETT DRIVURSELF</b> Date Closed: 02/23/95	<b>108 LOWER DIX AVE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>E22</b>	<b>52</b>
<b>BARRETT DRIVURSELF INC.</b> <b>DUPLEX CONSTRUCTION CO.</b> Date Closed: 01/15/88	<b>108 LOWER DIX AVE.</b> <b>DIX AVENUE</b>	<b>0 - 1/8 (0.000 mi.)</b> <b>0 - 1/8 (0.000 mi.)</b>	<b>E30</b> <b>F38</b>	<b>75</b> <b>102</b>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>GLENS FALLS CEMENT COMPAN</b> Date Closed: 10/24/95	<b>313 LOWER WARREN STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B14</b>	<b>25</b>

## EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>AUTOMOTIVE ENGINEERING</b> Date Closed: 11/02/98	<b>156 RIVER STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>H46</b>	<b>188</b>
<b>CIBA-GEIGY HERCULES INC</b> Date Closed: 08/27/99	<b>89 LOWER WARREN ST</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>I58</b>	<b>209</b>
<b>GLENS FALLS CEMENT CO INC</b> Date Closed: 02/02/90 Date Closed: 06/14/95 <i>*Additional key fields are available in the Map Findings section</i>	<b>313 LOWER WARREN ST</b>	<b>WSW 0 - 1/8 (0.086 mi.)</b>	<b>J109</b>	<b>371</b>
<b>GLENS FALLS PORTLAND CEM.</b> Date Closed: 02/09/88	<b>WARREN STREET</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J112</b>	<b>558</b>
<b>GLENS FALLS CEMENT II</b> Date Closed: 09/10/92	<b>GLENS FALLS CEMENT</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J114</b>	<b>563</b>
<b>GLENS FALLS CEMENT</b> Date Closed: 01/26/88	<b>WARREN STREET</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J115</b>	<b>566</b>

### State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Environmental Conservation's Petroleum Bulk Storage (PBS) Database

A review of the UST list, as provided by EDR, and dated 01/02/2013 has revealed that there are 9 UST sites within approximately 0.1 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>BARRETT DRIVURSELF INC.</b>	<b>108 LOWER DIX AVENUE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>E23</b>	<b>57</b>
<b>DUPLEX CONSTRUCTION CO INC</b>	<b>DIX AVENUE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>F25</b>	<b>66</b>
<b>STEWART'S SHOP #417</b>	<b>777 QUAKER ROAD</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>C41</b>	<b>107</b>
<b>GARDEN TIME</b>	<b>QUAKER ROAD</b>	<b>NNW 0 - 1/8 (0.019 mi.)</b>	<b>89</b>	<b>308</b>
<b>GLENS FALLS MUNICIPAL OPERATIO</b>	<b>230 DIX AVENUE</b>	<b>WNW 0 - 1/8 (0.083 mi.)</b>	<b>K103</b>	<b>348</b>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>HOLLISTER'S PLG. &amp; HTG. CORP.</b>	<b>4 HIGHLAND AVE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B5</b>	<b>11</b>
<b>DARIUS ENTERPRISES, INC.</b>	<b>156 RIVER STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>H44</b>	<b>119</b>
<b>TEKLA MICHAUD</b>	<b>144 RIVER STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>56</b>	<b>206</b>
<b>LEHIGH NORTHEAST CEMENT CO.</b>	<b>313 WARREN ST</b>	<b>WSW 0 - 1/8 (0.086 mi.)</b>	<b>J110</b>	<b>551</b>

AST: The Aboveground Storage Tank database contains registered ASTs. The data come from the Department of Environmental Conservation's Petroleum Bulk Storage (PBS) Database.

A review of the AST list, as provided by EDR, and dated 01/02/2013 has revealed that there are 4 AST sites within approximately 0.1 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>WARREN TIRE</b>	<b>308 DIX AVE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>C34</b>	<b>93</b>
<b>GLENS FALLS MUNICIPAL OPERATIO</b>	<b>230 DIX AVENUE</b>	<b>WNW 0 - 1/8 (0.083 mi.)</b>	<b>K103</b>	<b>348</b>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>JERRY BROWN'S AUTO PARTS</b>	<b>26 LOWER WARREN STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>I60</b>	<b>213</b>

## EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>GLENS FALLS CEMENT CO INC</i>	<i>313 LOWER WARREN ST</i>	<i>WSW 0 - 1/8 (0.086 mi.)</i>	<i>J109</i>	<i>371</i>

MOSF: These facilities may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

A review of the MOSF list, as provided by EDR, and dated 01/02/2013 has revealed that there is 1 MOSF site within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>GLENS FALLS CEMENT CO INC</i>	<i>313 LOWER WARREN ST</i>	<i>WSW 0 - 1/8 (0.086 mi.)</i>	<i>J109</i>	<i>371</i>

CBS: These facilities store regulated hazardous substances in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size

A review of the CBS list, as provided by EDR, and dated 01/02/2013 has revealed that there is 1 CBS site within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>GLENS FALLS CEMENT CO INC</i>	<i>313 LOWER WARREN ST</i>	<i>WSW 0 - 1/8 (0.086 mi.)</i>	<i>J109</i>	<i>371</i>

### ADDITIONAL ENVIRONMENTAL RECORDS

#### ***Local Lists of Registered Storage Tanks***

HIST UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Environmental Conservation's Petroleum Bulk Storage (PBS) Database

A review of the HIST UST list, as provided by EDR, and dated 01/01/2002 has revealed that there are 8 HIST UST sites within approximately 0.1 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>BARRETT DRIVURSELF INC.</i>	<i>108 LOWER DIX AVENUE</i>	<i>0 - 1/8 (0.000 mi.)</i>	<i>E23</i>	<i>57</i>
<i>DUPLEX CONSTRUCTION CO INC</i>	<i>DIX AVENUE</i>	<i>0 - 1/8 (0.000 mi.)</i>	<i>F25</i>	<i>66</i>
<i>STEWART'S SHOP #417</i>	<i>777 QUAKER ROAD</i>	<i>0 - 1/8 (0.000 mi.)</i>	<i>C41</i>	<i>107</i>
<i>GARDEN TIME</i>	<i>QUAKER ROAD</i>	<i>NNW 0 - 1/8 (0.019 mi.)</i>	<i>89</i>	<i>308</i>
<i>GLENS FALLS MUNICIPAL OPERATIO</i>	<i>230 DIX AVENUE</i>	<i>WNW 0 - 1/8 (0.083 mi.)</i>	<i>K103</i>	<i>348</i>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>HOLLISTER'S PLG. &amp; HTG. CORP.</i>	<i>4 HIGHLAND AVE</i>	<i>0 - 1/8 (0.000 mi.)</i>	<i>B5</i>	<i>11</i>
<i>DARIUS ENTERPRISES, INC.</i>	<i>156 RIVER STREET</i>	<i>0 - 1/8 (0.000 mi.)</i>	<i>H44</i>	<i>119</i>
<i>GLENS FALLS CEMENT CO INC</i>	<i>313 LOWER WARREN ST</i>	<i>WSW 0 - 1/8 (0.086 mi.)</i>	<i>J109</i>	<i>371</i>

## EXECUTIVE SUMMARY

HIST AST: The Aboveground Storage Tank database contains registered ASTs. The data come from the Department of Environmental Conservation's Petroleum Bulk Storage (PBS) Database.

A review of the HIST AST list, as provided by EDR, and dated 01/01/2002 has revealed that there are 3 HIST AST sites within approximately 0.1 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>GARDEN TIME</b>	<b>QUAKER ROAD</b>	<b>NNW 0 - 1/8 (0.019 mi.)</b>	<b>89</b>	<b>308</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
JERRY BROWN'S AUTO PARTS	26 LOWER WARREN STREET	0 - 1/8 (0.000 mi.)	I59	212
<b>GLENS FALLS CEMENT CO INC</b>	<b>313 LOWER WARREN ST</b>	<b>WSW 0 - 1/8 (0.086 mi.)</b>	<b>J109</b>	<b>371</b>

### **Records of Emergency Release Reports**

NY Spills: Data collected on spills reported to NYSDEC. is required by one or more of the following: Article 12 of the Navigation Law, 6 NYCRR Section 613.8 (from PBS regs), or 6 NYCRR Section 595.2 (from CBS regs). It includes spills active as of April 1, 1986, as well as spills occurring since this date.

A review of the NY Spills list, as provided by EDR, and dated 02/19/2013 has revealed that there are 41 NY Spills sites within approximately 0.1 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>TRAFFIC ACCIDENT</b> Date Closed: 9/30/1987	<b>QUAKER &amp; HIGHLAND ROAD</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>10</b>	<b>19</b>
<b>SEELYES FURNITURE RESTORATION</b> Date Closed: 11/1/2006	<b>820 QUAKER ROAD</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>C21</b>	<b>51</b>
<b>BARRETT AUTO SALES</b> Date Closed: 11/14/1996	<b>108 LOWER DIX AVE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>E24</b>	<b>61</b>
<b>DEAN'S MOTORCYCLE REPAIR</b> Date Closed: 3/25/1994	<b>AIRPORT RD &amp; DIX AVE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>E26</b>	<b>71</b>
OPEN LOT Date Closed: 2/21/2006	QUEENSBURY AVE/S/DIX AV	0 - 1/8 (0.000 mi.)	E29	74
<b>TRAFFIC ACCIDENT</b> Date Closed: 8/24/1993	<b>DIX &amp; QUEENSBURY AVENUE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>E31</b>	<b>77</b>
<b>CONSTRUCTION SITE</b> Date Closed: 3/4/1994	<b>HIGHLAND AVENUE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>35</b>	<b>96</b>
MAPLEWOOD ICE INC. Date Closed: 3/1/2006	438 DIX AVENUE	0 - 1/8 (0.000 mi.)	E37	101
POLE #144 Date Closed: 3/10/2004	75 QUEENSBURY AVE	0 - 1/8 (0.000 mi.)	83	288
<b>SUNOCO 0354-7866</b> Date Closed: 6/27/2001	<b>QUAKER AND DIX AVE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>C85</b>	<b>291</b>
<b>FITZGERALD TRUCK OVERFILL</b> Date Closed: 4/9/1996	<b>QUAKER AND DIX</b>	<b>0 - 1/8 (0.001 mi.)</b>	<b>C86</b>	<b>294</b>
<b>KING FUELS</b> Date Closed: 5/5/2008	<b>QUAKER &amp; DIX</b>	<b>0 - 1/8 (0.001 mi.)</b>	<b>C87</b>	<b>296</b>
<b>NORTHERN LADDER</b> Date Closed: 9/19/2002	<b>34 TRIANGLE PARK DRIVE</b>	<b>WNW 0 - 1/8 (0.054 mi.)</b>	<b>90</b>	<b>316</b>

## EXECUTIVE SUMMARY

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>MALLINCKRODT NCC DIVISION</b> Date Closed: 10/15/2010 Date Closed: 8/2/2000	<b>230 DIX AVENUE</b>	<b>WNW 0 - 1/8 (0.083 mi.)</b>	<b>K102</b>	<b>345</b>
<b>Lower Elevation</b>	<b>Address</b>	<b>Direction / Distance</b>	<b>Map ID</b>	<b>Page</b>
<b>RON DUFOUR RESIDENCE</b> Date Closed: 6/22/1995	<b>4 PHILLIPS AVE.</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>2</b>	<b>8</b>
TRANSFORMER Date Closed: 8/31/2010	14 PHILLIPS AVE	0 - 1/8 (0.000 mi.)	8	17
<b>CHAMPLAIN FEEDER CANAL</b> Date Closed: 8/8/2002 Date Closed: 3/30/1998	<b>LOWER WARREN ST</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>D12</b>	<b>21</b>
POLE 7-2 Date Closed: 7/2/2007	4 AND 6 HIGHLAND AVE	0 - 1/8 (0.000 mi.)	B17	33
<b>ROADWAY SPILL</b> Date Closed: 9/29/1988	<b>RIVER STREET/QUAKER ROA</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>A18</b>	<b>34</b>
<b>FEEDER CANAL</b> Date Closed: 1/11/1993	<b>NEAR QUAKER &amp; RT. 254</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>D19</b>	<b>36</b>
<b>MURPHY RESIDENCE</b> Date Closed: 11/23/1993	<b>14 CARROLL STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>G36</b>	<b>99</b>
<b>CEIBA-GEIGY PLANT</b> Date Closed: 10/15/1992	<b>LOWER WARREN ST.</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B47</b>	<b>191</b>
<b>FORMER CIBA GEIGY PLANT</b> Date Closed: 2/8/1991	<b>799 LOWER WARREN STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B48</b>	<b>193</b>
<b>FEEDER CANAL</b> Date Closed: 1/7/1993	<b>INT. 254 &amp; 32 AND DOWNS</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B49</b>	<b>195</b>
<b>AUTOMOTIVE ENGINEERING</b> Date Closed: 5/16/1997	<b>131 RIVER STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>H54</b>	<b>202</b>
<b>JERRY BROWNS AUTO PARTS</b> Date Closed: 9/22/2006	<b>26 LOWER WARREN ST</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>I61</b>	<b>218</b>
<b>CIGA-GEIGY PARKING LOT</b> Date Closed: 5/17/1991	<b>ROUTE 254</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B62</b>	<b>224</b>
<b>TENNECO PACKAGING AVI</b> Date Closed: 2/12/1996 Date Closed: 3/20/1997 <i>*Additional key fields are available in the Map Findings section</i>	<b>300 LOWER WARREN ST</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B64</b>	<b>228</b>
FORMERLY TRI COUNTY COMPUTERS Date Closed: 3/29/2010	2 BLVD	0 - 1/8 (0.000 mi.)	B76	265
COMMERCIAL PROPERTY STATE RTE 254/MAIN ST Date Closed: 6/9/2003	2 BLVD RIVER ST/MAIN TO WARREN	0 - 1/8 (0.000 mi.) ESE 0 - 1/8 (0.060 mi.)	B77 91	266 319
<b>GLENS FALLS CEMENT CO</b> Date Closed: 8/9/1999	<b>FERRY BLVD</b>	<b>WSW 0 - 1/8 (0.069 mi.)</b>	<b>J92</b>	<b>321</b>
POLE #1 Date Closed: 7/21/2008	21 KVALE LANE	ENE 0 - 1/8 (0.082 mi.)	96	336
LEHIGH NORTHEAST CEMENT Date Closed: 1/22/2008 Date Closed: 3/15/2012	313 WARREN ST.	WSW 0 - 1/8 (0.086 mi.)	J105	366

## EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>GLENS FALLS CEMENT CO INC</b> Date Closed: 8/4/2003 Date Closed: 3/20/2002 <i>*Additional key fields are available in the Map Findings section</i>	<b>313 LOWER WARREN ST</b>	<b>WSW 0 - 1/8 (0.086 mi.)</b>	<b>J109</b>	<b>371</b>
<b>GLENS FALLS CEMENT QUARRY</b> Date Closed: 9/28/1995	<b>313 LOWER WARREN STREET</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J113</b>	<b>561</b>
<b>GLENS FALLS CEMENT</b> Date Closed: 12/29/2003 Date Closed: 10/19/2004 <i>*Additional key fields are available in the Map Findings section</i>	<b>WARREN STREET</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J115</b>	<b>566</b>
<b>PORTLAND CEMENT CO.</b> Date Closed: 11/5/1992	<b>WARREN STREET</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J116</b>	<b>574</b>
<b>GLENS FALLS CEMENT</b> Date Closed: 7/14/1988	<b>PO BOX 440</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J117</b>	<b>576</b>
<b>CIBA-GEIGY/GF CEMENT</b> Date Closed: 8/17/1994	<b>GLENS FALLS CEMENT CO.</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J118</b>	<b>578</b>
<b>GLENS FALLS CEMENT</b> Date Closed: 11/14/1996	<b>HUDSON RIVER</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J119</b>	<b>581</b>

NY Hist Spills: This database contains records of chemical and petroleum spill incidents. Under State law, petroleum and hazardous chemical spills that can impact the waters of the state must be reported by the spiller (and, in some cases, by anyone who has knowledge of the spills). In 2002, the Department of Environmental Conservation stopped providing updates to its original Spills Information Database. This database includes fields that are no longer available from the NYDEC as of January 1, 2002. Current information may be found in the NY SPILLS database.

A review of the NY Hist Spills list, as provided by EDR, and dated 01/01/2002 has revealed that there are 33 NY Hist Spills sites within approximately 0.1 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>TRAFFIC ACCIDENT</b>	<b>QUAKER &amp; HIGHLAND ROAD</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>10</b>	<b>19</b>
<b>BARRETT AUTO SALES</b>	<b>108 LOWER DIX AVE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>E24</b>	<b>61</b>
<b>DEAN'S MOTORCYCLE REPAIR</b>	<b>AIRPORT RD &amp; DIX AVE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>E26</b>	<b>71</b>
<b>TRAFFIC ACCIDENT</b>	<b>DIX &amp; QUEENSBURY AVENUE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>E31</b>	<b>77</b>
<b>CONSTRUCTION SITE</b>	<b>HIGHLAND AVENUE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>35</b>	<b>96</b>
<b>SUNOCO 0354-7866</b>	<b>QUAKER AND DIX AVE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>C85</b>	<b>291</b>
<b>FITZGERALD TRUCK OVERFILL</b>	<b>QUAKER AND DIX</b>	<b>0 - 1/8 (0.001 mi.)</b>	<b>C86</b>	<b>294</b>
<b>KING FUELS</b>	<b>QUAKER &amp; DIX</b>	<b>0 - 1/8 (0.001 mi.)</b>	<b>C87</b>	<b>296</b>
<b>NORTHERN LADDER</b>	<b>34 TRIANGLE PARK DRIVE</b>	<b>WNW 0 - 1/8 (0.054 mi.)</b>	<b>90</b>	<b>316</b>
<b>GLENS FALLS MINI COMPLEX</b>	<b>230 DIX AVENUE</b>	<b>WNW 0 - 1/8 (0.083 mi.)</b>	<b>K98</b>	<b>339</b>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>RON DUFOUR RESIDENCE</b>	<b>4 PHILLIPS AVE.</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>2</b>	<b>8</b>
<b>CHAMPLAIN FEEDER CANAL</b>	<b>LOWER WARREN ST</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>D12</b>	<b>21</b>
<b>ROADWAY SPILL</b>	<b>RIVER STREET/QUAKER ROA</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>A18</b>	<b>34</b>
<b>FEEDER CANAL</b>	<b>NEAR QUAKER &amp; RT. 254</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>D19</b>	<b>36</b>
<b>MURPHY RESIDENCE</b>	<b>14 CARROLL STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>G36</b>	<b>99</b>
<b>CEIBA-GEIGY PLANT</b>	<b>LOWER WARREN ST.</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B47</b>	<b>191</b>
<b>FORMER CIBA GEIGY PLANT</b>	<b>799 LOWER WARREN STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B48</b>	<b>193</b>
<b>FEEDER CANAL</b>	<b>INT. 254 &amp; 32 AND DOWNS</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B49</b>	<b>195</b>

## EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>AUTOMOTIVE ENGINEERING</b>	<b>131 RIVER STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>H54</b>	<b>202</b>
<b>CIGA-GEIGY PARKING LOT</b>	<b>ROUTE 254</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B62</b>	<b>224</b>
ASTRO VALCOR CORP	300 LOWER WARREN ST	0 - 1/8 (0.000 mi.)	B63	226
<b>TENNECO PACKAGING AVI</b>	<b>300 LOWER WARREN ST</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B64</b>	<b>228</b>
ASTRO-VALCOUR PARKING LOT	300 LOWER WARREN RD	0 - 1/8 (0.000 mi.)	B71	259
GLENS FALLS CEMENT PLANT	313 LOWER WARREN ST	0 - 1/8 (0.000 mi.)	B72	261
<b>GLENS FALLS CEMENT CO</b>	<b>FERRY BLVD</b>	<b>WSW 0 - 1/8 (0.069 mi.)</b>	<b>J92</b>	<b>321</b>
<b>GLENS FALLS CEMENT CO INC</b>	<b>313 LOWER WARREN ST</b>	<b>WSW 0 - 1/8 (0.086 mi.)</b>	<b>J109</b>	<b>371</b>
GLENS FALLS CEMENT	313 WARREN STREET	WSW 0 - 1/8 (0.086 mi.)	J111	557
<b>GLENS FALLS CEMENT QUARRY</b>	<b>313 LOWER WARREN STREET</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J113</b>	<b>561</b>
<b>GLENS FALLS CEMENT</b>	<b>WARREN STREET</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J115</b>	<b>566</b>
<b>PORTLAND CEMENT CO.</b>	<b>WARREN STREET</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J116</b>	<b>574</b>
<b>GLENS FALLS CEMENT</b>	<b>PO BOX 440</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J117</b>	<b>576</b>
<b>CIBA-GEIGY/GF CEMENT</b>	<b>GLENS FALLS CEMENT CO.</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J118</b>	<b>578</b>
<b>GLENS FALLS CEMENT</b>	<b>HUDSON RIVER</b>	<b>WSW 0 - 1/8 (0.095 mi.)</b>	<b>J119</b>	<b>581</b>

### **Other Ascertainable Records**

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 02/12/2013 has revealed that there are 8 RCRA NonGen / NLR sites within approximately 0.1 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>BARRETT AUTO SALES</b>	<b>108 LOWER DIX AVE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>E24</b>	<b>61</b>
<b>KING FUELS SUNOCO</b>	<b>QUAKER RD &amp; DIX</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>C84</b>	<b>290</b>
<b>MALLINCKRODT CRITICAL CARE</b>	<b>230 DIX AVE</b>	<b>WNW 0 - 1/8 (0.083 mi.)</b>	<b>K97</b>	<b>337</b>
GLENSFALLS CITY OF - DPW	230 DIX AVE	WNW 0 - 1/8 (0.083 mi.)	K99	341
<b>KOMAK OF UPSTATE NEW YORK</b>	<b>230 DIX AVE</b>	<b>WNW 0 - 1/8 (0.083 mi.)</b>	<b>K101</b>	<b>342</b>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>CIBA GEIGY - PRETREATMENT FACI</b>	<b>QUAKER RD &amp; BOULEVARD</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>A20</b>	<b>38</b>
SENTINEL POLYOLEFINS LLC	300 LOWER WARREN ST	0 - 1/8 (0.000 mi.)	B67	256
<b>LIDLAW WARREN COUNTY NEW YORK</b>	<b>299 LOWER WARREN ST</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B75</b>	<b>263</b>

US MINES: Mines Master Index File. The source of this database is the Dept. of Labor, Mine Safety and Health Administration.

A review of the US MINES list, as provided by EDR, and dated 08/18/2011 has revealed that there are 2 US MINES sites within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
LEHIGH NORTHEAST CEMENT C		WSW 0 - 1/8 (0.074 mi.)	J93	323
LEHIGH NORTHEAST CEMENT C		WSW 0 - 1/8 (0.074 mi.)	J94	330

## EXECUTIVE SUMMARY

TRIS: The Toxic Chemical Release Inventory System identifies facilities that release toxic chemicals to the air, water, and land in reportable quantities under SARA Title III, Section 313. The source of this database is the U.S. EPA.

A review of the TRIS list, as provided by EDR, and dated 12/31/2009 has revealed that there is 1 TRIS site within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>GLENS FALLS CEMENT CO INC</b>	<b>313 LOWER WARREN ST</b>	<b>WSW 0 - 1/8 (0.086 mi.)</b>	<b>J109</b>	<b>371</b>

TSCA: The Toxic Substances Control Act identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site. The United States Environmental Protection Agency has no current plan to update and/or re-issue this database.

A review of the TSCA list, as provided by EDR, and dated 12/31/2006 has revealed that there is 1 TSCA site within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
LEHIGH NORTHEAST CEMENT CO - G	313 WARREN STREET	WSW 0 - 1/8 (0.086 mi.)	J107	370

FTTS: FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act) over the previous five years. To maintain currency, EDR contacts the Agency on a quarterly basis.

A review of the FTTS list, as provided by EDR, and dated 04/09/2009 has revealed that there are 2 FTTS sites within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>GLENS FALLS CEMENT CO, INC</b>	<b>313 LOWER WARREN ST, PO</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B11</b>	<b>21</b>
<b>GLENS FALLS CEMENT CO., INC.</b>	<b>313 LOWER WARREN ST, PO</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B70</b>	<b>259</b>

HIST FTTS: A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

A review of the HIST FTTS list, as provided by EDR, and dated 10/19/2006 has revealed that there are 2 HIST FTTS sites within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>GLENS FALLS CEMENT CO, INC</b>	<b>313 LOWER WARREN ST, PO</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B11</b>	<b>21</b>
<b>GLENS FALLS CEMENT CO., INC.</b>	<b>313 LOWER WARREN ST, PO</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B70</b>	<b>259</b>



## EXECUTIVE SUMMARY

ICIS: The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

A review of the ICIS list, as provided by EDR, and dated 07/20/2011 has revealed that there are 2 ICIS sites within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
LEHIGH NORTHEAST CEMENT COMPAN	313 WARREN STREET GL	0 - 1/8 (0.000 mi.)	B15	27
SENTINEL POLYOLEFINS LLC	300 LOWER WARREN ST	0 - 1/8 (0.000 mi.)	B79	272

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 10/23/2011 has revealed that there are 20 FINDS sites within approximately 0.1 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SEELYE S HOME FURNISHINGS INC	820 QUAKER ROAD	0 - 1/8 (0.000 mi.)	C7	16
<b>BARRETT AUTO SALES</b>	<b>108 LOWER DIX AVE</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>E24</b>	<b>61</b>
KMART CORPORATION #4928	308 DIX AVE	0 - 1/8 (0.000 mi.)	C33	93
<b>KING FUELS SUNOCO</b>	<b>QUAKER RD &amp; DIX</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>C84</b>	<b>290</b>
<b>MALLINCKRODT CRITICAL CARE</b>	<b>230 DIX AVE</b>	<b>WNW 0 - 1/8 (0.083 mi.)</b>	<b>K97</b>	<b>337</b>
CITY OF GLENS FALLS DPW	230 DIX AVE	WNW 0 - 1/8 (0.083 mi.)	K100	342
<b>KOMAK OF UPSTATE NEW YORK</b>	<b>230 DIX AVE</b>	<b>WNW 0 - 1/8 (0.083 mi.)</b>	<b>K101</b>	<b>342</b>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>CIBA GEIGY - PRETREATMENT FACI</b>	<b>QUAKER RD &amp; BOULEVARD</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>A20</b>	<b>38</b>
<b>HERCULES/ CIBA</b>	<b>89 LOWER WARREN STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>I45</b>	<b>126</b>
V I ENTERPRISES	259 LOWER WARREN ST	0 - 1/8 (0.000 mi.)	B51	199
I B S SEPTIC & DRAIN	12 LOWER WARREN ST	0 - 1/8 (0.000 mi.)	I52	200
<b>JERRY BROWN AUTO PARTS</b>	<b>26 LOWER WARREN ST</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>I53</b>	<b>200</b>
JERRY BROWNS AUTO PARTS CENTER	26 LOWER WARREN STREET	0 - 1/8 (0.000 mi.)	I57	208
<b>SENTINEL POLYOLEFINS, LLC</b>	<b>300 LOWER WARREN ST</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B65</b>	<b>231</b>
PERKINS RECYCLING CORP.	299 LOWER WARREN STREET	0 - 1/8 (0.000 mi.)	B73	262
<b>LAILAW WARREN COUNTY NEW YORK</b>	<b>299 LOWER WARREN ST</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B75</b>	<b>263</b>
<b>SINCLAIR INTL</b>	<b>85 BOULEVARD</b>	<b>E 0 - 1/8 (0.005 mi.)</b>	<b>88</b>	<b>299</b>
<b>VALCOUR DIV OF THE FONDA GROUP</b>	<b>14 GLENS FALLS TECHNICA</b>	<b>W 0 - 1/8 (0.083 mi.)</b>	<b>104</b>	<b>356</b>
GLENS FALLS TREATMENT PLANT	313 WARREN ST	WSW 0 - 1/8 (0.086 mi.)	J108	370
<b>GLENS FALLS CEMENT CO INC</b>	<b>313 LOWER WARREN ST</b>	<b>WSW 0 - 1/8 (0.086 mi.)</b>	<b>J109</b>	<b>371</b>

## EXECUTIVE SUMMARY

RMP: When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

A review of the RMP list, as provided by EDR, and dated 05/08/2012 has revealed that there are 4 RMP sites within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
PREGIS CORPORATION - QUEENSBUR	300 LOWER WARREN STREET	0 - 1/8 (0.000 mi.)	B66	239
PACTIV CORPORATION- PLANT 2	300 LOWER WARREN STREET	0 - 1/8 (0.000 mi.)	B78	267
SENTINEL POLYOLEFINS, LLC	300 LOWER WARREN STREET	0 - 1/8 (0.000 mi.)	B81	277
PACTIV PROTECTIVE PACKAGING IN	300 LOWER WARREN STREET	0 - 1/8 (0.000 mi.)	B82	283

MANIFEST: Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

A review of the MANIFEST list, as provided by EDR, and dated 02/01/2013 has revealed that there are 12 MANIFEST sites within approximately 0.1 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>SEELYES FURNITURE RESTORATION</i>	<i>820 QUAKER ROAD</i>	<i>0 - 1/8 (0.000 mi.)</i>	<i>C21</i>	<i>51</i>
<i>BARRETT AUTO SALES</i>	<i>108 LOWER DIX AVE</i>	<i>0 - 1/8 (0.000 mi.)</i>	<i>E24</i>	<i>61</i>
KMART CORPORATION #4928	308 DIX AVE	0 - 1/8 (0.000 mi.)	C32	80
<i>MALLINCKRODT NCC DIVISION</i>	<i>230 DIX AVENUE</i>	<i>WNW 0 - 1/8 (0.083 mi.)</i>	<i>K102</i>	<i>345</i>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>CIBA GEIGY - PRETREATMENT FACI</i>	<i>QUAKER RD &amp; BOULEVARD</i>	<i>0 - 1/8 (0.000 mi.)</i>	<i>A20</i>	<i>38</i>
<i>HERCULES/ CIBA</i>	<i>89 LOWER WARREN STREET</i>	<i>0 - 1/8 (0.000 mi.)</i>	<i>I45</i>	<i>126</i>
V I ENTERPRISES	259 LOWER WARREN ST	0 - 1/8 (0.000 mi.)	B50	198
<i>JERRY BROWNS AUTO PARTS</i>	<i>26 LOWER WARREN ST</i>	<i>0 - 1/8 (0.000 mi.)</i>	<i>I61</i>	<i>218</i>
<i>TENNECO PACKAGING AVI</i>	<i>300 LOWER WARREN ST</i>	<i>0 - 1/8 (0.000 mi.)</i>	<i>B64</i>	<i>228</i>
<i>SINCLAIR INTL</i>	<i>85 BOULEVARD</i>	<i>E 0 - 1/8 (0.005 mi.)</i>	<i>88</i>	<i>299</i>
<i>VALCOUR DIV OF THE FONDA GROUP</i>	<i>14 GLENS FALLS TECHNICA</i>	<i>W 0 - 1/8 (0.083 mi.)</i>	<i>104</i>	<i>356</i>
<i>GLENS FALLS CEMENT CO INC</i>	<i>313 LOWER WARREN ST</i>	<i>WSW 0 - 1/8 (0.086 mi.)</i>	<i>J109</i>	<i>371</i>

SPDES: New York State has a state program which has been approved by the United States Environmental Protection Agency for the control of wastewater and stormwater discharges in accordance with the Clean Water Act. Under New York State law the program is known as the State Pollutant Discharge Elimination System (SPDES) and is broader in scope than that required by the Clean Water Act in that it controls point source discharges to groundwaters as well as surface waters.

A review of the SPDES list, as provided by EDR, and dated 01/28/2013 has revealed that there is 1 SPDES site within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CIBA-GEIGY CORP	LOWER WARREN STREET	0 - 1/8 (0.000 mi.)	D55	204

## EXECUTIVE SUMMARY

### AIRS:

A review of the AIRS list, as provided by EDR, and dated 12/31/2011 has revealed that there is 1 AIRS site within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>GLENS FALLS CEMENT CO INC</b>	<b>313 LOWER WARREN ST</b>	<b>WSW 0 - 1/8 (0.086 mi.)</b>	<b>J109</b>	<b>371</b>

### Financial Assurance: Financial assurance information.

A review of the Financial Assurance list, as provided by EDR, and dated 01/08/2013 has revealed that there is 1 Financial Assurance site within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>HERCULES/ CIBA</b>	<b>89 LOWER WARREN STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>I45</b>	<b>126</b>

2020 COR ACTION: The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

A review of the 2020 COR ACTION list, as provided by EDR, and dated 11/11/2011 has revealed that there is 1 2020 COR ACTION site within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>HERCULES/ CIBA</b>	<b>89 LOWER WARREN STREET</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>I45</b>	<b>126</b>

US AIRS: The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

A review of the US AIRS list, as provided by EDR, and dated 11/15/2012 has revealed that there are 2 US AIRS sites within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>SENTINEL POLYOLEFINS, LLC</b>	<b>300 LOWER WARREN ST</b>	<b>0 - 1/8 (0.000 mi.)</b>	<b>B65</b>	<b>231</b>
<b>GLENS FALLS CEMENT CO INC</b>	<b>313 LOWER WARREN ST</b>	<b>WSW 0 - 1/8 (0.086 mi.)</b>	<b>J109</b>	<b>371</b>

US FIN ASSUR: All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

A review of the US FIN ASSUR list, as provided by EDR, and dated 11/20/2012 has revealed that there

## EXECUTIVE SUMMARY

is 1 US FIN ASSUR site within approximately 0.1 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>HERCULES/ CIBA</i>	<i>89 LOWER WARREN STREET</i>	<i>0 - 1/8 (0.000 mi.)</i>	<i>I45</i>	<i>126</i>

### EDR HIGH RISK HISTORICAL RECORDS

#### ***EDR Exclusive Records***

EDR US Hist Auto Stat: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Auto Stat list, as provided by EDR, has revealed that there are 7 EDR US Hist Auto Stat sites within approximately 0.1 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
Not reported	468 DIX AVE	0 - 1/8 (0.000 mi.)	G27	73
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
Not reported	15 BOULEVARD	0 - 1/8 (0.000 mi.)	A1	8
Not reported	4 HIGHLAND AVE	0 - 1/8 (0.000 mi.)	B3	10
Not reported	11 BOULEVARD	0 - 1/8 (0.000 mi.)	A4	11
Not reported	10 BOULEVARD	0 - 1/8 (0.000 mi.)	A16	31
Not reported	473 DIX AVE	0 - 1/8 (0.000 mi.)	G28	74
Not reported	156 RIVER ST	0 - 1/8 (0.000 mi.)	H42	117

EDR US Hist Cleaners: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Cleaners list, as provided by EDR, has revealed that there is 1 EDR US Hist Cleaners site within approximately 0.1 miles of the target property.

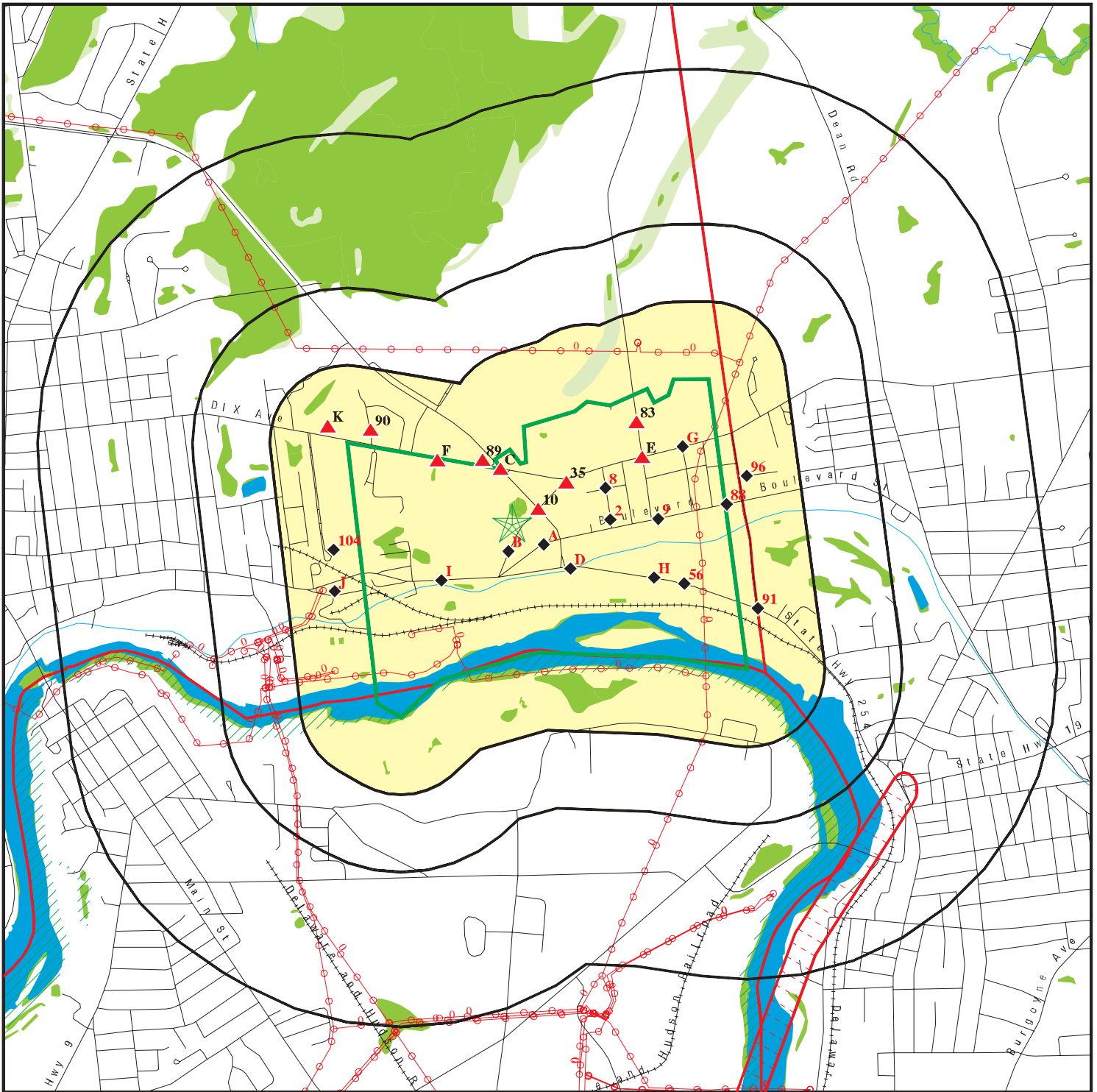
<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
Not reported	222 DIX AVE	WNW 0 - 1/8 (0.076 mi.)	K95	336

## EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 21 records.

<u>Site Name</u>	<u>Database(s)</u>
MOBIL OIL CORP	MANIFEST
STEWART'S SHOP #415	UST
GREAT ESCAPE FUN PARK	UST
NORTHWAY PLAZA SHOPPING CENTER	AST
WALMART #2116	AST
GREAT ESCAPE	RCRA-SQG,FINDS,HIST SPILLS
QUEENSBURY STOP SMART	FINDS,RCRA-NLR
MOUNTAINSIDE AUTO SALES	RCRA-NLR
QUEENSBURY (T) SD #1	FINDS
NYS ROUTE 149 - TOWN OF QUEENSBURY	FINDS
FAR SIDE OF A HORSE FARM	SPILLS
POLE 41	SPILLS
POLE 6-3	SPILLS
CUMBERLAND FARMS # 3163	SPILLS
DUNHAMS BAY BOAT COMPANY	SPILLS
VERIZON VEHICLE TANK	SPILLS
NEAR PRICE CHOPPER	SPILLS,HIST SPILLS
NORTH COUNTRY AUTO RADIATOR	SPILLS
STORE #1584	SPILLS
N. OF DUNHAMS BAY	SPILLS
NORTHWAY PLAZA SHOPPING CENTER	HIST AST

# OVERVIEW MAP - 3592745.1s



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

County Boundary

Power transmission lines

Oil & Gas pipelines from USGS

100-year flood zone

500-year flood zone

National Wetland Inventory

State Wetlands

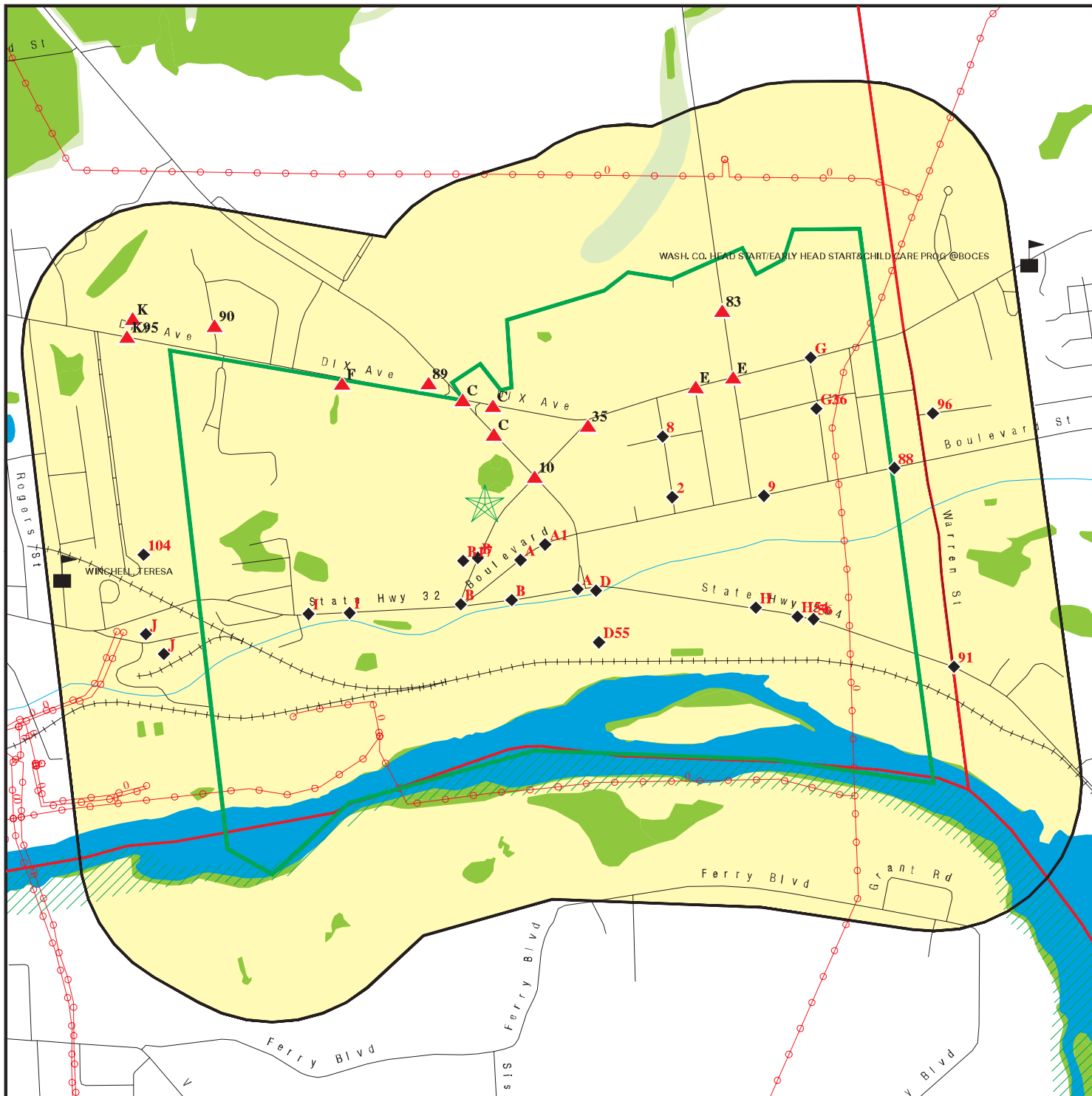


This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Queensbury South BOA  
 ADDRESS: 1-19 DIX AVE  
 Queensbury NY 12804  
 LAT/LONG: 43.313 / 73.6111

CLIENT: The Chazen Companies  
 CONTACT: Emily Pereira  
 INQUIRY #: 3592745.1s  
 DATE: April 30, 2013 1:19 pm

# DETAIL MAP - 3592745.1s



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites



- Indian Reservations BIA
- County Boundary
- Power transmission lines
- Oil & Gas pipelines from USGS
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Queensbury South BOA  
 ADDRESS: 1-19 DIX AVE  
 Queensbury NY 12804  
 LAT/LONG: 43.313 / 73.6111

CLIENT: The Chazen Companies  
 CONTACT: Emily Pereira  
 INQUIRY #: 3592745.1s  
 DATE: April 30, 2013 1:21 pm

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<b>STANDARD ENVIRONMENTAL RECORDS</b>								
<b><i>Federal NPL site list</i></b>								
NPL	0.100		0	NR	NR	NR	NR	0
Proposed NPL	0.100		0	NR	NR	NR	NR	0
NPL LIENS	0.100		0	NR	NR	NR	NR	0
<b><i>Federal Delisted NPL site list</i></b>								
Delisted NPL	0.100		0	NR	NR	NR	NR	0
<b><i>Federal CERCLIS list</i></b>								
CERCLIS	0.100		0	NR	NR	NR	NR	0
FEDERAL FACILITY	0.100		0	NR	NR	NR	NR	0
<b><i>Federal CERCLIS NFRAP site List</i></b>								
CERC-NFRAP	0.100		1	NR	NR	NR	NR	1
<b><i>Federal RCRA CORRACTS facilities list</i></b>								
CORRACTS	0.100		1	NR	NR	NR	NR	1
<b><i>Federal RCRA non-CORRACTS TSD facilities list</i></b>								
RCRA-TSDF	0.100		1	NR	NR	NR	NR	1
<b><i>Federal RCRA generators list</i></b>								
RCRA-LQG	0.100		0	NR	NR	NR	NR	0
RCRA-SQG	0.100		5	NR	NR	NR	NR	5
RCRA-CESQG	0.100		4	NR	NR	NR	NR	4
<b><i>Federal institutional controls / engineering controls registries</i></b>								
US ENG CONTROLS	0.100		1	NR	NR	NR	NR	1
US INST CONTROL	0.100		1	NR	NR	NR	NR	1
LUCIS	0.100		0	NR	NR	NR	NR	0
<b><i>Federal ERNS list</i></b>								
ERNS	0.100		4	NR	NR	NR	NR	4
<b><i>State- and tribal - equivalent CERCLIS</i></b>								
SHWS	0.100		0	NR	NR	NR	NR	0
VAPOR REOPENED	0.100		0	NR	NR	NR	NR	0
<b><i>State and tribal landfill and/or solid waste disposal site lists</i></b>								
SWF/LF	0.100		2	NR	NR	NR	NR	2
<b><i>State and tribal leaking storage tank lists</i></b>								
LTANKS	0.100		9	NR	NR	NR	NR	9
HIST LTANKS	0.100		10	NR	NR	NR	NR	10
INDIAN LUST	0.100		0	NR	NR	NR	NR	0



## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<b><i>State and tribal registered storage tank lists</i></b>								
TANKS	0.100		0	NR	NR	NR	NR	0
UST	0.100		9	NR	NR	NR	NR	9
CBS UST	0.100		0	NR	NR	NR	NR	0
MOSF UST	0.100		0	NR	NR	NR	NR	0
AST	0.100		4	NR	NR	NR	NR	4
CBS AST	0.100		0	NR	NR	NR	NR	0
MOSF AST	0.100		0	NR	NR	NR	NR	0
MOSF	0.100		1	NR	NR	NR	NR	1
CBS	0.100		1	NR	NR	NR	NR	1
INDIAN UST	0.100		0	NR	NR	NR	NR	0
FEMA UST	0.100		0	NR	NR	NR	NR	0
<b><i>State and tribal institutional control / engineering control registries</i></b>								
ENG CONTROLS	0.100		0	NR	NR	NR	NR	0
INST CONTROL	0.100		0	NR	NR	NR	NR	0
RES DECL	0.100		0	NR	NR	NR	NR	0
<b><i>State and tribal voluntary cleanup sites</i></b>								
INDIAN VCP	0.100		0	NR	NR	NR	NR	0
VCP	0.100		0	NR	NR	NR	NR	0
<b><i>State and tribal Brownfields sites</i></b>								
ERP	0.100		0	NR	NR	NR	NR	0
BROWNFIELDS	0.100		0	NR	NR	NR	NR	0
<b><u>ADDITIONAL ENVIRONMENTAL RECORDS</u></b>								
<b><i>Local Brownfield lists</i></b>								
US BROWNFIELDS	0.100		0	NR	NR	NR	NR	0
<b><i>Local Lists of Landfill / Solid Waste Disposal Sites</i></b>								
DEBRIS REGION 9	0.100		0	NR	NR	NR	NR	0
ODI	0.100		0	NR	NR	NR	NR	0
SWRCY	0.100		0	NR	NR	NR	NR	0
SWTIRE	0.100		0	NR	NR	NR	NR	0
INDIAN ODI	0.100		0	NR	NR	NR	NR	0
<b><i>Local Lists of Hazardous waste / Contaminated Sites</i></b>								
US CDL	0.100		0	NR	NR	NR	NR	0
DEL SHWS	0.100		0	NR	NR	NR	NR	0
US HIST CDL	0.100		0	NR	NR	NR	NR	0
<b><i>Local Lists of Registered Storage Tanks</i></b>								
HIST UST	0.100		8	NR	NR	NR	NR	8
HIST AST	0.100		3	NR	NR	NR	NR	3

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<b>Local Land Records</b>								
LIENS 2	0.100		0	NR	NR	NR	NR	0
LIENS	0.100		0	NR	NR	NR	NR	0
<b>Records of Emergency Release Reports</b>								
HMIRS	0.100		0	NR	NR	NR	NR	0
NY Spills	0.100		41	NR	NR	NR	NR	41
NY Hist Spills	0.100		33	NR	NR	NR	NR	33
SPILLS 90	0.100		0	NR	NR	NR	NR	0
SPILLS 80	0.100		0	NR	NR	NR	NR	0
<b>Other Ascertainable Records</b>								
RCRA NonGen / NLR	0.100		8	NR	NR	NR	NR	8
DOT OPS	0.100		0	NR	NR	NR	NR	0
DOD	0.100		0	NR	NR	NR	NR	0
FUDS	0.100		0	NR	NR	NR	NR	0
CONSENT	0.100		0	NR	NR	NR	NR	0
ROD	0.100		0	NR	NR	NR	NR	0
UMTRA	0.100		0	NR	NR	NR	NR	0
US MINES	0.100		2	NR	NR	NR	NR	2
TRIS	0.100		1	NR	NR	NR	NR	1
TSCA	0.100		1	NR	NR	NR	NR	1
FTTS	0.100		2	NR	NR	NR	NR	2
HIST FTTS	0.100		2	NR	NR	NR	NR	2
SSTS	0.100		0	NR	NR	NR	NR	0
ICIS	0.100		2	NR	NR	NR	NR	2
PADS	0.100		0	NR	NR	NR	NR	0
MLTS	0.100		0	NR	NR	NR	NR	0
RADINFO	0.100		0	NR	NR	NR	NR	0
FINDS	0.100		20	NR	NR	NR	NR	20
RAATS	0.100		0	NR	NR	NR	NR	0
RMP	0.100		4	NR	NR	NR	NR	4
HSWDS	0.100		0	NR	NR	NR	NR	0
UIC	0.100		0	NR	NR	NR	NR	0
MANIFEST	0.100		14	NR	NR	NR	NR	14
DRYCLEANERS	0.100		0	NR	NR	NR	NR	0
SPDES	0.100		1	NR	NR	NR	NR	1
AIRS	0.100		1	NR	NR	NR	NR	1
E DESIGNATION	0.100		0	NR	NR	NR	NR	0
INDIAN RESERV	0.100		0	NR	NR	NR	NR	0
SCRD DRYCLEANERS	0.100		0	NR	NR	NR	NR	0
COAL ASH	0.100		0	NR	NR	NR	NR	0
PRP	0.100		0	NR	NR	NR	NR	0
COAL ASH EPA	0.100		0	NR	NR	NR	NR	0
Financial Assurance	0.100		1	NR	NR	NR	NR	1
2020 COR ACTION	0.100		1	NR	NR	NR	NR	1
US AIRS	0.100		2	NR	NR	NR	NR	2
PCB TRANSFORMER	0.100		0	NR	NR	NR	NR	0
US FIN ASSUR	0.100		1	NR	NR	NR	NR	1
EPA WATCH LIST	0.100		0	NR	NR	NR	NR	0

## MAP FINDINGS SUMMARY

<u>Database</u>	<u>Search Distance (Miles)</u>	<u>Target Property</u>	<u>&lt; 1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>&gt; 1</u>	<u>Total Plotted</u>
COAL ASH DOE	0.100		0	NR	NR	NR	NR	0

### EDR HIGH RISK HISTORICAL RECORDS

#### ***EDR Exclusive Records***

EDR MGP	0.100		0	NR	NR	NR	NR	0
EDR US Hist Auto Stat	0.100		7	NR	NR	NR	NR	7
EDR US Hist Cleaners	0.100		1	NR	NR	NR	NR	1

#### NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Number of Days to Update:** Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

## STANDARD ENVIRONMENTAL RECORDS

### ***Federal NPL site list***

#### **NPL: National Priority List**

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 02/01/2013	Source: EPA
Date Data Arrived at EDR: 03/01/2013	Telephone: N/A
Date Made Active in Reports: 03/13/2013	Last EDR Contact: 04/10/2013
Number of Days to Update: 12	Next Scheduled EDR Contact: 07/22/2013
	Data Release Frequency: Quarterly

#### **NPL Site Boundaries**

##### **Sources:**

EPA's Environmental Photographic Interpretation Center (EPIC)  
Telephone: 202-564-7333

EPA Region 1  
Telephone 617-918-1143

EPA Region 6  
Telephone: 214-655-6659

EPA Region 3  
Telephone 215-814-5418

EPA Region 7  
Telephone: 913-551-7247

EPA Region 4  
Telephone 404-562-8033

EPA Region 8  
Telephone: 303-312-6774

EPA Region 5  
Telephone 312-886-6686

EPA Region 9  
Telephone: 415-947-4246

EPA Region 10  
Telephone 206-553-8665

#### **Proposed NPL: Proposed National Priority List Sites**

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 02/01/2013	Source: EPA
Date Data Arrived at EDR: 03/01/2013	Telephone: N/A
Date Made Active in Reports: 03/13/2013	Last EDR Contact: 04/10/2013
Number of Days to Update: 12	Next Scheduled EDR Contact: 07/22/2013
	Data Release Frequency: Quarterly

#### **NPL LIENS: Federal Superfund Liens**

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 08/15/2011
Number of Days to Update: 56	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ***Federal Delisted NPL site list***

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 02/01/2013	Source: EPA
Date Data Arrived at EDR: 03/01/2013	Telephone: N/A
Date Made Active in Reports: 03/13/2013	Last EDR Contact: 04/10/2013
Number of Days to Update: 12	Next Scheduled EDR Contact: 07/22/2013
	Data Release Frequency: Quarterly

## ***Federal CERCLIS list***

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 02/04/2013	Source: EPA
Date Data Arrived at EDR: 03/01/2013	Telephone: 703-412-9810
Date Made Active in Reports: 03/13/2013	Last EDR Contact: 04/05/2013
Number of Days to Update: 12	Next Scheduled EDR Contact: 06/10/2013
	Data Release Frequency: Quarterly

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 07/31/2012	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/09/2012	Telephone: 703-603-8704
Date Made Active in Reports: 12/20/2012	Last EDR Contact: 04/10/2013
Number of Days to Update: 72	Next Scheduled EDR Contact: 07/22/2013
	Data Release Frequency: Varies

## ***Federal CERCLIS NFRAP site List***

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 02/05/2013	Source: EPA
Date Data Arrived at EDR: 03/01/2013	Telephone: 703-412-9810
Date Made Active in Reports: 03/13/2013	Last EDR Contact: 04/05/2013
Number of Days to Update: 12	Next Scheduled EDR Contact: 03/11/2013
	Data Release Frequency: Quarterly

## ***Federal RCRA CORRACTS facilities list***

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/12/2013  
Date Data Arrived at EDR: 02/21/2013  
Date Made Active in Reports: 02/27/2013  
Number of Days to Update: 6

Source: EPA  
Telephone: 800-424-9346  
Last EDR Contact: 04/03/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: Quarterly

## ***Federal RCRA non-CORRACTS TSD facilities list***

### **RCRA-TSDF: RCRA - Treatment, Storage and Disposal**

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 02/12/2013  
Date Data Arrived at EDR: 02/15/2013  
Date Made Active in Reports: 02/27/2013  
Number of Days to Update: 12

Source: Environmental Protection Agency  
Telephone: (212) 637-3660  
Last EDR Contact: 04/03/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: Quarterly

## ***Federal RCRA generators list***

### **RCRA-LQG: RCRA - Large Quantity Generators**

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 02/12/2013  
Date Data Arrived at EDR: 02/15/2013  
Date Made Active in Reports: 02/27/2013  
Number of Days to Update: 12

Source: Environmental Protection Agency  
Telephone: (212) 637-3660  
Last EDR Contact: 04/03/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: Quarterly

### **RCRA-SQG: RCRA - Small Quantity Generators**

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 02/12/2013  
Date Data Arrived at EDR: 02/15/2013  
Date Made Active in Reports: 02/27/2013  
Number of Days to Update: 12

Source: Environmental Protection Agency  
Telephone: (212) 637-3660  
Last EDR Contact: 04/03/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: Quarterly

### **RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators**

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 02/12/2013  
Date Data Arrived at EDR: 02/15/2013  
Date Made Active in Reports: 02/27/2013  
Number of Days to Update: 12

Source: Environmental Protection Agency  
Telephone: (212) 637-3660  
Last EDR Contact: 04/03/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ***Federal institutional controls / engineering controls registries***

### US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 12/19/2012	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/26/2012	Telephone: 703-603-0695
Date Made Active in Reports: 02/27/2013	Last EDR Contact: 03/11/2013
Number of Days to Update: 63	Next Scheduled EDR Contact: 06/24/2013
	Data Release Frequency: Varies

### US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 12/19/2012	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/26/2012	Telephone: 703-603-0695
Date Made Active in Reports: 02/27/2013	Last EDR Contact: 03/11/2013
Number of Days to Update: 63	Next Scheduled EDR Contact: 06/24/2013
	Data Release Frequency: Varies

### LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/09/2005	Source: Department of the Navy
Date Data Arrived at EDR: 12/11/2006	Telephone: 843-820-7326
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 02/18/2013
Number of Days to Update: 31	Next Scheduled EDR Contact: 06/03/2013
	Data Release Frequency: Varies

## ***Federal ERNS list***

### ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2012	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 01/17/2013	Telephone: 202-267-2180
Date Made Active in Reports: 02/15/2013	Last EDR Contact: 04/02/2013
Number of Days to Update: 29	Next Scheduled EDR Contact: 07/15/2013
	Data Release Frequency: Annually

## ***State- and tribal - equivalent CERCLIS***

### SHWS: Inactive Hazardous Waste Disposal Sites in New York State

Referred to as the State Superfund Program, the Inactive Hazardous Waste Disposal Site Remedial Program is the cleanup program for inactive hazardous waste sites and now includes hazardous substance sites

Date of Government Version: 02/19/2013	Source: Department of Environmental Conservation
Date Data Arrived at EDR: 02/20/2013	Telephone: 518-402-9622
Date Made Active in Reports: 03/15/2013	Last EDR Contact: 03/21/2013
Number of Days to Update: 23	Next Scheduled EDR Contact: 06/03/2013
	Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## VAPOR REOPENED: Vapor Intrusion Legacy Site List

New York is currently re-evaluating previous assumptions and decisions regarding the potential for soil vapor intrusion exposures at sites. As a result, all past, current, and future contaminated sites will be evaluated to determine whether these sites have the potential for exposures related to soil vapor intrusion.

Date of Government Version: 01/01/2013	Source: Department of Environmental Conservation
Date Data Arrived at EDR: 02/20/2013	Telephone: 518-402-9814
Date Made Active in Reports: 03/15/2013	Last EDR Contact: 02/20/2013
Number of Days to Update: 23	Next Scheduled EDR Contact: 06/03/2013
	Data Release Frequency: Varies

## **State and tribal landfill and/or solid waste disposal site lists**

### SWF/LF: Facility Register

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 01/07/2013	Source: Department of Environmental Conservation
Date Data Arrived at EDR: 01/09/2013	Telephone: 518-457-2051
Date Made Active in Reports: 01/16/2013	Last EDR Contact: 04/08/2013
Number of Days to Update: 7	Next Scheduled EDR Contact: 07/22/2013
	Data Release Frequency: Semi-Annually

## **State and tribal leaking storage tank lists**

### LTANKS: Spills Information Database

Leaking Storage Tank Incident Reports. These records contain an inventory of reported leaking storage tank incidents reported from 4/1/86 through the most recent update. They can be either leaking underground storage tanks or leaking aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills.

Date of Government Version: 02/19/2013	Source: Department of Environmental Conservation
Date Data Arrived at EDR: 02/20/2013	Telephone: 518-402-9549
Date Made Active in Reports: 03/15/2013	Last EDR Contact: 04/05/2013
Number of Days to Update: 23	Next Scheduled EDR Contact: 06/03/2013
	Data Release Frequency: Varies

### HIST LTANKS: Listing of Leaking Storage Tanks

A listing of leaking underground and aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills. In 2002, the Department of Environmental Conservation stopped providing updates to its original Spills Information Database. This database includes fields that are no longer available from the NYDEC as of January 1, 2002. Current information may be found in the NY LTANKS database. Department of Environmental Conservation.

Date of Government Version: 01/01/2002	Source: Department of Environmental Conservation
Date Data Arrived at EDR: 07/08/2005	Telephone: 518-402-9549
Date Made Active in Reports: 07/14/2005	Last EDR Contact: 07/07/2005
Number of Days to Update: 6	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

### INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 02/05/2013	Source: EPA Region 10
Date Data Arrived at EDR: 02/06/2013	Telephone: 206-553-2857
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 65	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Quarterly



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 08/27/2012	Source: EPA Region 8
Date Data Arrived at EDR: 08/28/2012	Telephone: 303-312-6271
Date Made Active in Reports: 10/16/2012	Last EDR Contact: 04/29/2013
Number of Days to Update: 49	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Quarterly

## INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 09/12/2011	Source: EPA Region 6
Date Data Arrived at EDR: 09/13/2011	Telephone: 214-665-6597
Date Made Active in Reports: 11/11/2011	Last EDR Contact: 04/29/2013
Number of Days to Update: 59	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Varies

## INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 12/31/2012	Source: EPA Region 7
Date Data Arrived at EDR: 02/28/2013	Telephone: 913-551-7003
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 43	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Varies

## INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 09/28/2012	Source: EPA Region 1
Date Data Arrived at EDR: 11/01/2012	Telephone: 617-918-1313
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 02/01/2013
Number of Days to Update: 162	Next Scheduled EDR Contact: 05/13/2013
	Data Release Frequency: Varies

## INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 02/06/2013	Source: EPA Region 4
Date Data Arrived at EDR: 02/08/2013	Telephone: 404-562-8677
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 63	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Semi-Annually

## INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 03/01/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2013	Telephone: 415-972-3372
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 42	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Quarterly

### ***State and tribal registered storage tank lists***

#### TANKS: Storage Tank Facility Listing

This database contains records of facilities that are or have been regulated under Bulk Storage Program. Tank information for these facilities may not be releasable by the state agency.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/02/2013  
Date Data Arrived at EDR: 01/02/2013  
Date Made Active in Reports: 01/16/2013  
Number of Days to Update: 14

Source: Department of Environmental Conservation  
Telephone: 518-402-9543  
Last EDR Contact: 04/03/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: Quarterly

## UST: Petroleum Bulk Storage (PBS) Database

Facilities that have petroleum storage capacities in excess of 1,100 gallons and less than 400,000 gallons.

Date of Government Version: 01/02/2013  
Date Data Arrived at EDR: 01/02/2013  
Date Made Active in Reports: 01/16/2013  
Number of Days to Update: 14

Source: Department of Environmental Conservation  
Telephone: 518-402-9549  
Last EDR Contact: 04/03/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: No Update Planned

## CBS UST: Chemical Bulk Storage Database

Facilities that store regulated hazardous substances in underground tanks of any size

Date of Government Version: 01/01/2002  
Date Data Arrived at EDR: 02/20/2002  
Date Made Active in Reports: 03/22/2002  
Number of Days to Update: 30

Source: NYSDEC  
Telephone: 518-402-9549  
Last EDR Contact: 10/24/2005  
Next Scheduled EDR Contact: 01/23/2006  
Data Release Frequency: No Update Planned

## MOSF UST: Major Oil Storage Facilities Database

Facilities that may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 01/01/2002  
Date Data Arrived at EDR: 02/20/2002  
Date Made Active in Reports: 03/22/2002  
Number of Days to Update: 30

Source: NYSDEC  
Telephone: 518-402-9549  
Last EDR Contact: 07/25/2005  
Next Scheduled EDR Contact: 10/24/2005  
Data Release Frequency: Varies

## AST: Petroleum Bulk Storage

Registered Aboveground Storage Tanks.

Date of Government Version: 01/02/2013  
Date Data Arrived at EDR: 01/02/2013  
Date Made Active in Reports: 01/16/2013  
Number of Days to Update: 14

Source: Department of Environmental Conservation  
Telephone: 518-402-9549  
Last EDR Contact: 04/03/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: No Update Planned

## CBS AST: Chemical Bulk Storage Database

Facilities that store regulated hazardous substances in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size.

Date of Government Version: 01/01/2002  
Date Data Arrived at EDR: 02/20/2002  
Date Made Active in Reports: 03/22/2002  
Number of Days to Update: 30

Source: NYSDEC  
Telephone: 518-402-9549  
Last EDR Contact: 07/25/2005  
Next Scheduled EDR Contact: 10/24/2005  
Data Release Frequency: No Update Planned

## MOSF AST: Major Oil Storage Facilities Database

Facilities that may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 01/01/2002  
Date Data Arrived at EDR: 02/20/2002  
Date Made Active in Reports: 03/22/2002  
Number of Days to Update: 30

Source: NYSDEC  
Telephone: 518-402-9549  
Last EDR Contact: 07/25/2005  
Next Scheduled EDR Contact: 10/24/2005  
Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## CBS: Chemical Bulk Storage Site Listing

These facilities store regulated hazardous substances in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size

Date of Government Version: 01/02/2013  
Date Data Arrived at EDR: 01/02/2013  
Date Made Active in Reports: 01/16/2013  
Number of Days to Update: 14

Source: Department of Environmental Conservation  
Telephone: 518-402-9549  
Last EDR Contact: 04/03/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: Quarterly

## MOSF: Major Oil Storage Facility Site Listing

These facilities may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 01/02/2013  
Date Data Arrived at EDR: 01/02/2013  
Date Made Active in Reports: 01/16/2013  
Number of Days to Update: 14

Source: Department of Environmental Conservation  
Telephone: 518-402-9549  
Last EDR Contact: 04/03/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: Quarterly

## INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 02/06/2013  
Date Data Arrived at EDR: 02/08/2013  
Date Made Active in Reports: 04/12/2013  
Number of Days to Update: 63

Source: EPA Region 4  
Telephone: 404-562-9424  
Last EDR Contact: 04/29/2013  
Next Scheduled EDR Contact: 08/12/2013  
Data Release Frequency: Semi-Annually

## INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 09/28/2012  
Date Data Arrived at EDR: 11/07/2012  
Date Made Active in Reports: 04/12/2013  
Number of Days to Update: 156

Source: EPA, Region 1  
Telephone: 617-918-1313  
Last EDR Contact: 04/29/2013  
Next Scheduled EDR Contact: 08/12/2013  
Data Release Frequency: Varies

## INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 08/02/2012  
Date Data Arrived at EDR: 08/03/2012  
Date Made Active in Reports: 11/05/2012  
Number of Days to Update: 94

Source: EPA Region 5  
Telephone: 312-886-6136  
Last EDR Contact: 04/29/2013  
Next Scheduled EDR Contact: 08/12/2013  
Data Release Frequency: Varies

## INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/10/2011  
Date Data Arrived at EDR: 05/11/2011  
Date Made Active in Reports: 06/14/2011  
Number of Days to Update: 34

Source: EPA Region 6  
Telephone: 214-665-7591  
Last EDR Contact: 04/29/2013  
Next Scheduled EDR Contact: 08/12/2013  
Data Release Frequency: Semi-Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 12/31/2012	Source: EPA Region 7
Date Data Arrived at EDR: 02/28/2013	Telephone: 913-551-7003
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 43	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Varies

## INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 08/27/2012	Source: EPA Region 8
Date Data Arrived at EDR: 08/28/2012	Telephone: 303-312-6137
Date Made Active in Reports: 10/16/2012	Last EDR Contact: 04/29/2013
Number of Days to Update: 49	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Quarterly

## INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 02/05/2013	Source: EPA Region 10
Date Data Arrived at EDR: 02/06/2013	Telephone: 206-553-2857
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 65	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Quarterly

## INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 02/21/2013	Source: EPA Region 9
Date Data Arrived at EDR: 02/26/2013	Telephone: 415-972-3368
Date Made Active in Reports: 04/12/2013	Last EDR Contact: 04/29/2013
Number of Days to Update: 45	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Quarterly

## FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010	Source: FEMA
Date Data Arrived at EDR: 02/16/2010	Telephone: 202-646-5797
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 04/18/2013
Number of Days to Update: 55	Next Scheduled EDR Contact: 07/29/2013
	Data Release Frequency: Varies

## ***State and tribal institutional control / engineering control registries***

### ENG CONTROLS: Registry of Engineering Controls

Environmental Remediation sites that have engineering controls in place.

Date of Government Version: 02/19/2013	Source: Department of Environmental Conservation
Date Data Arrived at EDR: 02/20/2013	Telephone: 518-402-9553
Date Made Active in Reports: 03/15/2013	Last EDR Contact: 03/21/2013
Number of Days to Update: 23	Next Scheduled EDR Contact: 06/03/2013
	Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## INST CONTROL: Registry of Institutional Controls

Environmental Remediation sites that have institutional controls in place.

Date of Government Version: 02/19/2013  
Date Data Arrived at EDR: 02/20/2013  
Date Made Active in Reports: 03/15/2013  
Number of Days to Update: 23

Source: Department of Environmental Conservation  
Telephone: 518-402-9553  
Last EDR Contact: 03/21/2013  
Next Scheduled EDR Contact: 06/03/2013  
Data Release Frequency: Quarterly

## RES DECL: Restrictive Declarations Listing

A restrictive declaration is a covenant running with the land which binds the present and future owners of the property. As a condition of certain special permits, the City Planning Commission may require an applicant to sign and record a restrictive declaration that places specified conditions on the future use and development of the property. Certain restrictive declarations are indicated by a D on zoning maps.

Date of Government Version: 11/18/2010  
Date Data Arrived at EDR: 12/23/2010  
Date Made Active in Reports: 02/11/2011  
Number of Days to Update: 50

Source: NYC Department of City Planning  
Telephone: 212-720-3401  
Last EDR Contact: 03/29/2013  
Next Scheduled EDR Contact: 07/08/2013  
Data Release Frequency: No Update Planned

### **State and tribal voluntary cleanup sites**

#### INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008  
Date Data Arrived at EDR: 04/22/2008  
Date Made Active in Reports: 05/19/2008  
Number of Days to Update: 27

Source: EPA, Region 7  
Telephone: 913-551-7365  
Last EDR Contact: 04/20/2009  
Next Scheduled EDR Contact: 07/20/2009  
Data Release Frequency: Varies

#### INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 09/28/2012  
Date Data Arrived at EDR: 10/02/2012  
Date Made Active in Reports: 10/16/2012  
Number of Days to Update: 14

Source: EPA, Region 1  
Telephone: 617-918-1102  
Last EDR Contact: 04/05/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: Varies

#### VCP: Voluntary Cleanup Agreements

New York established its Voluntary Cleanup Program (VCP) to address the environmental, legal and financial barriers that often hinder the redevelopment and reuse of contaminated properties. The Voluntary Cleanup Program was developed to enhance private sector cleanup of brownfields by enabling parties to remediate sites using private rather than public funds and to reduce the development pressures on "greenfield" sites.

Date of Government Version: 02/19/2013  
Date Data Arrived at EDR: 02/20/2013  
Date Made Active in Reports: 03/15/2013  
Number of Days to Update: 23

Source: Department of Environmental Conservation  
Telephone: 518-402-9711  
Last EDR Contact: 03/21/2013  
Next Scheduled EDR Contact: 06/03/2013  
Data Release Frequency: Semi-Annually

### **State and tribal Brownfields sites**

#### ERP: Environmental Restoration Program Listing

In an effort to spur the cleanup and redevelopment of brownfields, New Yorkers approved a \$200 million Environmental Restoration or Brownfields Fund as part of the \$1.75 billion Clean Water/Clean Air Bond Act of 1996 (1996 Bond Act). Enhancements to the program were enacted on October 7, 2003. Under the Environmental Restoration Program, the State provides grants to municipalities to reimburse up to 90 percent of on-site eligible costs and 100% of off-site eligible costs for site investigation and remediation activities. Once remediated, the property may then be reused for commercial, industrial, residential or public use.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/19/2013  
Date Data Arrived at EDR: 02/20/2013  
Date Made Active in Reports: 03/15/2013  
Number of Days to Update: 23

Source: Department of Environmental Conservation  
Telephone: 518-402-9622  
Last EDR Contact: 03/21/2013  
Next Scheduled EDR Contact: 06/03/2013  
Data Release Frequency: Quarterly

## BROWNFIELDS: Brownfields Site List

A Brownfield is any real property where redevelopment or re-use may be complicated by the presence or potential presence of a hazardous waste, petroleum, pollutant, or contaminant.

Date of Government Version: 02/19/2013  
Date Data Arrived at EDR: 02/20/2013  
Date Made Active in Reports: 03/15/2013  
Number of Days to Update: 23

Source: Department of Environmental Conservation  
Telephone: 518-402-9764  
Last EDR Contact: 03/21/2013  
Next Scheduled EDR Contact: 06/03/2013  
Data Release Frequency: Semi-Annually

## ADDITIONAL ENVIRONMENTAL RECORDS

### **Local Brownfield lists**

#### US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 12/10/2012  
Date Data Arrived at EDR: 12/11/2012  
Date Made Active in Reports: 12/20/2012  
Number of Days to Update: 39

Source: Environmental Protection Agency  
Telephone: 202-566-2777  
Last EDR Contact: 03/26/2013  
Next Scheduled EDR Contact: 07/08/2013  
Data Release Frequency: Semi-Annually

### **Local Lists of Landfill / Solid Waste Disposal Sites**

#### ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985  
Date Data Arrived at EDR: 08/09/2004  
Date Made Active in Reports: 09/17/2004  
Number of Days to Update: 39

Source: Environmental Protection Agency  
Telephone: 800-424-9346  
Last EDR Contact: 06/09/2004  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

#### DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009  
Date Data Arrived at EDR: 05/07/2009  
Date Made Active in Reports: 09/21/2009  
Number of Days to Update: 137

Source: EPA, Region 9  
Telephone: 415-947-4219  
Last EDR Contact: 04/29/2013  
Next Scheduled EDR Contact: 08/12/2013  
Data Release Frequency: No Update Planned

#### SWRCY: Registered Recycling Facility List

A listing of recycling facilities.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/07/2013  
Date Data Arrived at EDR: 01/09/2013  
Date Made Active in Reports: 01/16/2013  
Number of Days to Update: 7

Source: Department of Environmental Conservation  
Telephone: 518-402-8705  
Last EDR Contact: 04/08/2013  
Next Scheduled EDR Contact: 07/22/2013  
Data Release Frequency: Semi-Annually

## SWTIRE: Registered Waste Tire Storage & Facility List

A listing of facilities registered to accept waste tires.

Date of Government Version: 08/01/2006  
Date Data Arrived at EDR: 11/15/2006  
Date Made Active in Reports: 11/30/2006  
Number of Days to Update: 15

Source: Department of Environmental Conservation  
Telephone: 518-402-8694  
Last EDR Contact: 04/26/2013  
Next Scheduled EDR Contact: 08/05/2013  
Data Release Frequency: Annually

## INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998  
Date Data Arrived at EDR: 12/03/2007  
Date Made Active in Reports: 01/24/2008  
Number of Days to Update: 52

Source: Environmental Protection Agency  
Telephone: 703-308-8245  
Last EDR Contact: 02/05/2013  
Next Scheduled EDR Contact: 05/20/2013  
Data Release Frequency: Varies

## **Local Lists of Hazardous waste / Contaminated Sites**

### US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 11/14/2012  
Date Data Arrived at EDR: 12/11/2012  
Date Made Active in Reports: 02/15/2013  
Number of Days to Update: 66

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 03/04/2013  
Next Scheduled EDR Contact: 06/17/2013  
Data Release Frequency: Quarterly

### DEL SHWS: Delisted Registry Sites

A database listing of sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites.

Date of Government Version: 02/19/2013  
Date Data Arrived at EDR: 02/20/2013  
Date Made Active in Reports: 03/15/2013  
Number of Days to Update: 23

Source: Department of Environmental Conservation  
Telephone: 518-402-9622  
Last EDR Contact: 03/21/2013  
Next Scheduled EDR Contact: 06/03/2013  
Data Release Frequency: Annually

### US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/01/2007  
Date Data Arrived at EDR: 11/19/2008  
Date Made Active in Reports: 03/30/2009  
Number of Days to Update: 131

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 03/23/2009  
Next Scheduled EDR Contact: 06/22/2009  
Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## **Local Lists of Registered Storage Tanks**

### HIST UST: Historical Petroleum Bulk Storage Database

These facilities have petroleum storage capacities in excess of 1,100 gallons and less than 400,000 gallons. This database contains detailed information per site. It is no longer updated due to the sensitive nature of the information involved. See UST for more current data.

Date of Government Version: 01/01/2002	Source: Department of Environmental Conservation
Date Data Arrived at EDR: 06/02/2006	Telephone: 518-402-9549
Date Made Active in Reports: 07/20/2006	Last EDR Contact: 10/23/2006
Number of Days to Update: 48	Next Scheduled EDR Contact: 01/22/2007
	Data Release Frequency: Varies

### HIST AST: Historical Petroleum Bulk Storage Database

These facilities have petroleum storage capabilities in excess of 1,100 gallons and less than 400,000 gallons. This database contains detailed information per site. No longer updated due to the sensitive nature of the information involved. See AST for more current data.

Date of Government Version: 01/01/2002	Source: Department of Environmental Conservation
Date Data Arrived at EDR: 06/02/2006	Telephone: 518-402-9549
Date Made Active in Reports: 07/20/2006	Last EDR Contact: 10/23/2006
Number of Days to Update: 48	Next Scheduled EDR Contact: 01/22/2007
	Data Release Frequency: No Update Planned

## **Local Land Records**

### LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/16/2012	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/26/2012	Telephone: 202-564-6023
Date Made Active in Reports: 06/14/2012	Last EDR Contact: 04/29/2013
Number of Days to Update: 80	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Varies

### LIENS: Spill Liens Information

Lien information from the Oil Spill Fund.

Date of Government Version: 02/22/2013	Source: Office of the State Comptroller
Date Data Arrived at EDR: 02/27/2013	Telephone: 518-474-9034
Date Made Active in Reports: 03/15/2013	Last EDR Contact: 02/11/2013
Number of Days to Update: 16	Next Scheduled EDR Contact: 05/27/2013
	Data Release Frequency: Varies

## **Records of Emergency Release Reports**

### HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/2012	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 01/03/2013	Telephone: 202-366-4555
Date Made Active in Reports: 02/27/2013	Last EDR Contact: 04/02/2013
Number of Days to Update: 55	Next Scheduled EDR Contact: 07/15/2013
	Data Release Frequency: Annually

### SPILLS: Spills Information Database

Data collected on spills reported to NYSDEC as required by one or more of the following: Article 12 of the Navigation Law, 6 NYCRR Section 613.8 (from PBS regs), or 6 NYCRR Section 595.2 (from CBS regs). It includes spills active as of April 1, 1986, as well as spills occurring since this date.



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/19/2013  
Date Data Arrived at EDR: 02/20/2013  
Date Made Active in Reports: 03/15/2013  
Number of Days to Update: 23

Source: Department of Environmental Conservation  
Telephone: 518-402-9549  
Last EDR Contact: 04/05/2013  
Next Scheduled EDR Contact: 06/03/2013  
Data Release Frequency: Varies

## HIST SPILLS: SPILLS Database

This database contains records of chemical and petroleum spill incidents. Under State law, petroleum and hazardous chemical spills that can impact the waters of the state must be reported by the spiller (and, in some cases, by anyone who has knowledge of the spills). In 2002, the Department of Environmental Conservation stopped providing updates to its original Spills Information Database. This database includes fields that are no longer available from the NYDEC as of January 1, 2002. Current information may be found in the NY SPILLS database. Department of Environmental Conservation.

Date of Government Version: 01/01/2002  
Date Data Arrived at EDR: 07/08/2005  
Date Made Active in Reports: 07/14/2005  
Number of Days to Update: 6

Source: Department of Environmental Conservation  
Telephone: 518-402-9549  
Last EDR Contact: 07/07/2005  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## SPILLS 80: SPILLS80 data from FirstSearch

Spills 80 includes those spill and release records available from FirstSearch databases prior to 1990. Typically, they may include chemical, oil and/or hazardous substance spills recorded before 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 80.

Date of Government Version: 11/02/2010  
Date Data Arrived at EDR: 01/03/2013  
Date Made Active in Reports: 03/07/2013  
Number of Days to Update: 63

Source: FirstSearch  
Telephone: N/A  
Last EDR Contact: 01/03/2013  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 12/14/2012  
Date Data Arrived at EDR: 01/03/2013  
Date Made Active in Reports: 02/12/2013  
Number of Days to Update: 40

Source: FirstSearch  
Telephone: N/A  
Last EDR Contact: 01/03/2013  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## **Other Ascertainable Records**

### RCRA NonGen / NLR: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 02/12/2013  
Date Data Arrived at EDR: 02/15/2013  
Date Made Active in Reports: 02/27/2013  
Number of Days to Update: 12

Source: Environmental Protection Agency  
Telephone: (212) 637-3660  
Last EDR Contact: 04/03/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: Varies

### DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/31/2012  
Date Data Arrived at EDR: 08/07/2012  
Date Made Active in Reports: 09/18/2012  
Number of Days to Update: 42

Source: Department of Transportation, Office of Pipeline Safety  
Telephone: 202-366-4595  
Last EDR Contact: 02/05/2013  
Next Scheduled EDR Contact: 05/20/2013  
Data Release Frequency: Varies

## DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005  
Date Data Arrived at EDR: 11/10/2006  
Date Made Active in Reports: 01/11/2007  
Number of Days to Update: 62

Source: USGS  
Telephone: 888-275-8747  
Last EDR Contact: 04/19/2013  
Next Scheduled EDR Contact: 07/29/2013  
Data Release Frequency: Semi-Annually

## FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2011  
Date Data Arrived at EDR: 02/26/2013  
Date Made Active in Reports: 03/13/2013  
Number of Days to Update: 15

Source: U.S. Army Corps of Engineers  
Telephone: 202-528-4285  
Last EDR Contact: 03/11/2013  
Next Scheduled EDR Contact: 06/24/2013  
Data Release Frequency: Varies

## CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2011  
Date Data Arrived at EDR: 01/15/2013  
Date Made Active in Reports: 03/13/2013  
Number of Days to Update: 57

Source: Department of Justice, Consent Decree Library  
Telephone: Varies  
Last EDR Contact: 04/01/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: Varies

## ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 12/18/2012  
Date Data Arrived at EDR: 03/13/2013  
Date Made Active in Reports: 04/12/2013  
Number of Days to Update: 30

Source: EPA  
Telephone: 703-416-0223  
Last EDR Contact: 03/13/2013  
Next Scheduled EDR Contact: 06/24/2013  
Data Release Frequency: Annually

## UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010  
Date Data Arrived at EDR: 10/07/2011  
Date Made Active in Reports: 03/01/2012  
Number of Days to Update: 146

Source: Department of Energy  
Telephone: 505-845-0011  
Last EDR Contact: 02/25/2013  
Next Scheduled EDR Contact: 06/10/2013  
Data Release Frequency: Varies

## US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/18/2011  
Date Data Arrived at EDR: 09/08/2011  
Date Made Active in Reports: 09/29/2011  
Number of Days to Update: 21

Source: Department of Labor, Mine Safety and Health Administration  
Telephone: 303-231-5959  
Last EDR Contact: 03/06/2013  
Next Scheduled EDR Contact: 06/17/2013  
Data Release Frequency: Semi-Annually

## TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2009  
Date Data Arrived at EDR: 09/01/2011  
Date Made Active in Reports: 01/10/2012  
Number of Days to Update: 131

Source: EPA  
Telephone: 202-566-0250  
Last EDR Contact: 02/26/2013  
Next Scheduled EDR Contact: 06/10/2013  
Data Release Frequency: Annually

## TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2006  
Date Data Arrived at EDR: 09/29/2010  
Date Made Active in Reports: 12/02/2010  
Number of Days to Update: 64

Source: EPA  
Telephone: 202-260-5521  
Last EDR Contact: 03/28/2013  
Next Scheduled EDR Contact: 07/08/2013  
Data Release Frequency: Every 4 Years

## FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009  
Date Data Arrived at EDR: 04/16/2009  
Date Made Active in Reports: 05/11/2009  
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances  
Telephone: 202-566-1667  
Last EDR Contact: 02/25/2013  
Next Scheduled EDR Contact: 06/10/2013  
Data Release Frequency: Quarterly

## FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009  
Date Data Arrived at EDR: 04/16/2009  
Date Made Active in Reports: 05/11/2009  
Number of Days to Update: 25

Source: EPA  
Telephone: 202-566-1667  
Last EDR Contact: 02/25/2013  
Next Scheduled EDR Contact: 06/10/2013  
Data Release Frequency: Quarterly

## HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006  
Date Data Arrived at EDR: 03/01/2007  
Date Made Active in Reports: 04/10/2007  
Number of Days to Update: 40

Source: Environmental Protection Agency  
Telephone: 202-564-2501  
Last EDR Contact: 12/17/2007  
Next Scheduled EDR Contact: 03/17/2008  
Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2008
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

## SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009	Source: EPA
Date Data Arrived at EDR: 12/10/2010	Telephone: 202-564-4203
Date Made Active in Reports: 02/25/2011	Last EDR Contact: 04/29/2013
Number of Days to Update: 77	Next Scheduled EDR Contact: 08/12/2013
	Data Release Frequency: Annually

## ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 07/20/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/10/2011	Telephone: 202-564-5088
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 04/15/2013
Number of Days to Update: 61	Next Scheduled EDR Contact: 07/29/2013
	Data Release Frequency: Quarterly

## PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 11/01/2010	Source: EPA
Date Data Arrived at EDR: 11/10/2010	Telephone: 202-566-0500
Date Made Active in Reports: 02/16/2011	Last EDR Contact: 04/19/2013
Number of Days to Update: 98	Next Scheduled EDR Contact: 07/29/2013
	Data Release Frequency: Annually

## MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 06/21/2011	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 07/15/2011	Telephone: 301-415-7169
Date Made Active in Reports: 09/13/2011	Last EDR Contact: 03/11/2013
Number of Days to Update: 60	Next Scheduled EDR Contact: 06/24/2013
	Data Release Frequency: Quarterly

## RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/08/2013  
Date Data Arrived at EDR: 01/09/2013  
Date Made Active in Reports: 04/12/2013  
Number of Days to Update: 93

Source: Environmental Protection Agency  
Telephone: 202-343-9775  
Last EDR Contact: 04/11/2013  
Next Scheduled EDR Contact: 07/22/2013  
Data Release Frequency: Quarterly

## FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 10/23/2011  
Date Data Arrived at EDR: 12/13/2011  
Date Made Active in Reports: 03/01/2012  
Number of Days to Update: 79

Source: EPA  
Telephone: (212) 637-3000  
Last EDR Contact: 03/12/2013  
Next Scheduled EDR Contact: 06/24/2013  
Data Release Frequency: Quarterly

## RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995  
Date Data Arrived at EDR: 07/03/1995  
Date Made Active in Reports: 08/07/1995  
Number of Days to Update: 35

Source: EPA  
Telephone: 202-564-4104  
Last EDR Contact: 06/02/2008  
Next Scheduled EDR Contact: 09/01/2008  
Data Release Frequency: No Update Planned

## RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 05/08/2012  
Date Data Arrived at EDR: 05/25/2012  
Date Made Active in Reports: 07/10/2012  
Number of Days to Update: 46

Source: Environmental Protection Agency  
Telephone: 202-564-8600  
Last EDR Contact: 04/29/2013  
Next Scheduled EDR Contact: 08/12/2013  
Data Release Frequency: Varies

## BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2011  
Date Data Arrived at EDR: 02/26/2013  
Date Made Active in Reports: 04/19/2013  
Number of Days to Update: 52

Source: EPA/NTIS  
Telephone: 800-424-9346  
Last EDR Contact: 02/26/2013  
Next Scheduled EDR Contact: 06/10/2013  
Data Release Frequency: Biennially

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## HSWDS: Hazardous Substance Waste Disposal Site Inventory

The list includes any known or suspected hazardous substance waste disposal sites. Also included are sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites and non-Registry sites that U.S. EPA Preliminary Assessment (PA) reports or Site Investigation (SI) reports were prepared. Hazardous Substance Waste Disposal Sites are eligible to be Superfund sites now that the New York State Superfund has been refinanced and changed. This means that the study inventory has served its purpose and will no longer be maintained as a separate entity. The last version of the study inventory is frozen in time. The sites on the study will not automatically be made Superfund sites, rather each site will be further evaluated for listing on the Registry. So overtime they will be added to the registry or not.

Date of Government Version: 01/01/2003  
Date Data Arrived at EDR: 10/20/2006  
Date Made Active in Reports: 11/30/2006  
Number of Days to Update: 41

Source: Department of Environmental Conservation  
Telephone: 518-402-9564  
Last EDR Contact: 05/26/2009  
Next Scheduled EDR Contact: 08/24/2009  
Data Release Frequency: No Update Planned

## UIC: Underground Injection Control Wells

A listing of enhanced oil recovery underground injection wells.

Date of Government Version: 12/10/2012  
Date Data Arrived at EDR: 12/11/2012  
Date Made Active in Reports: 01/16/2013  
Number of Days to Update: 36

Source: Department of Environmental Conservation  
Telephone: 518-402-8056  
Last EDR Contact: 03/13/2013  
Next Scheduled EDR Contact: 06/24/2013  
Data Release Frequency: Quarterly

## NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 02/01/2013  
Date Data Arrived at EDR: 02/07/2013  
Date Made Active in Reports: 03/15/2013  
Number of Days to Update: 36

Source: Department of Environmental Conservation  
Telephone: 518-402-8651  
Last EDR Contact: 02/07/2013  
Next Scheduled EDR Contact: 05/20/2013  
Data Release Frequency: Annually

## DRYCLEANERS: Registered Drycleaners

A listing of all registered drycleaning facilities.

Date of Government Version: 01/18/2013  
Date Data Arrived at EDR: 01/23/2013  
Date Made Active in Reports: 03/15/2013  
Number of Days to Update: 51

Source: Department of Environmental Conservation  
Telephone: 518-402-8403  
Last EDR Contact: 03/18/2013  
Next Scheduled EDR Contact: 07/01/2013  
Data Release Frequency: Varies

## SPDES: State Pollutant Discharge Elimination System

New York State has a state program which has been approved by the United States Environmental Protection Agency for the control of wastewater and stormwater discharges in accordance with the Clean Water Act. Under New York State law the program is known as the State Pollutant Discharge Elimination System (SPDES) and is broader in scope than that required by the Clean Water Act in that it controls point source discharges to groundwaters as well as surface waters.

Date of Government Version: 01/28/2013  
Date Data Arrived at EDR: 01/30/2013  
Date Made Active in Reports: 03/15/2013  
Number of Days to Update: 44

Source: Department of Environmental Conservation  
Telephone: 518-402-8233  
Last EDR Contact: 04/29/2013  
Next Scheduled EDR Contact: 07/29/2013  
Data Release Frequency: No Update Planned

## AIRS: Air Emissions Data

Point source emissions inventory data.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2011  
Date Data Arrived at EDR: 08/02/2012  
Date Made Active in Reports: 10/03/2012  
Number of Days to Update: 62

Source: Department of Environmental Conservation  
Telephone: 518-402-8452  
Last EDR Contact: 04/29/2013  
Next Scheduled EDR Contact: 08/12/2013  
Data Release Frequency: Annually

## E DESIGNATION: E DESIGNATION SITE LISTING

The (E (Environmental)) designation would ensure that sampling and remediation take place on the subject properties, and would avoid any significant impacts related to hazardous materials at these locations. The (E) designations would require that the fee owner of the sites conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the NYCDEP before the issuance of a building permit by the Department of Buildings pursuant to the provisions of Section 11-15 of the Zoning Resolution (Environmental Requirements). The (E) designations also include a mandatory construction-related health and safety plan which must be approved by NYCDEP.

Date of Government Version: 12/10/2012  
Date Data Arrived at EDR: 01/22/2013  
Date Made Active in Reports: 03/15/2013  
Number of Days to Update: 52

Source: New York City Department of City Planning  
Telephone: 718-595-6658  
Last EDR Contact: 03/26/2013  
Next Scheduled EDR Contact: 07/08/2013  
Data Release Frequency: Varies

## INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005  
Date Data Arrived at EDR: 12/08/2006  
Date Made Active in Reports: 01/11/2007  
Number of Days to Update: 34

Source: USGS  
Telephone: 202-208-3710  
Last EDR Contact: 04/19/2013  
Next Scheduled EDR Contact: 07/29/2013  
Data Release Frequency: Semi-Annually

## SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011  
Date Data Arrived at EDR: 03/09/2011  
Date Made Active in Reports: 05/02/2011  
Number of Days to Update: 54

Source: Environmental Protection Agency  
Telephone: 615-532-8599  
Last EDR Contact: 04/23/2013  
Next Scheduled EDR Contact: 08/05/2013  
Data Release Frequency: Varies

## US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 11/15/2012  
Date Data Arrived at EDR: 11/16/2012  
Date Made Active in Reports: 02/15/2013  
Number of Days to Update: 91

Source: EPA  
Telephone: 202-564-5962  
Last EDR Contact: 04/01/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: Annually

## FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005  
Date Data Arrived at EDR: 02/06/2006  
Date Made Active in Reports: 01/11/2007  
Number of Days to Update: 339

Source: U.S. Geological Survey  
Telephone: 888-275-8747  
Last EDR Contact: 04/19/2013  
Next Scheduled EDR Contact: 07/29/2013  
Data Release Frequency: N/A

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 07/31/2012	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/13/2012	Telephone: 617-520-3000
Date Made Active in Reports: 09/18/2012	Last EDR Contact: 02/12/2013
Number of Days to Update: 36	Next Scheduled EDR Contact: 05/27/2013
	Data Release Frequency: Quarterly

## US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 11/20/2012	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/30/2012	Telephone: 202-566-1917
Date Made Active in Reports: 02/27/2013	Last EDR Contact: 02/19/2013
Number of Days to Update: 89	Next Scheduled EDR Contact: 06/03/2013
	Data Release Frequency: Quarterly

## 2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 11/11/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 05/18/2012	Telephone: 703-308-4044
Date Made Active in Reports: 05/25/2012	Last EDR Contact: 02/15/2013
Number of Days to Update: 7	Next Scheduled EDR Contact: 05/27/2013
	Data Release Frequency: Varies

## COAL ASH: Coal Ash Disposal Site Listing

A listing of coal ash disposal site locations.

Date of Government Version: 01/08/2013	Source: Department of Environmental Conservation
Date Data Arrived at EDR: 01/09/2013	Telephone: 518-402-8660
Date Made Active in Reports: 01/16/2013	Last EDR Contact: 04/08/2013
Number of Days to Update: 7	Next Scheduled EDR Contact: 07/22/2013
	Data Release Frequency: Varies

## COAL ASH DOE: Sleam-Electric Plan Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005	Source: Department of Energy
Date Data Arrived at EDR: 08/07/2009	Telephone: 202-586-8719
Date Made Active in Reports: 10/22/2009	Last EDR Contact: 04/18/2013
Number of Days to Update: 76	Next Scheduled EDR Contact: 07/29/2013
	Data Release Frequency: Varies

## COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/17/2010  
Date Data Arrived at EDR: 01/03/2011  
Date Made Active in Reports: 03/21/2011  
Number of Days to Update: 77

Source: Environmental Protection Agency  
Telephone: N/A  
Last EDR Contact: 03/15/2013  
Next Scheduled EDR Contact: 06/24/2013  
Data Release Frequency: Varies

## Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for hazardous waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 10/31/2008  
Date Data Arrived at EDR: 11/25/2008  
Date Made Active in Reports: 12/11/2008  
Number of Days to Update: 16

Source: Department of Environmental Conservation  
Telephone: 518-402-8712  
Last EDR Contact: 04/08/2013  
Next Scheduled EDR Contact: 07/22/2013  
Data Release Frequency: Varies

## Financial Assurance 1: Financial Assurance Information Listing

Financial assurance information.

Date of Government Version: 01/08/2013  
Date Data Arrived at EDR: 01/09/2013  
Date Made Active in Reports: 01/21/2013  
Number of Days to Update: 12

Source: Department of Environmental Conservation  
Telephone: 518-402-8660  
Last EDR Contact: 04/08/2013  
Next Scheduled EDR Contact: 07/22/2013  
Data Release Frequency: Quarterly

## US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 11/15/2012  
Date Data Arrived at EDR: 11/16/2012  
Date Made Active in Reports: 02/15/2013  
Number of Days to Update: 91

Source: EPA  
Telephone: 202-564-5962  
Last EDR Contact: 04/01/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: Annually

## PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 12/02/2012  
Date Data Arrived at EDR: 01/03/2013  
Date Made Active in Reports: 03/13/2013  
Number of Days to Update: 69

Source: EPA  
Telephone: 202-564-6023  
Last EDR Contact: 04/04/2013  
Next Scheduled EDR Contact: 07/15/2013  
Data Release Frequency: Quarterly

## PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011  
Date Data Arrived at EDR: 10/19/2011  
Date Made Active in Reports: 01/10/2012  
Number of Days to Update: 83

Source: Environmental Protection Agency  
Telephone: 202-566-0517  
Last EDR Contact: 02/01/2013  
Next Scheduled EDR Contact: 05/13/2013  
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## EDR HIGH RISK HISTORICAL RECORDS

### *EDR Exclusive Records*

#### EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

#### EDR US Hist Auto Stat: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

#### EDR US Hist Cleaners: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

#### EDR US Hist Cleaners: EDR Proprietary Historic Dry Cleaners - Cole

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: N/A  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR US Hist Auto Stat: EDR Proprietary Historic Gas Stations - Cole

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: N/A  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

## COUNTY RECORDS

CORTLAND COUNTY:

Cortland County Storage Tank Listing

A listing of aboveground storage tank sites located in Cortland County.

Date of Government Version: 12/18/2012  
Date Data Arrived at EDR: 12/20/2012  
Date Made Active in Reports: 01/16/2013  
Number of Days to Update: 27

Source: Cortland County Health Department  
Telephone: 607-753-5035  
Last EDR Contact: 02/04/2013  
Next Scheduled EDR Contact: 05/20/2013  
Data Release Frequency: Quarterly

Cortland County Storage Tank Listing

A listing of underground storage tank sites located in Cortland County.

Date of Government Version: 12/18/2012  
Date Data Arrived at EDR: 12/20/2012  
Date Made Active in Reports: 01/16/2013  
Number of Days to Update: 27

Source: Cortland County Health Department  
Telephone: 607-753-5035  
Last EDR Contact: 02/04/2013  
Next Scheduled EDR Contact: 05/20/2013  
Data Release Frequency: Quarterly

NASSAU COUNTY:

Registered Tank Database

A listing of aboveground storage tank sites located in Nassau County.

Date of Government Version: 05/21/2003  
Date Data Arrived at EDR: 05/27/2003  
Date Made Active in Reports: 06/09/2003  
Number of Days to Update: 13

Source: Nassau County Health Department  
Telephone: 516-571-3314  
Last EDR Contact: 04/08/2013  
Next Scheduled EDR Contact: 07/22/2013  
Data Release Frequency: No Update Planned

Storage Tank Database

A listing of aboveground storage tank sites located in Nassau County.

Date of Government Version: 02/15/2011  
Date Data Arrived at EDR: 02/23/2011  
Date Made Active in Reports: 03/29/2011  
Number of Days to Update: 34

Source: Nassau County Office of the Fire Marshal  
Telephone: 516-572-1000  
Last EDR Contact: 02/04/2013  
Next Scheduled EDR Contact: 05/20/2013  
Data Release Frequency: Varies

Registered Tank Database

A listing of underground storage tank sites located in Nassau County.

Date of Government Version: 05/21/2003  
Date Data Arrived at EDR: 05/27/2003  
Date Made Active in Reports: 06/09/2003  
Number of Days to Update: 13

Source: Nassau County Health Department  
Telephone: 516-571-3314  
Last EDR Contact: 04/08/2013  
Next Scheduled EDR Contact: 07/22/2013  
Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Storage Tank Database

A listing of underground storage tank sites located in Nassau County.

Date of Government Version: 02/15/2011	Source: Nassau County Office of the Fire Marshal
Date Data Arrived at EDR: 02/23/2011	Telephone: 516-572-1000
Date Made Active in Reports: 03/29/2011	Last EDR Contact: 02/04/2013
Number of Days to Update: 34	Next Scheduled EDR Contact: 05/20/2013
	Data Release Frequency: Varies

## ROCKLAND COUNTY:

### Petroleum Bulk Storage Database

A listing of aboveground storage tank sites located in Rockland County.

Date of Government Version: 02/08/2013	Source: Rockland County Health Department
Date Data Arrived at EDR: 02/08/2013	Telephone: 914-364-2605
Date Made Active in Reports: 03/15/2013	Last EDR Contact: 03/11/2013
Number of Days to Update: 35	Next Scheduled EDR Contact: 06/24/2013
	Data Release Frequency: Quarterly

### Petroleum Bulk Storage Database

A listing of underground storage tank sites located in Rockland County.

Date of Government Version: 02/08/2013	Source: Rockland County Health Department
Date Data Arrived at EDR: 02/08/2013	Telephone: 914-364-2605
Date Made Active in Reports: 03/15/2013	Last EDR Contact: 03/11/2013
Number of Days to Update: 35	Next Scheduled EDR Contact: 06/24/2013
	Data Release Frequency: Quarterly

## SUFFOLK COUNTY:

### Storage Tank Database

A listing of aboveground storage tank sites located in Suffolk County.

Date of Government Version: 09/13/2006	Source: Suffolk County Department of Health Services
Date Data Arrived at EDR: 01/11/2007	Telephone: 631-854-2521
Date Made Active in Reports: 02/07/2007	Last EDR Contact: 02/04/2013
Number of Days to Update: 27	Next Scheduled EDR Contact: 05/20/2013
	Data Release Frequency: Annually

### Storage Tank Database

A listing of underground storage tank sites located in Suffolk County.

Date of Government Version: 09/13/2006	Source: Suffolk County Department of Health Services
Date Data Arrived at EDR: 01/11/2007	Telephone: 631-854-2521
Date Made Active in Reports: 02/07/2007	Last EDR Contact: 02/04/2013
Number of Days to Update: 27	Next Scheduled EDR Contact: 05/20/2013
	Data Release Frequency: Annually

## WESTCHESTER COUNTY:

### Listing of Storage Tanks

A listing of aboveground storage tank sites located in Westchester County.

Date of Government Version: 02/20/2013	Source: Westchester County Department of Health
Date Data Arrived at EDR: 02/21/2013	Telephone: 914-813-5161
Date Made Active in Reports: 03/15/2013	Last EDR Contact: 02/04/2013
Number of Days to Update: 22	Next Scheduled EDR Contact: 05/20/2013
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Listing of Storage Tanks

A listing of underground storage tank sites located in Westchester County.

Date of Government Version: 02/20/2013  
Date Data Arrived at EDR: 02/21/2013  
Date Made Active in Reports: 03/15/2013  
Number of Days to Update: 22

Source: Westchester County Department of Health  
Telephone: 914-813-5161  
Last EDR Contact: 02/04/2013  
Next Scheduled EDR Contact: 05/20/2013  
Data Release Frequency: Varies

## OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

### CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 02/18/2013  
Date Data Arrived at EDR: 02/18/2013  
Date Made Active in Reports: 03/21/2013  
Number of Days to Update: 31

Source: Department of Energy & Environmental Protection  
Telephone: 860-424-3375  
Last EDR Contact: 02/18/2013  
Next Scheduled EDR Contact: 06/03/2013  
Data Release Frequency: Annually

### NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2011  
Date Data Arrived at EDR: 07/19/2012  
Date Made Active in Reports: 08/28/2012  
Number of Days to Update: 40

Source: Department of Environmental Protection  
Telephone: N/A  
Last EDR Contact: 04/19/2013  
Next Scheduled EDR Contact: 07/29/2013  
Data Release Frequency: Annually

### PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2011  
Date Data Arrived at EDR: 07/23/2012  
Date Made Active in Reports: 09/18/2012  
Number of Days to Update: 57

Source: Department of Environmental Protection  
Telephone: 717-783-8990  
Last EDR Contact: 04/23/2013  
Next Scheduled EDR Contact: 08/05/2013  
Data Release Frequency: Annually

### RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2011  
Date Data Arrived at EDR: 06/22/2012  
Date Made Active in Reports: 07/31/2012  
Number of Days to Update: 39

Source: Department of Environmental Management  
Telephone: 401-222-2797  
Last EDR Contact: 02/25/2013  
Next Scheduled EDR Contact: 06/10/2013  
Data Release Frequency: Annually

### VT MANIFEST: Hazardous Waste Manifest Data

Hazardous waste manifest information.

Date of Government Version: 02/15/2013  
Date Data Arrived at EDR: 02/21/2013  
Date Made Active in Reports: 03/15/2013  
Number of Days to Update: 22

Source: Department of Environmental Conservation  
Telephone: 802-241-3443  
Last EDR Contact: 01/21/2013  
Next Scheduled EDR Contact: 05/06/2013  
Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2011

Date Data Arrived at EDR: 07/19/2012

Date Made Active in Reports: 09/27/2012

Number of Days to Update: 70

Source: Department of Natural Resources

Telephone: N/A

Last EDR Contact: 03/18/2013

Next Scheduled EDR Contact: 07/01/2013

Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

## Electric Power Transmission Line Data

Source: Rextag Strategies Corp.

Telephone: (281) 769-2247

U.S. Electric Transmission and Power Plants Systems Digital GIS Data

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

## AHA Hospitals:

Source: American Hospital Association, Inc.

Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

## Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

## Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

## Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

## Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

## Daycare Centers: Day Care Providers

Source: Department of Health

Telephone: 212-676-2444

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

## State Wetlands Data: Freshwater Wetlands

Source: Department of Environmental Conservation

Telephone: 518-402-8961

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

## **STREET AND ADDRESS INFORMATION**

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**Appendix F**  
**Hudson-Ciba Waterfront Revitalization Plan**

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2015

# HUDSON-CIBA WATERFRONT REVITALIZATION PLAN



This document was prepared for the New York State Department of State with the funds provided under Title 11 of the Environmental Protection Fund

Outdoor Industrial Museum with pedestrian path network raised landscape berm



THE Chazen COMPANIES  
Proud to be Employee Owned

## ACKNOWLEDGEMENTS

The Hudson-Ciba Waterfront Revitalization Plan was prepared by an advisory committee that worked cooperatively to create a new and forward thinking vision to redevelop the former Ciba-Geigy plant site, providing new economic growth and open space opportunities. The Advisory Committee would like to thank the many citizens of Queensbury for contributing their ideas to the creation of this plan.

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The Chazen Companies  
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## TABLE OF CONTENTS

- I. Introduction..... 1
- II. Ciba Geigy Site Conditions ..... 7
- III. Community Visioning Process ..... 12
- IV. Redevelopment Plan..... 24
- V. Implementation..... 33

## APPENDICES

- A. S. Queensbury BOA Prenomination Study (on CD)
- B. Advisory Committee Meeting Summaries
- C. Focus Group Summary
- D. NYSDEC Meeting Summary
- E. BASF Meeting Summary
- F. Public Workshop Summary
- G. Market Analysis & Proformas
- H. Reuse Alternatives
- I. Cost Estimates
- J. Funding Programs





## INTRODUCTION

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Now a quiet field of grass situated along the Hudson River and the historic Feeder Canal, the former Ciba-Geigy plant site was once the home of a thriving pigment production facility, employing nearly 1,200 people with over \$100 million in annual sales at its peak. Opening in the late nineteenth century as a wallpaper factory, operations quickly expanded to include pigment manufacturing. As operations continued to grow throughout the twentieth century, ownership transferred from American Wallpaper, Imperial Wallpaper, Hercules, and finally Ciba-Geigy in 1979. However, due to “competitive pressures,

unfavorable foreign exchange rates, and outmoded equipment,” business began to falter in the 1980s.<sup>1</sup> In 1989 the doors of the plant were shuttered forever, leaving behind nearly a century of industrial legacy.

Following the plant’s closing, Ciba-Geigy demolished the buildings and, through a cooperative agreement with Hercules, began remediating the site’s contaminated soils and groundwater. In 1991, a 15-acre portion of the site was remediated and sold to Warren County and is currently utilized by the Department of Public Works (DPW). The balance of the Main Plant site remediation was completed in 2004 and included sealing contaminated soils under an impermeable cap and the installation of a groundwater collection system. In 2006, the NYS Department of Environmental Conservation (NYSDEC) approved these corrective measures, opening the door for the site’s

<sup>1</sup> ColorantsHistory.org

eventual reuse and redevelopment. In 2009, BASF acquired Ciba-Geigy and its holdings, including the properties in Queensbury. Today, the site is subject to ongoing monitoring and maintenance of the corrective measures.

With existing sewer and water infrastructure, a 115 kilowatt transmission line, adjoining railroad, and waterfront access, the nearly 64±-acre site presents tremendous economic development and community revitalization opportunities. As one of the region's only heavily industrial zoned properties, the potential for manufacturing, research and development, transshipment, and warehousing are apparent. However, these prospects must be tempered with the interests and needs of the greater South Queensbury neighborhood. In addition to job opportunities, improved quality of life, increased access to recreation and cultural facilities, improved access to the Hudson River waterfront, and a healthy and safe environment are a must. Ultimately, these are the principles driving the Hudson-Ciba Waterfront Revitalization Planning initiative.

### *South Queensbury Neighborhood Revitalization*

The Hudson-Ciba Waterfront Revitalization Plan represents an effort to revitalize a once thriving economic, waterfront, and community resource. The 2008 Hudson River and Champlain Feeder Canal Regional Waterfront Plan (the region's intermunicipal Local Waterfront Revitalization Program plan) recognized the significance of the site and the need to partner with Ciba-Geigy in order to turn what is arguably the greatest cause of neighborhood-wide disinvestment into a community asset. While the Hudson-Ciba Waterfront Revitalization Plan focuses on the former Ciba-Geigy plant site, the Town of Queensbury is engaged in a broader South Queensbury neighborhood revitalization effort which complements the LWRP effort. This effort is funded through NYS Department of State (NYSDOS) Brownfield Opportunity Area (BOA) program.

The NYSDOS administers the BOA program in cooperation with the New York State Department of Environmental Conservation (NYSDEC). The BOA program was developed to help address the increasing concern over the impact

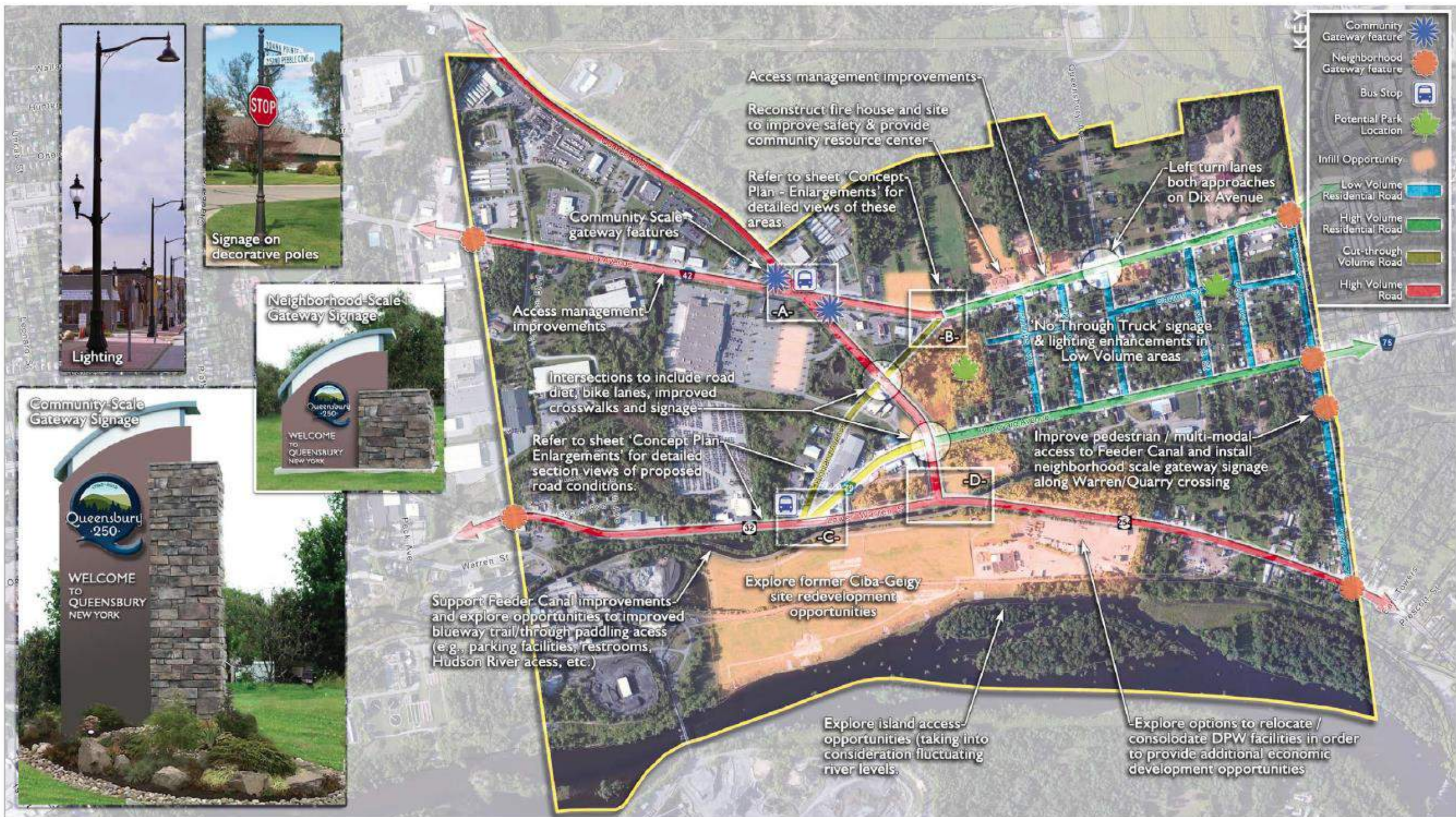
of brownfields on communities that are trying to identify opportunities for reinvestment and economic development. The BOA program provides municipalities with the planning and decision making tools necessary to develop and implement revitalization strategies for areas impacted by the presence of suspected brownfield sites. The program is structured to be community driven through the participation of local residents, business owners, officials, and not-for-profit organizations. The revitalization strategy is formed around a collective vision and identified goals. The complete BOA program is a three step process that includes a pre-nomination study (see Appendix A), a nomination study, and an implementation strategy.

The South Queensbury BOA Study Area is comprised of nearly 360 parcels, totaling nearly 540 acres of land within the Town of Queensbury. The Study Area borders the City of Glens Falls to the west, the Hudson River and Town of Moreau to the south, and the Town of Kingsbury and Village of Hudson Falls to the east (see BOA Study Area, Figure 1, located at the end of this section). The BOA study principally focuses on data gathering, analysis, and community visioning for the broader South Queensbury neighborhood. The BOA study provides an understanding of the local context, housing conditions and needs, land use patterns, transportation networks, and infill and redevelopment opportunities. This work effort was also used to inform the planning advisory committee and community on how best to reuse and redevelop Hudson River waterfront and former Ciba-Geigy plant site. The BOA study provides preliminary revitalization recommendations for the South Queensbury neighborhood, including recreation and open space opportunities, transportation and pedestrian infrastructure enhancements, and land use and site-specific redevelopment strategies. The Concept Plan and Concept Plan – Enlargement (Figures 2 and 3, located at the end of this section) illustrate many of the BOA study recommendations.

The Hudson-Ciba Waterfront Revitalization Plan was supported by the NYSDOS Local Waterfront Revitalization Program (LWRP). Funded by the New York State Environmental Protection Fund (EPF), LWRP funding may be used

to prepare a wide variety of waterfront and community planning initiative and projects. For the purposes of the Hudson-Ciba Waterfront Revitalization Plan, the study area included all of the former Ciba-Geigy plant site, as well as the northern/outer parcels along Quaker Road and Lower Warren Street, and the current Warren County Department of Public Works (DPW) facility.





### Cut Through Volume Road

- 11' Travel Lanes
- 7' Shared Bike/Pedestrian Roadway
- Sidewalks will be used where space is available, and may alter on either side.



Crosswalk improvements within entire project boundary to increase pedestrian safety.



Where space is limited, for bike lanes, consider the use of "sharrows" to delineate bike traffic.

Dix/Quaker Intersection improvements include signalized pedestrian islands for improved crosswalk performance and aesthetics. Bike lanes provided.



Dix/Highland Intersection realignment to form a T-intersection. Includes a left turn lane on Dix and improved signage.



### High Volume Residential Road

- 11' Travel Lanes with 5' Bikes Lanes
- 5' Sidewalk(s) with landscape buffer strip where possible



### High Volume Road

- 11'-14' Travel Lanes
- 6' Bikes Lanes
- 5' Sidewalk(s) where pedestrian demand warrants



Warren Street 4 point intersection improvements include a road diet, turning and bike lanes, access management and general greening for improved aesthetics.



Warren & Quaker intersection improvements include sidewalks, bike lanes, turning lanes and improved crosswalks placed for optimal pedestrian sight distance.

## CIBA-GEIGY SITE CONDITIONS

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The site has a lengthy and complex environmental history. Hercules Incorporated purchased the site in 1960 and subsequently sold it to Ciba-Geigy in 1979. As indicated previously, production activity at the site ceased in 1989. The site structures and related facilities on the Main Plant site were decommissioned and demolished from 1989-1991. Ciba Specialty Chemicals Corporation (“CIBA”) took title to the property in 1996. BASF acquired CIBA in 2009. Hercules continues to manage the environmental issues on the site and ownership of the site rests with BASF.

The site is subject to the terms of a Site Management Plan (SMP) and managed under a Resource Conservation and Recovery Act (RCRA) Post-Closure Permit. Ongoing site monitoring and reporting are performed under the guidance of the NYS DEC.

The site is described in the environmental record as consisting of the Main Plant site, the Pre-Treatment Plant site, and three outparcels. The Main Plant site is approximately 44 acres in area and bounded on the west by Lehigh Cement Company, on the north by the Feeder Canal and the Feeder Canal Trail, on the east by the Warren County DPW site (formerly a part of the Main Plant site) and the easterly flowing segment of the Hudson River on

the south. An east-west rail spur divides the Main Plant site. A hazardous waste disposal landfill (also called the RCRA Cap area) occupies the western-most portion of the Main Plant site.

The Pre-Treatment Plant site is located to the north of the Main Plant site on the opposite side of Warren Street (see Corrective Action Figure below). The Pre-Treatment Plant is no longer operational and portions of the plant have been removed; however remnants still remain.

The out parcels are the North Lot (a former parking lot) approximately 3.1 acres in area located on the north side of Warren Street and the west of Quaker Road, vacant lands located north of Warren Street and south of the canal (sometimes referenced as the “East Area”), and vacant lands north of the canal and south of Warren Street. The environmental record also recognizes an area within the Hudson River as the Poned Backwater Area, where contamination from historical site activities extends downstream of site along the riverbank.



According to the environmental record, corrective measures have been completed on the Main Plant site. This included the demolition and removal of the site’s principal structures and the removal of soils (and/or waste deposits) most significantly impacted by former site activities. These materials have been placed in the area designated as the RCRA Cap area which is managed as an inactive hazardous waste site. The Main Plant site is

*Ciba-Geigy Site Undergoing Remediation*



covered by a minimum of 2 feet of soil. Stormwater originating uphill of the Main Plant (and surface water emanating from the Feeder Canal) is managed and conveyed via a series of stormwater structures to the Hudson River to avoid contact with the subsurface site materials. Several measures to control off-site migration of groundwater are also employed including a french drain system at the southern limits of the Main Plant and a groundwater extraction system (series of wells). Historically, the

groundwater extraction system pumped water to the pre-treatment plant site prior to discharging to the municipal wastewater collection/conveyance system. Groundwater is now directly discharged to the municipal system and conveyed to the City of Glens Falls WWTP.

Corrective measures on the out parcels have also been completed. BASF has planned additional testing and soil removal activities for the North Lot and the Pre-Treatment Plant Site (believed to have been completed summer of 2014).

It should be noted that BASF owns and manages the site consistent with the NYS DEC requirements and during communications with the Town, BASF indicated its corporate environmental policies often extend beyond the state regulatory requirements. Future use of the property is subject to the NYSDEC and ultimately to BASF requirements.

The Site Management Plan (SMP) is comprised of several component parts which include the RCRA Post Closure Permit, deed restrictions, a Groundwater Monitoring Plan, a Statement of Basis (similar to a ROD- or a Record of Decision) and a series of maps which document the closure activities as-built. Key elements of the SMP as they impact future programming of the site are summarized as follows:

1. The Main Plant site is currently restricted to Industrial Use. Any change in use requires notification to NYSDEC. 6 NYCRR Part 375 provides guidance on the definition of industrial, commercial and residential uses as they relate to the uses permissible on the site. DER-10 provides guidance on the required engineering controls (i.e., minimum soil cover) based on planned use.
2. The deed restriction allows the site to be used for industrial purposes based in part on the site's zoning and the noted permit. An amendment to the deed restriction/permit can be requested from the NYSDEC. Additional information (i.e., analytical characterization, verification of cover thickness) is likely required to support a petition to amend the deed restriction.
3. Lots and/or land area may be removed from the permit by petition to NYS DEC if site conditions warrant.
4. Construction of any new facilities requires NYSDEC review.
5. The site must accommodate long term monitoring and remediation of groundwater and unrestricted access to these facilities (i.e., well, conveyance systems/piping). The groundwater extraction system will be in place for some time. Vapor evaluation will be required for development of the Main Plant.
6. Purchase of the property by a third party requires the purchaser to be added to the RCRA Post-Closure Permit. It is unknown if a third party lessee of the property (such as the Town) would require similar action.

A series of discussions (meetings and conference calls) with BASF corporate representatives were conducted as a part of this effort. Key findings from these communications are as follows:

- BASF environmental standards for redeployment of the site are more stringent than state/federal regulations
- BASF is pursuing marketing of the site. They have engaged a real estate broker for this purpose.
- The out parcels are likely to be available (on the market) before the Main Plant site.
- BASF has not determined if properties will be sold or land leases will be offered.
- The deed restrictions in place have 'reverter' clauses which would trigger return of the property if terms of the restrictions are violated.
- Deed restrictions by BASF would prohibit residential use.
- Future development/land uses need to accommodate access and operation of groundwater extraction systems. Penetration of the Main Plant soil cover by foundations, landscaping and stormwater management elements is problematic and requires additional engineering detail and evaluation.
- BASF is open to continued dialogue and collaboration on redevelopment for the site.

## COMMUNITY VISIONING PROCESS

The figure below depicts the overall Hudson-Ciba Waterfront Revitalization Plan community visioning process. A summary of this process is included below (next page). In addition to the process below, inventory and analysis, and public outreach for the South Queensbury Brownfield Opportunity Area (BOA) Plan informed the advisory committee throughout the creation of Hudson-Ciba Waterfront Revitalization Plan.





## Hudson-Ciba Waterfront Revitalization Plan Advisory Committee



The Hudson-Ciba Waterfront Revitalization Plan was created by an advisory committee comprised of local residents, businesspersons, local officials, and Town staff. Committee members represented a broad spectrum of the community, ensuring a fair and balanced planning process. The Committee was assisted by a planning consultant, The Chazen Companies and their sub-consultants, Riverstreet Planning & Development.

The Hudson-Ciba Waterfront Revitalization Plan Advisory Committee met regularly while developing the plan. The Advisory Committee solicited input from all portions of the community, hosting public workshops and focus

group meetings, conducting stakeholder interviews, and taking part in site visits. A project website ([www.queensburysouth.com](http://www.queensburysouth.com)) was used to notify the public of upcoming events, report on planning milestones, and solicit public input. After gathering and examining all information and public input, the advisory committee formulated the redevelopment plan. Meeting summaries of the Advisory Committee are included in Appendix B.

### Focus Group & Stakeholder Meetings

Given the economic development and recreation potential of the site, the Advisory Committee hosted two focus group meetings with representatives from each of these constituencies on April 11, 2013. The first meeting was held at Navilyst Medical (now AngioDynamics) and included representatives from the economic development

community. The second meeting was held at the Town's municipal center and it included representatives from the recreation and open space community. Participants offered their personal and professional insight on a variety of issues and opportunities:

- **Economic Development Focus Group Meeting:**

Economic development and business representatives offered the following comments and opinions:

- The South Queensbury neighborhood has a limited tax base.
- The CP Railroad line could provide intermodal service if demand were to increase. There are limited direct railroad opportunities related to GLOBALFOUNDRIES.
- Lehigh Cement's (neighboring business) quarry has an 80 to 100 year life expectancy/capacity. As a heavy industrial processing facility, careful consideration regarding adjoining land uses needs to be considered.
- There exists significant water and wastewater service capacity for the site. According to Glens Falls officials the wastewater treatment plant has approximately five (5) million gallons per day (MGD) of available capacity (approximately 1MGD is uncommitted). It was noted that site's current groundwater system captures 150,000 to 300,000 gallons per day.



- The site has access to a 115 kilowatt transmission line, which is one of the few high electric transmission lines in the region.
- The site is one of the few properties zoned heavy industrial in the region.
- Providing support for the region’s existing industries (e.g., medical device manufacturing) should be considered.

- **Recreation and Open Space Focus Group:**

Recreation enthusiasts offered the following comments and considerations:

- Access to the Hudson River is a priority.
- Fishing is popular at several nearby locations. Additional fishing access would be beneficial.
- Art and industrial heritage installations situated on the site’s open fields along the Hudson River waterfront could make for an interesting cultural experience.
- Opportunities to connect with other nearby recreation facilities should be explored. This may include improvements to the Feeder Canal Trail (e.g., restrooms, bicycling amenities, parking, etc.) and a Hudson River blueway trail. It may also include an alternative to the existing Shermantown Feeder Canal bypass/access. It was noted that approximately 90,000 people a year use the Feeder Canal Trail.
- Smart phone technology and interpretive signage could be used for self-guided tours.



- Repairs to the Feeder Canal are needed to mitigate seepage into adjoining properties.

A full summary of the focus group meetings is included in Appendix C.



In addition to the Focus Group Meetings, the advisory committee met separately with NYS Department of Environmental Conservation (NYSDEC) and BASF representatives in order to get a better understanding of the site's existing conditions and potential redevelopment. The NYSDEC meeting took place on July 16, 2013. The NYSDEC provided a summary of the site's remediation history. This included information regarding corrective measures, permitting, and possible restrictions on future use of the site. A summary of the NYSDEC meeting is provided in Appendix D. The first meeting with BASF took place on November 21, 2013. BASF provided an overview

of the site's ownership structure and remediation roles and responsibilities. A second meeting took place with BASF's property brokers, Pyramid Brokerage Company, on September 15, 2014. Pyramid Brokerage Company reviewed the final concept plan and discussed redevelopment opportunities, the indemnification process, and municipal incentives. A summary of the BASF meetings is provided in Appendix E. Information from these meetings was then incorporated into the above-mentioned existing conditions summary and informed the implementation strategy as outlined at the end of the plan.

## Community Visioning Workshops

The advisory committee hosted two community visioning workshops at the South Queensbury Fire Department located in the South Queensbury BOA Study Area and within close proximity to the site. The first public workshop



was held on March 20, 2013. The workshop included an overview of the planning process and presentations on the South Queensbury and Ciba-Geigy site's existing conditions and neighborhood characteristics as well as some revitalization ideas and opportunities. The presentation also included a review of land use maps, photographs, 3D renderings, and illustrative drawings to help people gain a better understanding of the study area. After the presentation participants were led through a group discussion. Residents and business owner offered their ideas regarding economic and quality of life

improvements for the neighborhood. A summary of the workshop is included Appendix F.

The advisory committee hosted a second community vision workshop on April 29, 2014, during which the draft South Queensbury BOA and Hudson-Ciba Waterfront Revitalization Plan recommendations and concept redevelopment plans were presented. Workshop participants provided positive feedback and primarily discussed implementation strategies and considerations. This included funding resources and phasing strategies.

## **Market Analysis**

In order to better understand the redevelopment potential of the former Ciba-Geigy Plant site, the project sub-consultant prepared a market analysis. The basic intent of the analysis was to identify potential redevelopment scenarios for the former Ciba-Geigy plant site. The analysis was conducted in two phases. The first phase consisted of an initial scan and market analysis of the study area to identify current economic conditions and opportunities as well as key demographic parameters. It was initiated by defining the market area and examining the various demographic trends related to population, income, and employment affecting the Town, the surrounding neighborhood, and the region. Migration trends were also evaluated. The existing land use inventory of the study area was also examined in order to provide some context for what development opportunities might exist to stimulate revitalization of the site. Based on community input and the region's competitive advantages, the second phase of the market analysis identified several redevelopment opportunities to consider. This included: 1) the use of the site as an intermodal facility, 2) the use of the site as a distribution center for goods brought in by rail, 3) use of the site for industries supporting semiconductor fabrication and other regional high tech initiatives, 4) use of the site for the manufacture of medical devices, 5) locating a ground solar array for the generator of electricity, and 6) development of the waterfront for recreation/tourism related uses. The full market analysis is included in Appendix G.

## **Ciba-Geigy Site Visit**

The advisory committee, in partnership with BASF (the owners of the former Ciba-Geigy site), conducted a site visit on June 6, 2013. The advisory committee, along with BASF representatives, toured the 60-plus acre site, exploring the Hudson River waterfront, examining its remediation infrastructure, and discussing what types of public amenities and economic development activities are possible. Based on the community visioning workshops, focus group meetings, and market analysis, a variety of options were considered, including open

space and cultural facilities, solar arrays, medical device facilities, technology and support services, distribution center, intermodal facility, and mixed use development. Additional opportunities that were discussed ranged from a regional wastewater treatment plant, a transshipment center for agricultural products or quarried stone, to a collaborative venture between academia, local industries, and/or high tech research companies, and a cultural center. Examples of these proposed uses are included in Appendix H. Following the site visit, the Committee began evaluating these redevelopment options more closely.



### **Potential Reuse Evaluation**

Based on the community visioning process and market analysis the advisory committee prioritized the proposed development scenarios, taking into consideration the Ciba-Geigy plant site's infrastructure and environmental remediation corrective measures. As a result of this exercise, the advisory committee prepared three (3) alternative concept plans, including 1) a warehousing distribution center and multimodal facility, 2) a professional office and retail development, and 3) a professional office and mixed use development (see Appendix H).



While preparing these alternatives factors such as parking requirements, transportation access, pedestrian and waterfront access, recreation and cultural amenities, enhanced quality of life, economic growth potential, and overall feasibility were taken into consideration. To that end, the alternatives were forward to BASF for their review and comment. At the advisory committee's meeting with BASF (July 16, 2013), BASF provided their feedback on the proposed alternatives. BASF noted that certain uses are less viable due to their liability protocols. Specifically, residential related land uses are unlikely because of BASF's deed restrictions. In addition, BASF noted that careful consideration regarding ground

penetration for buildings, utilities, roadways, stormwater controls, and landscaping will have to be made during the design and construction process. Measures that avoid disturbance to the site's soil cover, limit exposure during construction, and maintain the groundwater capturing system will be necessary. Finally, BASF noted that long-term lease agreements are their preferred operating procedure in order to ensure that all health, safety, and liability standards are met and remediation infrastructure is maintained. However, BASF and Pyramid Brokerage Company did note that the northern/outer parcels would likely be for sale in the near future.

Following BASF's review, the advisory committee reevaluated the proposed alternatives and prepared a massing diagram that depicted a conceptual layout illustrating preferred uses and the overall scale of development (See Massing Diagram, Figure 4, located at the end of this section). The figure depicts the following elements:



- An approximately 200,000 square foot (SF) warehouse and/or distribution center and three (3) 40,000 SF professional office buildings located along the northern side of the Canadian Pacific Railway (CP Rail). For planning purposes, the warehousing and distribution center was located on the current Warren County Department of Public Works (DPW) site.
- Approximately 20 acres of public open space along the Hudson River waterfront with access via a pedestrian bridge over CP Rail.
- A large-scale solar array (five acres), with panels affixed to non-ground penetrating foundation situated atop the RCRA landfill. Similar facilities can produce one (1) megawatt (MW) of solar power, which is enough to power approximately 1,000 homes.
- Approximately 35,000 SF of nonresidential mixed-use development located at the corner of Lower Warren Street and Quaker Road.
- A Hudson River waterfront and Feeder Canal Trail visitor center (located at the corner of River Street and Quaker Road) that provides parking for trail access, restrooms, bicycle facilities, space for information and cultural displays, flexible meeting space(s) for events, and perhaps office space for the Feeder Canal Alliance.

The Advisory Committee felt that this plan more clearly reflected the redevelopment vision for the site. Based on this effort the committee prepared a market proforma for the 40,000 SF professional office building in order to test the financial viability as a private standalone project, recognizing that this was likely the most expensive component of the preliminary concept. Assuming \$175 per SF of construction, the proforma found that the current economic conditions in the region are not ideal to support the proposed development. Based on income and expense figures developed during the market analysis research, the most limiting factor is the region's rental/lease rate for similar facilities. The current achievable rent for office space in the area is approximately \$8.00 per SF. Given this parameter, the project development could only support 30 percent of the projected

development cost (\$8.4 million) in debt financing including a \$1.5 million subsidized loan and a \$1.0 million traditional bank loan. This scenario would therefore require a 70 percent equity investment in project development (\$5.9 million), which is extremely unlikely at the present time given the current economic conditions and competing development opportunities (the full proforma is included in Appendix G). Furthermore, these figures do not take fully into account the costs associated with the installation of utility and service road infrastructure that is needed to access the lands along the former Ciba-Geigy site, which would certainly drive up the development costs.

Although the market analysis identified several light industrial uses for consideration, it was recognized that attracting large-scale operations is challenging at best. Throughout the planning process, interest in attracting firms serving or complementing the new semiconductor operation in Malta and other high tech operations was on the forefront of the Committee's mind. According to the recently prepared *Saratoga County Economic Development Strategic Plan*, "The semiconductor industry, unlike other major industries such as automotive and aerospace, does not have place dependent requirements. After the construction and equipment phase, inputs into the fab are wholly unlike that of most manufacturers. Consequently, the idea of Tier One and Tier Two suppliers that are required to be within a prescribed radius does not apply."

Acknowledging these realities, the advisory committee determined that the viability of the draft concept plan was questionable. As such, they reevaluated the proposed approach and identified a more flexible redevelopment concept plan, potential incentives, and incorporated a public and private phasing strategy that is more financially tenable and likely to attract private developers. The results of this effort are outlined in the following section.



A large-scale solar array, with panels affixed to non-ground penetrating foundations, can generate significant energy. Similar facilities can produce 1 MW of solar power, which is enough to power approximately 1,000 homes.



New Commercial Buildings along Lower Warren Street could set a new tone for the area.



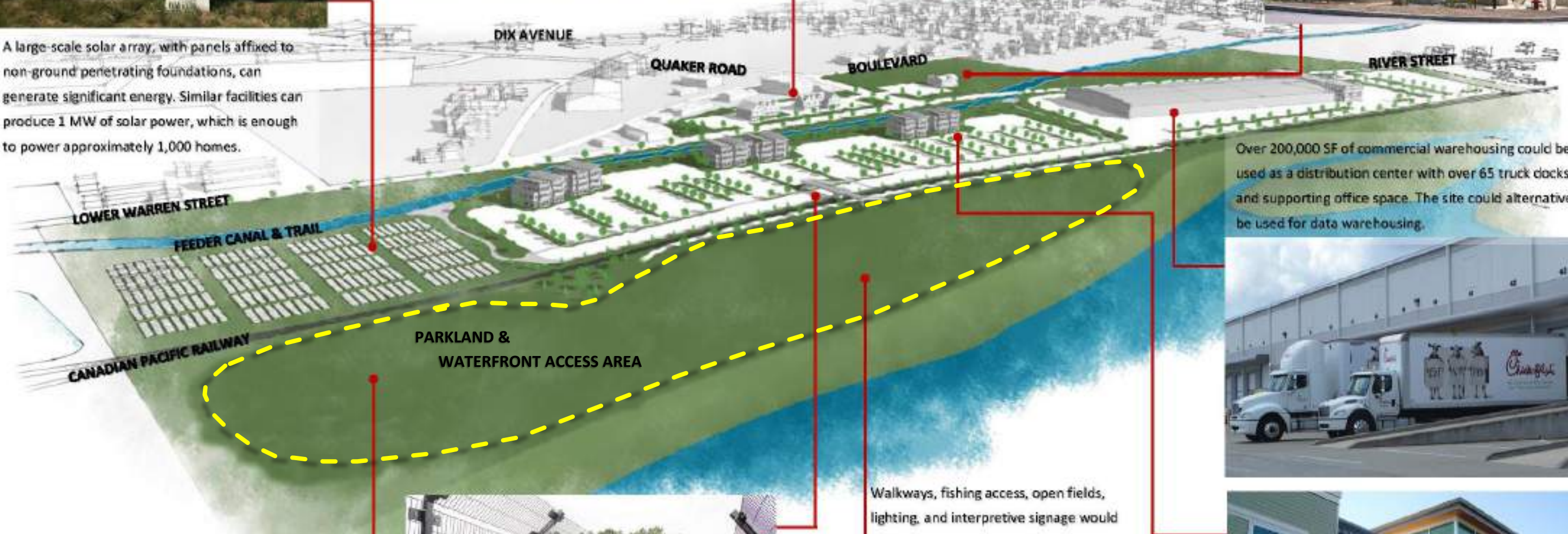
A visitors center with restroom facilities along the Feeder Canal Trail could help attract tourism.



Over 200,000 SF of commercial warehousing could be used as a distribution center with over 65 truck docks and supporting office space. The site could alternatively be used for data warehousing.



120,000-180,000 SF of professional office space (perhaps with some commercial) could be used by existing business or used to attract new opportunities, including ACC related initiatives.



Consider Additional Uses for lower portion of the site. This may include cultural and/or educational facilities or needed municipal infrastructure



Pedestrian bridge over Canadian Pacific Railway can provide safe access to Hudson River waterfront and proposed recreational amenities.



Walkways, fishing access, open fields, lighting, and interpretive signage would provide tremendous waterfront recreation opportunities

## REDEVELOPMENT PLAN

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### *Redevelopment Vision & Objectives*

The Hudson-Ciba Waterfront Revitalization Plan recognizes the need for strong public and private partnerships and development incentives in order to transform the former Ciba-Geigy plant site and adjoining parcels into a community resource and economic asset. This includes building a positive relationship between the Town of Queensbury, BASF, economic development communities, and the business owners and residents of the South Queensbury neighborhood. Such a relationship should be based on mutual respect, open and meaningful communication, and a shared resolve to enhance the quality of life for current and future generations.

### *Redevelopment Plan*

The final redevelopment plan can be divided into two categories, public and private. With respect to private development the plan envisions the following components:

- Three (3) 40,000 SF flexible development space buildings located north of the CPR line on the Main Plant site and 140,000 SF of flexible development space/warehousing located on the Warren County DPW site. The intent of flexible development, or “flex space,” is to allow for a wide range of land uses. This may include light manufacture or small warehousing with front office space, research and development facilities, data warehousing, and the like. The advisory committee discussed a number of partnership opportunities that could help advance such development ranging from SUNY Adirondack to a variety of local industries. Several of these ideas are highlighted in the Implementation section below.

- Approximately 35,000 SF of nonresidential mixed-use development located at the corner of Lower Warren Street and Quaker Road. Development at this location could benefit from the high number of vehicle trips and improved pedestrian amenities along Lower Warren, River, and Quaker. Encouraging or requiring more aesthetically appealing development at this location could also improve the character of the immediate neighborhood and attract higher rental and lease rates and/or sale prices.



- A one (1) megawatt (MW) solar power array (or larger) located atop the Resource Conservation and Recovery Act (RCRA) landfill site. NYS Energy Research and Development Authority (NYSERDA), the US Environmental Protection Agency (EPA), and solar industry are interested and actively utilizing potentially contaminated and/or remediated sites for renewable energy generation. According to the EPA, there are more than 11,000 potentially contaminated sites that could support solar, wind, biomass and geothermal facilities with the potential to generate an estimated one million megawatts (MW) of renewable energy, or enough to power 1.5 to 2.5 million homes annually.<sup>2</sup>

In addition to private development, the proposed revitalization of the former Ciba-Geigy plant site includes a variety of public access and recreational opportunities and amenities. This includes the following:

- A Glens Falls Feeder Canal & Regional Trail System Visitor Center. The proposed visitor center would be located at the intersection of River Street and Quaker Road. In addition to parking and trail access, it would

<sup>2</sup> US EPA, *Handbook on Siting Renewable Energy Project While Addressing Environmental Issues*, 2013

provide a location where visitors and trail enthusiasts could obtain information, maps, lists of accommodations, and information about nearby recreational opportunities, cultural attractions, and events. It could also serve as a multi-use facility offering flexible space for community and economic development events and as a host of public venues and programs. The visitor center could also serve as the home of the Feeder Canal Alliance, include public restroom facilities, and provide bike accommodations (e.g., bicycle racks, simple repair stations with fixed hand tools and tire pumps, etc.).

- A Hudson Waterfront Park. The proposed waterfront park along the Hudson River would provide approximately 15 acres of recreational, open space, and cultural opportunities. The park would include a series of meandering walkways interwoven through an undulating landscape of grasses, wildflowers, and shade trees. Situated along the walkways would be a series of historic and artistic exhibits. Envisioned as an outdoor museum, historic exhibits could include logging, paper making, and mining equipment.



*Representative park along the Ohio River*

Interpretive signage (with smart phone technology) would tell the story of the region’s industrial heritage. With respect to art exhibits, the Town could collaborate with local schools, SUNY Adirondack, and other art organizations on a selection and administration process. Some displays could be permanent, while others may rotate regularly. Ultimately, the intent is to not only create a one-of-a-kind cultural experience, but also to complement the City of Glens Falls’ effort to develop a “museum district” along

the Warren Street corridor. The proposed park also includes a universally accessible kayak access and fishing pier. Finally, with restricted roadway access and overflow parking, the park could be used to host a variety of waterfront events, including community performances and educational seminars, and as a staging ground for sporting events. Pedestrian access over CP Rail would occur via a universally accessible bridge that linked to a network of walkways, the Feeder Canal Trail, and shared parking.

The proposed redevelopment plan also includes expanded utilities and roadway network. Access to the site would be located at the existing entrance near the current Warren County DPW facilities. Given the likely increase in traffic volumes, a new traffic signal at the intersection with River Street is proposed. From the intersection the roadway would continue south then westward along CP Rail, providing access to the proposed development. An extensive walkway and sidewalk network would provide safe pedestrian access throughout the site, linking the Feeder Canal trail, new business ventures, and the waterfront park. Finally, attractive landscaping (e.g., street trees, planted medians, vegetated areas, etc.) and stormwater controls (e.g., bioretention basins, vegetated swales, etc.) are incorporated into the proposed design to provide for an attractive and environmentally friendly setting. However, such features will be designed in such a way that they do not penetrate the land cover. Because the Hudson River is a fifth order stream, stormwater controls must temporally retain the first flush of a storm event, which can then be directly discharged without ground infiltration; these controls can be developed without penetration of the protective soil cover.

The complete **Ciba-Geigy Site Redevelopment Plan**, Figure 5, is provided below (next page).



# Former Ciba Geigy Site Redevelopment Plan

Town of Queensbury, Warren County, New York

March 2014

THE  
**Chazen**  
COMPANIES  
*Proud to be Rochester-based*

Special District Office  
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North County Office  
575 Van Road, Queensbury, NY 12304  
Tel: 518 827-0513  
Southwest County Office  
121 West Street, Plattsburgh, NY 12603  
Tel: 518 464-1888



### *Preliminary Cost Estimates*

Based on the proposed Ciba-Geigy Site Redevelopment Plan, the preliminary cost estimate of improvements is approximately \$50 million. This includes predevelopment (design), site preparation, utilities, roadway infrastructure, lighting, stormwater controls, waterfront parklands and features, pedestrian access and amenities, mixed commercial and flex use buildings, visitor center, and related labor costs. The cost estimates do not include the proposed solar array since such facilities are generally installed and maintained by solar providers for reduced or fixed energy costs. The cost estimates for the proposed development are included in Appendix I.

The total cost can initially be divided into two components: public and private.

Public development costs include the proposed visitor center and the waterfront park. These improvements are estimated at approximately \$2.7 million and include a \$600,000 pedestrian bridge over CP Rail line. Infrastructure improvements to serve the Main Plant site are not included.

Private costs include the development of the flex and commercial buildings spaces on the Main Plant site and at the intersection of Quaker Road and Lower Warren Street. The total private cost is estimated at approximately \$44.1 million, which includes \$37.3 million in building construction with the balance utilities and infrastructure.

Private development costs can be supported or underwritten in part with public dollars in support of an economic development initiative. It is important that the public benefits to the community such as jobs, fiscal/economic impact, and advancement of community goals be clearly understood.

### *Economic Impacts*

While the cost to redevelop the former Ciba-Geigy site is high, the potential economic benefits can be significant. Direct benefits include both construction jobs and full time employment. Based on total building and site

development costs, it is estimated that approximately 625± construction jobs could be supported as a result of the full buildout of the site.

Wages for new fulltime jobs in technology/knowledge based manufacturing as well as office tend to be higher than average, and would have a significant positive effect on the Town and surrounding communities. Fulltime employment and annual wages were calculated based on the full buildout of the site. According to these estimates, the proposed development of the former Ciba-Geigy site could generate approximately 700 fulltime jobs, with annual wages of approximately \$26 million, which would have a significant positive impact throughout the local economy. This estimate would likely increase if a greater number of science, technological, engineering, and math related jobs (known as STEM) were attracted to the site.

### *Solar Array*

Placement of a solar array on the RCRA hazardous waste landfill could generate approximately one (1) megawatt (MW) of electricity for the Town of Queensbury and/or on-site private development. Typically, such facilities are built in partnership with a solar company that completes all of the engineering, permitting, and construction work, as well as the long-term operations and maintenance. Cost savings are realized by locking into a fixed rate purchase agreement with the solar company for a select period (e.g., 20 years) and the local utility applies a net metering credit to the account.

For example, a one (1) acre solar array with a \$0.09 purchase agreement and \$0.12 net meter credit could result in approximately \$42,000 annual cost savings to the end user. An alternative to the standalone solar array facility is development of a localized power grid or 'microgrid' that would use the Ciba-Geigy site solar array as one of its power sources. According to the U.S. Energy Department, microgrids are often comprised of multiple electricity sources and loads and are connected to the existing (centralized) power grid. When power is disrupted to the

larger supply network, the microgrid can “break off” and operate from its own local energy source (e.g., generators, solar/renewable). While microgrids can offer some cost savings to users, their real value is derived from their local, sustainable, and reliable (and redundant) energy supply.

### *Other Community Benefits*

***Vibrant waterfront being enjoyed by many***



There are significant recreational and quality of life benefits that would result from the redevelopment of the site. Repurposing a vacant former industrial site, developing opportunity for employment on a brownfield, and waterfront access are important goals for the Town. The proposed waterfront park, Hudson River access, improved access and connection with the Feeder Canal Trail, the planned Feeder Canal Visitor Center, would all serve as a tremendous community resource. In addition to their intrinsic value, it is important to note that these resources would likely assist in attracting new homeowners and business to the site and

region. Corporate site selection representatives routinely identify recreation, parks, open space, and other quality of life amenities among the most important factors when they are deciding where to locate new businesses. Similarly, studies identify open spaces, such as parks and recreation areas, as having a significant positive effect on nearby residential property values, which leads to proportionately higher property tax revenues for local governments.

Finally, the former Ciba-Geigy site may offer additional public infrastructure and utility opportunities. More specifically, the Adirondack Gateway Council (AGC) recently engaged an engineering consultant to examine the

potential to develop a regional sewer system that could serve portions of Warren, Washington, and northern Saratoga counties. The AGC has preliminary identified the former Ciba-Geigy site as potential biosolids recycling facility. Based on the proposed redevelopment plan, the former Ciba-Geigy site offers approximately five (or more) acres that could be used as a biosolids handling facility (i.e., adjacent to the RCRA cap and Lehigh Cement Company, the Warren County DPW site, or in place of one of the proposed flex space buildings).



Biosolids are the natural byproduct of the wastewater treatment plants that are typically operated by municipalities, and occasionally, private entities. They result from the ongoing treatment of septic sludge via physical, chemical and biological processes to remove all pollutants and pathogens from wastewater. Today, these materials are almost always incinerated or landfilled. However, biosolids can easily be recycled (processed) into inexpensive, nutrient-rich fertilizer or composting material for a variety of agricultural and

landscaping uses. As such, this alternative presents a cost-effective, environmentally friendly and profit-producing option for many communities.

In order to be approved for land fertilization purposes, biosolids must meet the highest federal and state quality and application standards. This level of quality is known as “Class A” biosolids. Additionally, lower grade or Class B biosolids can be re-purposed in alternative ways, including ground cover at abandoned mine sites to re-establish lost vegetation, in timberlands to promote rapid re-growth, on golf courses to improve greenways, and in compost for lawns, home and community gardens.

## IMPLEMENTATION

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Given the significant costs associated with the proposed Ciba-Geigy Site Redevelopment Plan, the advisory committee worked to identify an implementation strategy that provided opportunities for phasing, sharing the costs of development between the public and private sources, and leveraging state/federal funding support. Recognizing the need manage development costs, the advisory committee developed a phased approach whereby essential sewer, water, and roadway infrastructure would be constructed in phases, providing utilities and access to a single lot at first, then to a series of shovel ready sites. In addition to phasing, strategic partnerships, land use approaches, various programmatic initiatives, and funding and implementation strategies were also identified for the other components of the redevelopment plan (e.g., waterfront park, Feeder Canal Visitor Center, etc.).

### *Ciba-Geigy Site Redevelopment Plan Phasing Strategy*

Redevelopment of the former Ciba-Geigy site includes development in four phases. Phase I & II include access and utility improvements designed to create utility ready development sites funded with public dollars. Phase III & IV are focused on construction of flex and manufacturing/warehouse space. The Phasing Plan is provided as Figure 6 and the individual phases are described in greater detail as follows:

- **Phase I:** Includes public improvements to existing sewer connections from across Lower Warren/River Street and the installation of a new sewer line along the Warren County DPW parcel boundary. It also includes an improved entrance and traffic signal along River Street with a new service road extending south towards the Hudson River, then westward along CP Rail line. Requisite stormwater controls as well as electric, natural gas, lighting, sidewalks, and pedestrian improvements would also be included. The County's facilities could remain operational. The installation of this infrastructure would allow for two of

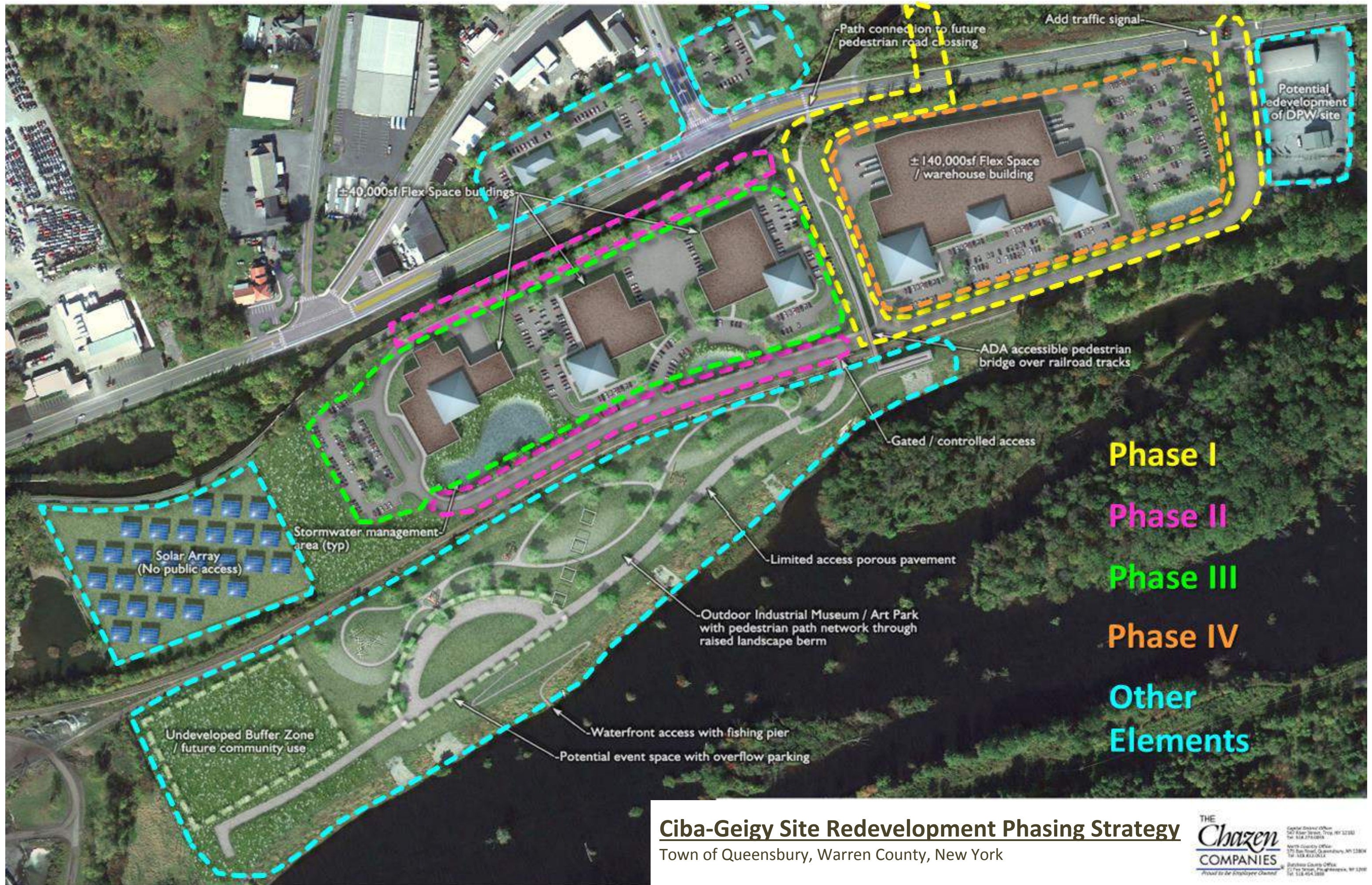
the proposed building sites to come on line. The approximate cost for this phase is \$1.93 million. It is anticipated that this would be publicly funded.

- **Phase II:** This phase includes extension of service roads, sewer, electric, natural gas, lighting, and sidewalks (as well as requisite stormwater controls) westward along the CP Rail. Additional sewer, electric, and natural gas infrastructure would be installed south of the Feeder Canal Trail as well. The extension of this infrastructure would allow for the remaining buildings to come on line. The approximate cost for this phase is \$1.16 million. It is anticipated that this would be publicly funded.
- **Phase III:** Phase includes 120,000 SF of development. The three 40,000 SF flex space buildings would be brought on line. This could occur as individually or as a group. Costs include site preparation, utility connections, parking, stormwater controls, and building construction. The approximate cost for this phase is \$24 million. While it is anticipated that much of this would be privately funded, it is likely that strategic partnerships and funding opportunities would help offset these costs (see Organizational and Funding Strategy below for more information).
- **Phase IV:** Includes the redevelopment of the Warren County DPW site along River Street. Once part of the Ciba-Geigy facility, it was sold to Warren County. It currently houses a DPW substation and an outbuilding is leased for scrap recycling. Much of the site is vacant. Proposed development on the site includes 140,000 SF warehousing flex space. Similarly to the previous phase, it is anticipated that this phase would be mostly privately funded. The approximate cost for this phase is \$15.12 million.

- Other Public Project Components:** This includes the proposed Feeder Canal Visitor Center, Hudson River Waterfront Park and pedestrian access bridge, and commercial development at the intersection of Quaker Road and Lower Warren Street. The Feeder Canal Visitor Center could range in cost from \$600,000 to \$1.1 million, depending on building design and desired programming. The proposed waterfront park and pedestrian bridge has an estimated cost of \$1.7 million. Finally, the proposed commercial development has an estimated cost of \$4.74 million.

The table below provides a cost overview of the above phasing strategy. Figure 6, the Ciba-Geigy Site Redevelopment Plan Phasing Strategy (located at the end of this section) illustrates the location of each phase.

DESCRIPTION	FUNDING SOURCE	TOTAL
<b>PHASES</b>		
Phase I	Public	\$1,930,000
Phase II	Public	\$1,160,000
Phase III	Private	\$24,270,000
Phase IV	Private	\$15,120,000
<b>Phases Subtotal</b>		<b>\$42,480,000</b>
<b>OTHER COMPONENTS</b>		
Phase V (Park)	Public	\$1,710,000
Visitor's Center	Public	\$1,030,000
Commercial/Mixed-Use	Private	\$4,740,000
<b>OTHER COMPONENTS SUBTOTAL</b>		<b>\$7,480,000</b>
<b>TOTAL ESTIMATE</b>		<b>\$49,960,000</b>



**Phase I**

**Phase II**

**Phase III**

**Phase IV**

**Other  
Elements**

**Ciba-Geigy Site Redevelopment Phasing Strategy**

Town of Queensbury, Warren County, New York



## Organizational Strategy

Redevelopment of the former Ciba-Geigy site will require strong public and private partnerships, dedicated leadership, and good old fashioned perseverance. Establishing a strong working relationship with BASF, the current property owners, is of greatest importance. According to BASF, they are considering the sale of the northern (or outer) parcels at the intersection of Quaker Road and Lower Warren Street. However, in order to maintain the Main Plant site's corrective measures, they have expressed the desire to retain ownership of the property. BASF indicated that they would be interested in a long-term lease arrangement and that they have used a similar strategy in order to redevelop other properties. An arrangement that would alleviate BASF from nearly \$100,000 annual tax liability (based on 2013 tax assessments) would seem attractive to the company.



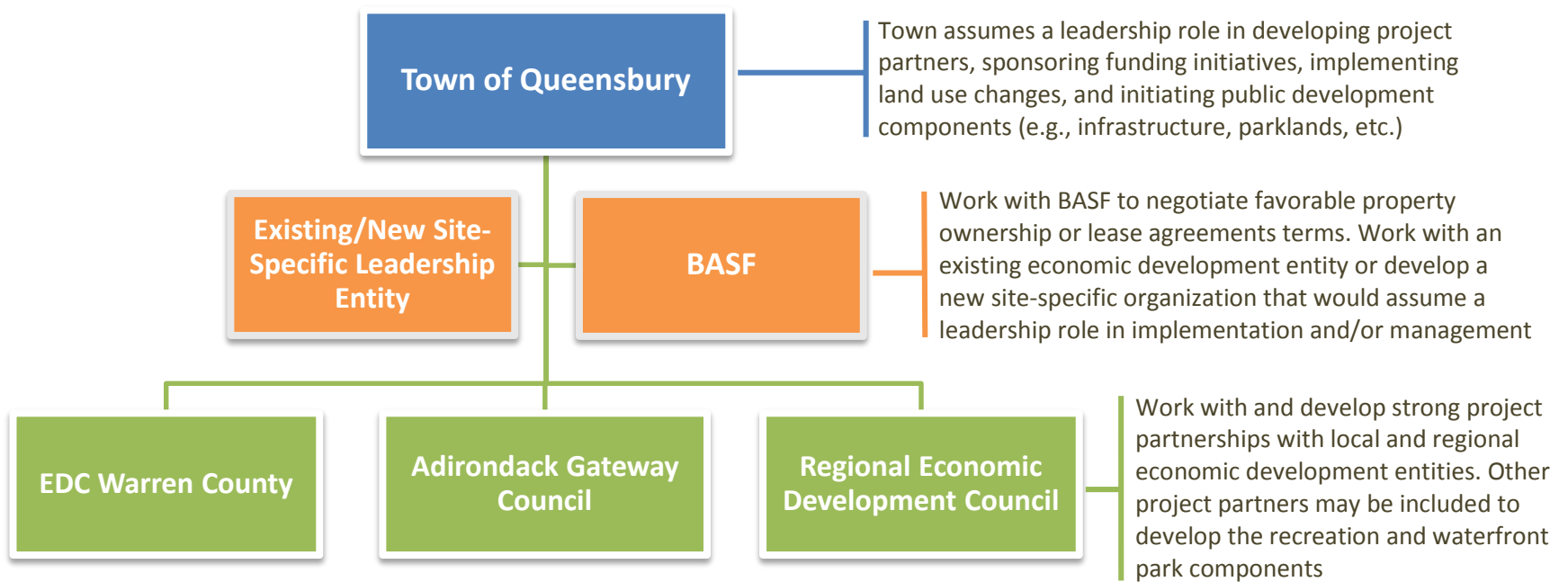
A long-term lease of the land may be a viable option; however because of the high costs of installing the infrastructure, and the area's low lease rates, attracting a standalone private entity that would redevelop the site is a challenge. Under this scenario, the Town would secure a low (or zero) cost lease agreement and provide BASF a relief of its tax liability in return. With control of the site, the Town (or its management entity) would be positioned to drive redevelopment by securing funding to install Phase I and II infrastructure and developing a marketing strategy that aligns with the Town's vision. The Town should explore establishing a property development entity, providing enhanced PILOT agreements, and identify target grant and funding programs. The Town would be in a position to adopt favorable land use controls (see land use recommendations below) permitting a shovel ready site attractive to site selectors and the business

community. To further entice BASF, the Town could consider a lease agreement that would provide some form of payment if future revenue is derived from an end lease or other payments from a user.

Alternatives to this approach may include the Town partnering with BASF to help broker a lease agreement and encourage redevelopment of the site by adopting favorable land use controls. Under this arrangement the Town could act as sponsor for grant applications and offer tax incentives and/or programs (e.g., PILOT agreements, etc.). From the Town's perspective, the drawback to this strategy is that it would have less influence in the timing of the process, limiting the ability to install the necessary infrastructure on private property, and control the final redevelopment scheme.

Regardless of the approach, indemnification of future owners/lessees from environmental liability is a key concern. While it is understood that BASF would like to shield itself from potential liability, the development of the site will be severely impeded by an agreement that seeks to place all liability on a future leaseholder/landowner. Therefore the Town, along with its economic development partners, should work with BASF and property brokerage firm to identify reasonable terms that will encourage redevelopment opportunities.

The following organizational chart (next page) depicts key players, roles, and actions for consideration. There are a number of options moving forward and this is illustrative of one approach:



### *Business/Technological Park Considerations*

The project site could be developed as individual opportunities arise or the Town may decide to create a business or technological park with a management entity to oversee development and operation. An existing organization, or one created specifically for this purpose, would serve as the developer and broker of incentives and benefits to prospective tenants, as well as oversee operations and maintenance. Successful business or technological parks create a theme to differentiate themselves and ensure compatibility of uses. A focus on innovation, strategic partnerships, and workforce development needs can provide a resource to tenants and target tenants.



According to the recently published *Saratoga County Economic Development Strategy* (2014), which examined issues and opportunities related to the Saratoga County’s business and technological parks (including Luther Forest Technology Campus) “innovation-oriented” parks “increasingly offer cost advantages that are difficult for other parks to compete with.” In a region that has a significant amount of greenfield development opportunities and competing business and technological parks, there is a need for the redevelopment of the former Ciba-Geigy site to differentiate itself by deemphasizing profitability and

focusing more holistic and sustainable economic growth. In addition to cost competitiveness, the *Saratoga County Economic Development Strategy* identifies the following management and services strategies:

- Allowance for a diversity of tenants;
- Efficient and responsive management;
- Dedicated marketing, promotion, and networking efforts; and,
- Ability to adapt to different business needs.

In order to achieve broad-based community economic goals, an innovation-oriented approach often requires strategic partnerships and collaboration with local business, industries, and institutions of higher learning (see Funding & Partnership Strategies below for more information). The goal of these partnerships is to promote synergies that result in an increasingly skilled labor force, collocation of interrelated or supply-based businesses, opportunities for new spinoffs, and indirect job growth.

While traditional business and technological parks are often isolated auto-oriented complexes, more innovative parks are being developed as “mixed-use, live-work-play environments.” As such, this raises the importance of revitalizing the entire South Queensbury Neighborhood as described in the South Queensbury BOA Pre-Nomination Study (Appendix A), which recommends attractive, mixed use development, enhanced recreational and cultural amenities (including Hudson River waterfront access), and the provision of more/safer multimodal opportunities. Simply put, the *Saratoga County Economic Development Strategy* notes that innovation-oriented parks are “following market demand for more urban, lifestyle-oriented and amenity-rich places” that “attract high-skilled and entrepreneurial technology professionals.”

### *Land Use Considerations*

The Town should consider the following land use controls:

- **Zoning Revisions:** The former Ciba-Geigy site is primarily zoned Heavy Industry (HI). Permitted uses (through Special Use Permit or Site Plan Review) include asphalt, cement, chemical plants, food service, fuel supply depots, junkyards, light manufacturing, railroad service, recycling centers, sand and gravel processing, truck depots, and warehouses. Setback requirements range from 50 feet (side) and 200 feet (shoreline). In order to accommodate the redevelopment plan, the Town should explore additional permitted uses in order to allow for greater flexibility and opportunities. This may include academic, agricultural service use, assembly operation, business service, distribution center, health-related facility, office, public or semipublic building, research and development facility, and wholesale business. Depending on the use, the Town should consider zoning revisions that include enhanced design standards (e.g., architecture and landscaping requirements) and improved pedestrian/multimodal connectivity to the South Queensbury Neighborhood and proposed Hudson River Waterfront Park.

- **Planned Unit Development District:** As an alternative to revising the existing zoning, the Town could consider adopting a Planned Unit Development (PUD) district. Unlike conventional zoning, PUD's often allow for a mixture of land uses and afford a greater degree of flexibility with respect to overall densities and site layout. PUDs often include performance standards or community benefits that have to be met by the developer. These performance standards typically include incentives, such as density bonuses and/or removal of select regulatory obstacles. Using this approach, the Town could prepare a PUD ordinance that allowed for a wide range of building types and/or uses and offer incentives that encouraged attractive designs and pedestrian/multimodal connectivity to the South Queensbury Neighborhood and proposed Hudson River Waterfront Park.
- **Generic Environmental Impact Statement:** Preliminary engineering, permitting, and approval related development costs (i.e., soft costs) can be significant to a developer. The environmental review (SEQR) and approval process can be complicated, lengthy, and an impediment to site selection decisions. Given the scope and scale of the Ciba-Geigy redevelopment plan, the environmental review and approval process could be considerable in time and costs. As a means of encouraging and enticing development the Town could develop a Generic Environmental Impact Statement (GEIS) evaluating the potential environmental impacts for the site based on buildout of the site consistent with the conceptual redevelopment plan. By preparing a GEIS the potential impacts and appropriate mitigation measures can be identified upfront, and the cost of these measures can be equitably distributed to future tenants. This mechanism has been used successfully in the development of the Luther Forest Technology Campus and the Glens Falls Veterans Field/Tech Meadows sites.

It is recommended that the Town consider preparing a GEIS that would fully evaluate the anticipated environmental impacts of rezoning and redeveloping the site. In this manner, the Town would create a permit ready site and alleviate the need for a private entity to conduct this effort.

### **Funding & Partnership Opportunities**

Innovation-oriented developments typically require strong partnerships between government, businesses, and institutions of higher learning. Such partnerships are often referred to as the “Triple Helix” in the economic development community. The goal of such a partnership is to promote synergies that result in product innovation, increasingly skilled labor force, collocation of interrelated or supply-based businesses, opportunities for new spinoffs, and indirect job growth. In our region, SUNY Polytechnic Institute’s (formerly University at Albany’s) Colleges of Nanoscale Science and Engineering (CNSE) is perhaps the best example of the Triple Helix, whereby New York State, SUNY, and a multitude of businesses have converged to develop some of the most innovative technology in today’s market. While it is not suggested that the redevelopment of the former Ciba-Geigy site result in regional, national, or international technological hub, there are certainly many opportunities to leverage the region’s existing industries and academic institutions.

#### *START-UP NY*

In an effort to encourage such partnerships, New York State’s START-UP NY program allows every SUNY community college and four-year institution to establish a tax-free area for eligible start-up businesses that are within a one mile radius of a campus (note a waiver can be obtained for lands outside of the one mile requirement). Given SUNY Adirondack’s proximity to the former Ciba-Geigy site (approximately three miles) and the site’s economic redevelopment potential, it is recommended that the Town collaborate with SUNY Adirondack and NYS Empire State Development Corporation (ESDC) to designate the site as a Tax-Free NY area.

Recognizing this opportunity, SUNY Adirondack has already listed the former Ciba-Geigy site as a “potential” Tax-Free NY area within its approved START-UP NY program.<sup>3</sup> According to START-UP NY, “in order to locate in a Tax-Free NY community, businesses need to be aligned with or further the academic mission of the campus, college or university sponsoring the Tax-Free NY community, and their participation must have positive community and economic benefits.” The program offers “wide-latitude with respect to academic mission.” The intent of the program is to encourage new jobs. In order to qualify, a prospective business must be:

- A new startup-up company;
- A company that is relocating from out-of-state; or
- An existing NYS business that is expanding its operations (in such instances business must demonstrate that they are creating new jobs).

While attracting new business would certainly benefit the region, the Town and SUNY Adirondack could also work with existing industries to develop new opportunities. For example, Finch Paper could collaborate with SUNY and the Town on specialty fiber research and development or a local medical device manufacturer, or (as presented by IBM’s Dr. John E. Kelly III at Warren County EDC’s 2013 economic forum) a big data warehousing or high-tech environmental research firm.

### SUNY Adirondack START-UP NY Program

According to SUNY Adirondack’s approved START-UP NY program, the primary focus for the college is to support partnerships with the following business types:

- Large and small scale manufacturing. This may include industrial or consumer products, medical device and supportive industries, clean room technology and processing, agricultural or beverage products (particularly local), recycling of industrial or consumer products
- Software, IT, and new media solutions development
- Environmental research or product development
- Biological/health sciences lab/research facility

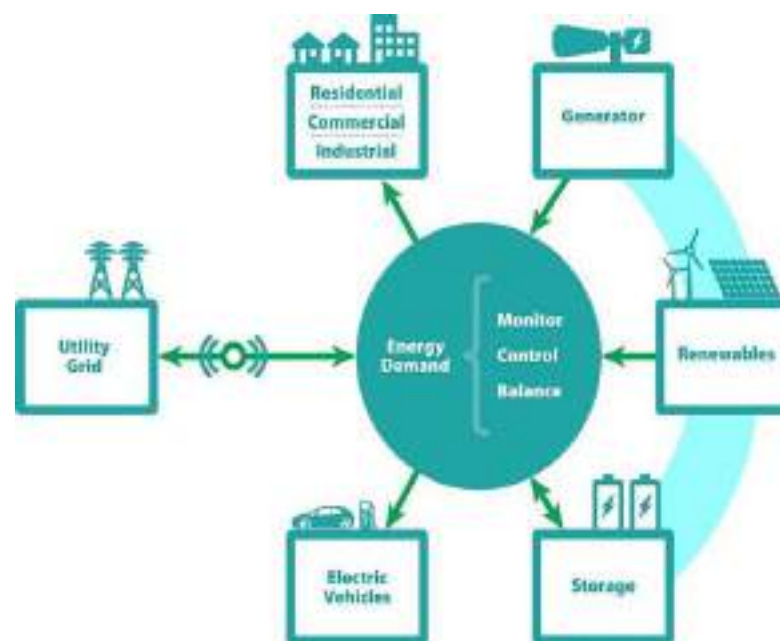
<sup>3</sup> <http://www.startup-ny.com/system/files/Adirondack%20Community%20College%20Campus%20Plan.pdf>



Development of a solar array also presents additional implementation and funding opportunities. As previously noted, such facilities are typically built in partnership with a solar company that completes all of the engineering, permitting, and construction work, as well as the long-term operations and maintenance. Several companies have already expressed an interest in partnering with Queensbury to develop a solar array.

### *Microgrid*

There has also been some interest in developing part of a microgrid on the former Ciba-Geigy site. In order to advance this idea the Town should meet with interested parties and discuss alternatives. This may include meeting with representatives from NYS Research and Development Authority (NYSERDA), National Grid, and Boralex. GE has also indicated an interest in developing a microgrid pilot project in the area. The Town could also meet with the Town of Moreau and City of Glens Falls, who were recently awarded NY Prize funding as part of the state’s [Reforming the Energy Vision](#) (REV) strategy. As part of this effort, the Town should consider developing of a more comprehensive, town-wide sustainable energy plan.



In addition to the above program and project partnerships, the Town should consider the following funding opportunities. The funding opportunities have been divided into private and public categories, consistent with the Phasing Strategy outlined previously. For organizational purposes, public infrastructure improvements (e.g.,

Phase I and Phase II roadways and utilities) that are intended to incentivize private development are included in the private funding opportunities below. For a complete list of funding opportunities, please see Appendix J.

### *Private Development Funding Opportunities*

- **Consolidated Funding Application:** In 2011, New York State made dramatic changes to the grant funding arena by developing 10 Regional Economic Development Councils (REDC) and a Consolidated Funding Application (CFA) process. This has created an efficient system for New York State funding agencies, and is an innovative approach to community and economic development. This is a highly competitive process with many funding programs due all at the same time (typically during the summer). The Town of Queensbury is in the boundaries of the Capital Regional Economic Development Council (CREDC). The CREDC, coupled with select NYS funding agencies, is responsible for reviewing and prioritizing CFA applications based on relevant program criteria and/or CREDC funding priorities. The CFA process includes the following funding opportunities that Town and/or businesses should consider in order to redevelop the former Ciba-Geigy site:
  - **Priority Projects Funding:** As part of the CFA process, Regional Economic Development Councils may identify priority projects that align with their respective economic development plan. If the REDC identifies your project as a priority for the region, there is a greater likelihood of receiving funding. There is a separate priority project application that is included in the CFA a process. The Town should consider reaching out to REDC representatives to discuss the project and perhaps attend the REDC's regularly scheduled meetings.
  - **Empire State Development Grant Funds:** Empire State Development (ESD) funds are for business, infrastructure, and economic growth investments. While ESD will fund infrastructure projects (e.g.,

Phase I and Phase II roadways and utilities, etc.), it needs to be tied to job creation/commitments and project ready. Funds may be used for:

- ✓ Acquisition of land, buildings, machinery and/or equipment;
  - ✓ Demolition and environmental remediation;
  - ✓ New construction, renovation or leasehold improvements;
  - ✓ Acquisition of furniture and fixtures;
  - ✓ Soft costs of up to twenty-five percent (25%) of total project costs; and
  - ✓ Planning and feasibility studies related to a specific capital project or site.
- **Empire State Development Excelsior Jobs Tax Credit Program:** The Excelsior Jobs Program is intended to promote job creation and incentives to such industries as biotechnology, pharmaceutical, high-tech, clean-technology, green technology, financial services, agriculture and manufacturing.
  - **Empire State Development Strategic Planning and Feasibility Study Project Grants:** funding is available for working capital grants to support 1) technical assistance to local businesses and 2) training and career development opportunities to local workers.
  - **Environmental Facilities Corporation Green Innovation Grant Program:** The Green Innovation Grant Program (GIGP) provides grants on a competitive basis to projects that improve water quality and demonstrate green stormwater infrastructure. Funding could be used for need and creative stormwater practices. Some green infrastructure practices may also provide added landscaping design features (e.g., bioretention basins or rain gardens, etc.).
  - **Community Development Block Grant Program:** Community Development Block Grant (CDBG) is a federally funded program that is administered by the Office of Community Renewal (OCR). The program includes funding for the following relevant initiatives:

- Economic development funding for private development (e.g., property acquisition, select construction financing, etc.)
  - Small business assistance
  - Public Infrastructure (e.g., water, sewer, and/or stormwater improvements, etc.)
- **Build Now-NY Shovel Ready Site Program:** While there is no funding support, according to the Build Now-NY program, it is an initiative designed to “pre-permit” sites for development. Build Now Shovel Ready-NY includes an inventory of locations for a wide range of other business profiles, making them ready for development when the opportunity arises and even creating opportunity. The site profiles include high technology manufacturing; warehouse/distribution/e-commerce centers; and multi-tenant business and technology parks. Locally, the Airport Industrial Park, Quaker Ridge Technology Park, Queensbury Industrial Park, Tech Meadows, and Wilton Global Development Campus are designated as Build Now and/or Shovel Ready sites.
- **Brownfield Opportunity Area:** Used to fund the Queensbury South Brownfield Opportunity Area Pre-Nomination Study (See Appendix A), the NYSDOS Brownfield Opportunity Area (BOA) is a three-phased program that focuses on community revitalization and economic development. After the completion of the Pre-Nomination phase, the Town of Queensbury is eligible to peruse Nomination phase funding, which can be used to further explore improved business collaboration, marketing initiatives, and site-specific redevelopment opportunities.

### *Public Development Funding Opportunities*

- **Consolidated Funding Application:** In addition to the private development funding opportunities, the CFA process includes a myriad of public funding opportunities that can be used to develop the proposed Feeder Canal Trail improvements and Hudson River Waterfront Park. This includes the following programs:

- **NYS Department of State Local Waterfront Revitalization Program:** Having funded the Hudson-Ciba Waterfront Revitalization Plan, the NYSDOS Local Waterfront Revitalization Program (LWRP) can be used to fund a host of waterfront, recreational, and cultural improvements, including trails, waterfront access, the proposed visitor center, etc.
- **NYS Office of Parks, Recreation, and Historic Preservation Municipal Grants:** NYS's Office of Parks, Recreation, and Historic Preservation (OPRHP) offers funding for the acquisition, development, and planning of parks and recreational facilities to preserve, rehabilitate or restore lands, waters or structures for park, recreation or conservation purposes and for structural assessments or planning for such projects. Similar to LWRP funding, OPRHP funding may be used for many of the proposed recreation and cultural amenities/facilities.
- **NYS Canalway Matching Grant:** The Canalway Grants Program is a competitive matching grant program available to eligible municipalities and non-profit organizations along the New York State Canal System. Funding is for Capital Projects that meet the objectives of the Regional Economic Development Councils and the NYS Canal Recreationway Plan. This may include proposed Feeder Canal Trail improvements and waterfront park.
- **Environmental Facilities Corporation Green Innovation Grant Program:** As previously noted, the Green Innovation Grant Program (GIGP) funds improved water quality and green stormwater infrastructure projects. Green infrastructure practices within the proposed waterfront park may also provide added landscaping design features (e.g., bioretention basins or rain gardens, etc.).
- **NYS Council on the Arts:** Funds are available for the study of and presentation of the performing and fine arts; surveys to encourage participation in the arts; to encourage public interest in the cultural heritage of the state, and to promote tourism by supporting arts and cultural projects. Culture & Heritage Project Grant (CHPG); Workforce Investment Program (WIP); Artistic Program Capital

Equipment (APCE); Technology Improvements Program (TIP). Such funding could be used towards the proposed waterfront park cultural amenities/facilities.

- **Empire State Development Market New York:** New in 2013, Market New York funding is intended to support “regionally themed New York focused projects.” Focused on “bolster tourism growth by promoting tourism destinations, attractions, and special events” funding can be used to create such tourism facilities as the proposed visitor center.

For further assistance, the following table (next page) illustrates the proposed recommendations and identifies potential leadership roles. While implementation will/should depend upon the availability of funding and/or partnership opportunities, the table also provides short (1-4 years), medium (4-6 years), and long-term (6-10 years) priorities for the Town’s consideration. However, it is important to note that short-term projects may require a significant amount of resources and time to complete. Conversely, long-term projects may be accomplished in a brief amount of time or with limited effort.

## Hudson-Ciba Waterfront Revitalization Plan Implementation Strategy

Initiate	Project	Implementation Steps	Leadership & Partnerships
<b>Short Term</b>	<ul style="list-style-type: none"> <li>▪ Redevelopment land use strategies</li> </ul>	<ul style="list-style-type: none"> <li>▪ Prepare GEIS and revise zoning and/or adopt a Planned Unit Development</li> </ul>	Town Board
	<ul style="list-style-type: none"> <li>▪ Ownership or Land Use Agreement</li> </ul>	<ul style="list-style-type: none"> <li>▪ Negotiate favorable ownership or lease agreement with BASF (work with real-estate broker)</li> <li>▪ Work with local and/or regional economic development entities to establish existing or new site-specific leadership strategy</li> </ul>	Town Board, BASF, EDC Warren County, Adirondack Gateway Council
	<ul style="list-style-type: none"> <li>▪ Phase I Development: new service road; improved sewer and water connections; intersection/entrance improvements; select stormwater improvements and extended electric, gas, lighting, and sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>▪ Pursue grants and/or funding mechanisms for Phase I design and construction</li> <li>▪ Pursue NYS Shovel Ready status</li> <li>▪ Pursue Tax-Free NY Area status</li> </ul>	Town Board, EDC Warren County, Adirondack Gateway Council, Regional Economic Development Council, NYSDOT
	<ul style="list-style-type: none"> <li>▪ Solar array or microgrid facility</li> </ul>	<ul style="list-style-type: none"> <li>▪ Work with preferred company to develop solar array or microgrid facility</li> </ul>	Town Board, Preferred Private Project Partner
	<ul style="list-style-type: none"> <li>▪ Pedestrian/trail and parkland facilities/amenities (e.g., improved Lower Warren crosswalk, Feeder Canal Trail improvement and/or visitor center, etc). Take into consideration the long-term work</li> </ul>	<ul style="list-style-type: none"> <li>▪ Pursue grants and/or funding mechanisms for public facilities/amenities</li> </ul>	Town Board, Regional Economic Development Council, The Feeder Canal Alliance, Lakes to Locks Passage, NYS Canalway, OPRHP, NYSDOS

Initiate	Project	Implementation Steps	Leadership & Partnerships
	that will be needed to create a pedestrian bridge over railway		
<b>Medium Term</b>	<ul style="list-style-type: none"> <li>Phase II Development: extension of service roads, sewer, electrical, natural gas, lighting, and sidewalks.</li> </ul>	<ul style="list-style-type: none"> <li>Pursue grants and/or funding mechanisms for Phase II design and construction</li> </ul>	Town Board, EDC Warren County, Adirondack Gateway Council, Regional Economic Development Council
	<ul style="list-style-type: none"> <li>Ongoing Pedestrian/trail and parkland facilities/amenities (e.g., waterfront park, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>Pursue grants and/or funding mechanisms for public facilities/amenities</li> </ul>	Town Board, Regional Economic Development Council, The Feeder Canal Alliance, Lakes to Locks Passage, NYS Canalway, OPRHP, NYSDOS
	<ul style="list-style-type: none"> <li>Phase III Development: 120,000 SF of development and associated infrastructure connections</li> </ul>	<ul style="list-style-type: none"> <li>Work with established site development leadership entity to attract business through funding programs and incentives</li> </ul>	Town Board, EDC Warren County, Adirondack Gateway Council, Regional Economic Development Council, SUNY Adirondack, NYSESD
	<ul style="list-style-type: none"> <li>Ongoing Pedestrian/trail and parkland facilities/amenities</li> </ul>	<ul style="list-style-type: none"> <li>Pursue grants and/or funding mechanisms for public facilities/amenities</li> </ul>	Town Board, Regional Economic Development Council, The Feeder Canal Alliance, Lakes to Locks Passage, NYS Canalway, OPRHP, NYSDOS



Initiate	Project	Implementation Steps	Leadership & Partnerships
<b>Long Term</b>	<ul style="list-style-type: none"> <li>Phase IV Development: redevelopment of the Warren County DPW site</li> </ul>	<ul style="list-style-type: none"> <li>Work with established site development leadership entity and Warren County DPW to attract business through funding programs and incentives</li> </ul>	Town Board, EDC Warren County, Adirondack Gateway Council, Regional Economic Development Council, SUNY Adirondack, NYSESD
	<ul style="list-style-type: none"> <li>Ongoing Pedestrian/trail and parkland facilities/amenities</li> </ul>	<ul style="list-style-type: none"> <li>Pursue grants and/or funding mechanisms for public facilities/amenities</li> </ul>	Town Board, Regional Economic Development Council, The Feeder Canal Alliance, Lakes to Locks Passage, NYS Canalway, OPRHP, NYSDOS

APPENDIX A:  
SOUTH QUEENSBURY BOA PRE-NOMINATION STUDY  
(ON CD)

APPENDIX B:  
ADVISORY COMMITTEE MEETING SUMMARIES

## Meeting Summary

**South Queensbury BOA (C303857)  
& Ciba Geigy Master Redevelopment Plan (C0070066)  
Project Scoping/Kick-off Meeting  
October 16, 2012  
T/O Queensbury Town Hall**

### **Attendees:**

Stuart Baker (Town), Andy Labruzzo (NYS DOS), David MacLeod (NYS DOS), Chris Round (Chazen), Margaret Irwin (Riverstreet-by phone)

### **The following topics were discussed:**

#### Project Advisory Committee (PAC)/Public Meetings

- Stu would like it a manageable size – 6-8 people
- DOS would like to review draft committee list
- Andy would like to be listed (but not a member) on PAC list to ensure this occurs
- Dave does not need to be a member, but likes to attend the first meeting.
- Neither wish to attend most committee meetings unless the community asks
- All scheduling public meetings should be coordinated with DOS
- Andy likes to be at public meeting

#### Project Documents & Communications

- Dave and Andy would like to be copied on all correspondence
- Andy is ok with electronic copies of interim stuff and paper copies and CD of final products. Dave would like paper copies of all. BOA would prescribe specific number of draft and final documents. Final products must be delivered in hard copy and on CD. The CD must contain the products in their original format (e.g., Word, Arc GIS, CAD, etc.) as well as PDF.
- EPF attribution (including logo) must be on all documents.
- Contract and work plan task number on all documents.
- Invoicing should include adequate information to identify what are BOA task and what are LWRP tasks.
- Department must review and approve all PRs prior to distribution.
- Town needs to provide procurement documentation; NYSDOS (Andy) will provide form for this purpose. BOA grant deadline is March 6, 2013. The Town can get an extension or submit the BOA in advance of the LWRP completion.
- LWRP grant deadline is Jan 2, 2014.
- Start reimbursement immediately. Process is currently slow (~6months). BOA allows for 25% advance.



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Project Scope

The following discussion/clarifications were made on the work plans for the respective projects:

<b>Master Planning for Redevelopment of the Ciba-Geigy Parcel (Ciba Master Plan)            NYSDOS Contract C007066</b>	
<b>Task</b>	<b>Notes</b>
7 Second Project Meeting	This task is satisfied by today's meeting
8 Public Participation Plan	<p>Very important and should be updated throughout the process. Riverstreet has a model and will help town with this. This plan will serve both projects.</p> <p>There are unique needs to each project. As an example the Ciba project should include meetings with the property owner and the County. Focus Group meetings to include Working and Recreational Waterfront</p> <p>The number of meetings will be established through the Public Participation Plan in consultation with the Project Advisory Committee and DOS. Three meetings are anticipated.</p> <p>Visioning- basic background, BOA components integrated. Stu prefers Ciba Geigy as focused vision. Then general vision for LWRP area.</p>
9 Site reconnaissance	<p>The scope in general includes a laundry list of information. Only relevant information from the list will be required to be included in the Site Reconnaissance. Relevant information will be determined in consultation with the Town, project advisory committee and DOS. A property survey will not be performed. This effort is focused on preparing a base map for the site to be prepared from information made available or routinely available through the public domain (i.e., GIS data coverage). It's important to understand that assets and constraints. Need to know more about rail line. The property owner may have data from past marketing. Important to bring assumptions to the communication. Communication between the team is essential. Stu does not think this is a problem</p>
10. Visioning Workshop	<p>The visioning workshop will be conducted concurrently with the 1<sup>st</sup> BOA workshop. Riverstreet will lead.</p>
11. Economic & Market Analysis	<p>The first phase of the analysis is preliminary</p>



	economic/market screen to demonstrate general support in the marketplace for potential uses. The more detailed work will be used to analyze the economic feasibility of a specific use at a specific site through a pro forma (or similar) analysis.
12. Evaluation of redevelopment Alternatives	Tasks 12 and 13 will be completed together The work program calls for the preparation of 3 alternatives; however the number of alternatives may be adjusted based on consultation with the Town, project advisory committee and DOS
13. Alternative Schematic Designs	See above.
14. Public Informational Meeting	Presentation of plans – no comments.
15 Selection of Preferred Alternative	The selection of a preferred alternative or alternatives will be accomplished based on consultation with the Town, project advisory committee and DOS.
16 Implementation Techniques/Action Plan	This should be a matrix of actionable items. This can include identification of additional studies and support a request for additional funds from DOS. Does not need to be a narrative. The matrix of action items should be categorized, described in priority order, characterized as short-, medium- or long-term, and include concept level cost estimates, responsible entity, and potential funding sources.
17 Draft Master Redevelopment Plan	The draft master plan may be presented as a schematic (conceptual) plan <u>with supporting documentation</u> . The format of the master plan will be determined in consultation with the Town, project advisory committee and DOS Product can be part of BOA but should be stand-alone. This task does not include the preparation of construction documents.
18 Public Informational Meeting	No comments
19 Final Master Redevelopment Plan	See 17 above

<b>South Queensbury BOA Scope (BOA)          NYSDOS Contract C303857</b>	
<b>Task</b>	<b>Comments</b>
1.6 Project Scoping Session	Today's meeting satisfies this task
1.7 Project Outline	No comments
2.1 NYS Community Seminar Series	Training has not been conducted and not mandatory. Attendance at NPCR is of value and is reimbursable.
2.2 Interagency Workshops	Same as 2.1
3 Community Participation	See Task 8 from LWRP/
4 Draft Pre-Nomination Study	David indicates this is simple, straight forward, pre-planning information. It should include relevant information and not be an exercise in gathering data –for data sake.
A. Community Overview & Description	All of the BOA Inventory info should some value to informing the decision making for revitalization activities and at the CIBA site Task 4.1 – not overlapping. Boundary is just BOA area boundary.
B. Project Overview & Description	David indicates to be brief
C. BOA Boundary Description & justification	David suggested expanding boundary to include the Ciba Geigy site.
D. Community Vision Goals & Objectives	Vision should paint a picture of the future state. Goals are more concrete steps about what you want to achieve to achieve that vision. Objectives should be actionable. There should be a clear 'thread' between them.
E. Community Participation Techniques and/or Process	Comments similar to LWRP project
4.2 Preliminary Analysis of BOA A. Existing Land Use and Zoning B. Brownfield, Abandoned, and Vacant Sites C. Transportation & Infrastructure D. Land Ownership Pa E. Natural Resources F. Summary of Preliminary Analysis & recommendations	Key is to focus on relevant sites. Site profiles are include as an appendix. Sites are not only actual brownfields. Don't need basic spills records. If site is not available for reuse don't need to be documented. In body of site- brief summary with reference to profiles. List F page 11 lists types of sites. Level of detail for Ciba Geigy at higher level of detail. Particular attention to housing rehab programs, infill, opportunity for mixed use and Gateway treatments  Dave referenced key recommendations section, wants you to identify the specific studies you will need to do in Step 2. This drives future grant applications
5. Completion and Approval of Pre-	Its OK to submit a draft in order to make an



Nomination Study 5.1 Draft Pre-Nomination Study 5.2 Final Pre-Nomination Study	application for the next round of funding
6 SEQRA	Long EAF is OK. If the Town does not complete SEQRA at this stage it can/should be done at Step 2. The Project should acknowledge that a GEIS may be prepared and that the work completed should have value in preparing a GEIS
7 Project reporting	No comments

#### Other Comments

- BOA Area is low/moderate income. Town has made investment w/ both NYS and federal funds in housing rehabilitation. The area lacks recreation resources.
- The DOS wants community to be thinking about next grant round. Public components may actually move forward more quickly
- The Ciba It is the only real 'heavy' industrial site and the Town may feel that is important to retain.
- Despite name of BOA is really community revitalization plan. How will you use brownfield to make the community a better place? BOA does not care what uses are in the final plan as long as the community benefits.
- May end up with preferred alternative or multiple components that are analyzed later in subsequent
- Stu commented that there will be certain "givens". Need to communicate those to the public.
- Town should submit payment requests on a fairly frequent basis, as there is currently a 6-8 month delay from NYS. A request for payment on partially completed tasks is OK.
- BOA will offer a 25% cash advance upon request from Town.
- Once BOA Step 1 is complete, sending in final reports and payment request regardless of where LWRP project is.
- Andy anticipates 1-2 weeks required to review draft materials submitted for review/comment.

#### **Follow Up:**

1. Chazen to forward agreement to Town for review and approval. (Received by Town on 10/19/12.)
2. Stu to identify committee members and coordinate first committee meeting
3. Andy to provide Town with Procurement certification form. (Received by Town on 10/16/12).

Notes prepared by C. Round  
[cround@chazencompanies.com](mailto:cround@chazencompanies.com)





**Town of Queensbury**  
**Queensbury South Vision Plan**  
**Draft BOA Community & LWRP Public Participation Plan**

**Queensbury South Vision Plan Committee (Committee)**

The Committee will be responsible for the development of the Queensbury South Vision Plan. The Committee consists of Town residents, staff, elected officials, recreationists, and property and business owners.

<b>Name</b>	<b>E-Mail</b>
Chris Harrington	chrish@queensbury.net
Chris Hunsinger	hunsingerc@co.warren.ny.us
Ronald Montesi	ronm@queensbury.net
Joe Strauss	jts.hje@verizon.net
John Strough	ward3@queensbury.net
John Wheatley	jwheatley@edcwc.org

**Key Contact**

Stuart Baker, Senior Planner  
Planning  
Town of Queensbury  
(518) 761-8222  
stuartb@queensbury.net

**Public Workshops**

The Queensbury South Vision Plan Committee will seek meaningful public participation throughout the planning process. The will include the following workshops:

**Public Visioning Workshop (Workshop No. 1)** – The inventory of the Study Area, site reconnaissance, and the preliminary market analysis and stakeholder sessions will provide the basis for the first public workshop. This work effort will serve the dual purpose of informing the vision for the BOA Pre-Nomination Study and visioning for the redevelopment of the Ciba-Geigy site. An outline of the BOA/LWRP Program, a discussion of existing study area limits, an overview of the BOA Study Area existing conditions and the Ciba-Geigy site characteristics will be presented. We will review the study area inventory as a large group and then break out into small groups to conduct a community mapping exercise, initially focused on refining the



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inventory elements and identifying BOA Study Area opportunities.

The second component of the small group effort will be to identify initial ideas about the Ciba-Geigy site's reuse opportunities and long-term redevelopment goals.

**Concept Design Public & Draft BOA Recommendations Workshop (Workshop No. 2)** – Using information gathered during the inventory and analysis process, the public vision workshop, stakeholder meetings, preliminary market analysis, and project website (see below) the Committee and the Consultant Team will develop draft BOA recommendations and a series of schematic plans that will include a mix of potential reuses for the Ciba-Geigy LWRP site.

During the public workshop a discussion of the BOA study focusing on the associated draft recommendations will be presented. In addition to the draft BOA recommendations, various designs/uses alternatives will also be presented. The public workshop will include a ranking method for use by the public during this meeting to identified preferred schematic designs. Input obtained during the public workshop will be used to revise the alternative designs/uses and BOA recommendations.

**Public Workshop No. 3** – A public information meeting to present the final Queensbury South Vision Plan concept plans and recommendations will be held. The Committee will first review and approve the Vision Plan prior to this presentation.

### **Additional Outreach Strategies**

In addition to the above Public Workshops, the following methods will be used to obtain public input.

- **Focus Group Meetings** – Focus group meetings will occur at the onset of the planning process. Focus groups will be organized according to their particular expertise and the desired end use of the property. This may include a working waterfront focus group and recreational waterfront focus group.
  - Working Waterfront Focus Group – The working waterfront may include representatives from the GF Cement Co., DA Collins/Jointa-Galusha, the Town's Water/Wastewater Departments, Finch Pruyn, ED Warren County, NYS Empire State Development, and the Warren/Washington IDA. Discussion may focus on development opportunities, local industry clusters, state economic development initiatives and incentives, etc.
  - Recreation Waterfront Focus Group - Representatives of the recreational waterfront focus group may include the Feeder Canal Alliance, NYS Canal Corporation, NYS Parks, and Warren County Safe and Quality Bicycling Organization. The recreational waterfront focus group may explore improvements to the Feeder Canal, a Hudson River Visitor's Center, and regional bicycle/pedestrian initiatives.

Focus group discussions would occur after a brief project overview was presented. Participants would offer their insight as to the assets and opportunities that are worthy of further exploration by the Committee.



- **Queensbury South Vision Plan Website** - Information related to the planning process will be posted on the Queensbury South Vision Plan website ([www.queensburysouth.com](http://www.queensburysouth.com)). The website will help with and/or include the following:
  - Share content with the public (i.e., meeting summaries, maps, concepts and plans, pictures, links, etc.)
  - Public outreach (i.e., public workshop announcements, etc.)
  - Obtain public input (each post/page will include a place for people to comment)
  - Conduct online surveys (i.e., Survey Monkey, onsite QR codes for smartphone users, etc.)
  - Integrate with Town website and social media outlets (i.e., Facebook, Twitter, etc.)
  - Interactive mapping that will incorporate GIS related information

These public participatory methods will be incorporated into the overall planning process as outlined in the Table 1, Planning Process.



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**Table 1 - Planning Process**

Task	Month												
	1	2	3	4	5	6	7	8	9	10	11	12	
A. Project Scoping	▲												
B. Community Participation Plan	★												
C. Stakeholder Sessions & Initial Outreach		█											
D. Preliminary Market Analysis		█		★									
E. Inventory of Existing Conditions		█		★	Draft Pre-Nomination Study (Part 1)								
F. Community Visioning Workshop			★										
G. Evaluation of Redevelopment Opportunities			█		★	Draft Pre-Nomination Study (Part 2)							
H. Alternative Schematic Designs			█		★	★							
I.1 Selection of Preferred Alternative						█							
I.2 Implementation Techniques & Action Plan							█		★	Action Plan			
I.3 Public Informational Meeting								★					
I.4 Draft Master Redevelopment Plan				Draft Redevelopment Plan				█		★	★		
J. Final Master Redevelopment Plan					Final Master Redevelopment Plan				█		★		
Project Advisory Committee Meetings	①		②		③		④		⑤		⑥	⑦	

Meeting/Public Participation Events:

- ▲ = Project Initiation meetings
- ① = Steering Committee Meetings (seven planned)
- ★ = Community Meeting (Visioning Workshop, Informational Meetings)
- ★ = Deliverable Issued



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## Meeting Summary

**South Queensbury BOA (C303857)  
& Ciba Geigy Master Redevelopment Plan (C0070066)  
Advisory Committee Meeting No. 2  
May 23, 2013  
New Beginnings Community Church (487 Dix Avenue)**

### **Attendees:**

Supervisor Ron Montessi, Councilman John Strough, Chris Hunsinger, Stuart Baker (Town), John Wimbush (NYSDOS), Paul Cummings, Chris Round

### **The following topics were discussed:**

1. Mr. Round reviewed the Agenda. Much work has been completed since the initial meeting. Work focused principally on the BOA Study Area, information gathering and public visioning.
2. Mr. Cummings reviewed the key points of the Public Workshop and the Focus Group meetings. Notes from each meeting were distributed.
3. Mr. Cummings reviewed the Draft Study Area Concept Plan (copy distributed) and the key recommendations that were developed in response to public input and based on previous Town and AGFTC studies. They include:
  - a. Street Hierarchy and alternative street treatments to address transportation issues and bicycle and pedestrian safety and connectivity.
  - b. Streetscape improvements (e.g., lighting, signage, street trees, etc.)
  - c. Gateway treatments
  - d. Pocket park(s) opportunities
  - e. Infill development opportunities

The Committee discussed the draft concept plan and provided feedback. They discussed additional signage opportunities, gateway enhancements, and connectivity improvements to the Feeder Canal.

4. Mr. Round provided a brief synopsis of the status of remedial activities at the Ciba Geigy site. Hercules is responsible for clean-up activities; CIBA provides some oversight and financial resources. BASF is the current owner and does not have an active role. The site is classified as Class 2 Inactive Hazardous waste site. All "active" remediation of the site has been completed. Contamination of site soils and groundwater remains. Institutional controls (i.e., fence, deed restrictions, etc.) prevent exposure. Groundwater collection continues; approximately 100,000 GPD is treated and sent to GF WWTP. A copy of NYSDEC document summarizing on-site status was provided.

Based on previous discussions with NYSDEC, it is possible to use the site for industrial



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- purposes and it may be possible to provide further clean-up for a broader range of uses. A meeting with NYSDEC is pending. A site visit with BASF representatives is scheduled for June 6<sup>th</sup> at 1:30 PM. We will meet at the Warren County DPW building on-site
5. Mr. Round provided a brief overview of the Mark Analysis that was prepared by Riverstreet. The analysis is to be completed in two phases. Phase I (complete) is a broad overview of the market potential for the site. Phase 2 will include a more in-depth analysis of the preferred alternatives that will be selected during subsequent planning phases. Based on the visioning workshop and focus group meetings, Riverstreet examined six alternate uses:
- Intermodal facility
  - Distribution Center
  - Technology/ Chip Fab Manufacturing Support
  - Medical Device Manufacturing
  - Solar Array
  - Waterfront/Recreation/Cultural Tourism Uses
6. The Committee reviewed site profiles for each of the alternatives and discussed their viability. The Committee also discussed academic and private research and development partnership opportunities that could occur on the site. While the Committee showed some preliminary interest towards an intermodal facility (that perhaps distributed food related products or slate), a technology-oriented facility (e.g., chip fab related, data warehousing, environmental research, etc.), a solar array (particularly along the most restricted portions of the site), and/or a cultural/recreational facility, they agreed that they needed additional time to review the site profiles in order to make a decision. Mr. Round suggested that they a survey aid be distributed amongst the Committee to garner additional input and to identify preferences.
7. The Committee discussed next steps, including revision to the concept plan, preparation of the draft BOA Pre-Nomination study, the Ciba-Geigy site visit, and preparation for the next public workshop.

#### Follow Up:

1. Chazen to coordinate with BASF for June 6<sup>th</sup> site visit.
2. Chazen to revise draft concept plan based on the Committee's input.
3. Chazen to prepare draft BOA Pre-Nomination study for distribution to DOS and Committee.
4. Chazen to prepare Ciba-Geigy site alternative preference study and distribute to the Committee.

Notes prepared by C. Round  
[cround@chazenco.com](mailto:cround@chazenco.com)



## Meeting Summary

**South Queensbury BOA (C303857)  
& Ciba Geigy Master Redevelopment Plan (C0070066)  
Advisory Committee Meeting No. 3  
August 29, 2013 2:00 PM - Town Hall**

### **Attendees:**

Supervisor Ron Montesi, John Strough, Chris Hunsinger, Joe Strauss, Stuart Baker, Paul Cummings, Chris Round

### **The following topics were discussed:**

#### 1. Draft BOA Pre-Nomination Study

Chazen provided a brief overview of the Draft Pre-Nomination Study identifying the recommendations and the concept plans depicting the recommendations. Hard copies of the documents were distributed for review. Supervisor Montesi discussed NYS DOT's plans to make improvements to Dix Avenue. He also indicated that Town recreation funds may be available for a pocket park. Comments on the draft plan should be provided to Stuart Baker no later than September 17, 2013.

#### 2. NYS DEC Meeting - CIBA Environmental/Regulatory Constraints

A brief review of the July 16, 2013 meeting with NYSDEC officials was discussed. A summary of the meeting was previously provided (copy attached). Based on the environmental/regulatory constraints, the property may currently be used for industrial purposes and a broader range of uses is achievable through consultation with NYS DEC (see the referenced meeting summary for additional details). Development of the "out" parcels (located at River Street and Quaker Road) were identified by the group as having greater short term potential.

#### 3. CIBA Site Redevelopment Concepts

The group reviewed the three initial concepts: 1) Distribution/Transportation, 2) Professional/Retail, and 3) Mixed Use/Professional. All three alternatives include a solar array component and an open space/waterfront component. The open space component could include a historic/cultural resource facility as depicted on Option 2. The group discussed monitoring well locations, extraction well locations, and subsurface stormwater infrastructure. Chazen noted proposed structure placement is conceptual and monitoring well locations may be impacted.

Councilman Strough indicated consideration should be given to discussing the site's potential for locating a Regional WWTP. Some discussion about compatibility of a WWTP with professional office uses etc. ensued. Neighboring communities have expressed an interest in pursuing a regional facility.



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Mr. Strough indicated the plan should also include a reference to the Governor tax free zones- "StartUp NY," and the potential for SUNY ACC to establish a business incubator on the site. It was noted that each of the alternatives could accommodate the program.

Mr. Strauss indicated that key to development of the site will be to provide some incentive to an end user that will make the site attractive given its environmental issues and the availability of other property.

The group discussed site control/acquisition alternatives including purchase, lease, leaseholder (i.e., Town, IDA, LDC), terms, etc. BASF previously indicated that they preferred to lease the site rather than a fee simple sale. Because the Town does not own/control the site, discussion with the landowner as a next step is important to understand acquisition options.

### **Next Steps**

- a. Committee comments on the Draft Pre-Nomination Study by September 17th
- b. Chazen will explore WWTP concept/site needs
- c. Chazen to contact BASF Representatives for meeting to discuss current status and Town's interest development.



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## Meeting Summary

**South Queensbury BOA (C303857)  
& Ciba Geigy Master Redevelopment Plan (C0070066)  
Advisory Committee Meeting No. 4  
January 8, 2014 1:30 PM - Town Hall**

### Attendees:

Supervisor John Strough, Chris Hunsinger, Joe Strauss, Stuart Baker, John Wheatley, Victoria LaMarque, Paul Cummings, Chris Round

### The following topics were discussed:

#### 1. Draft BOA Pre-Nomination Study

Chazen provided a final Draft Pre-Nomination Study to Stuart Baker; addressing the Town's comments. A final copy has been placed on the Chazen Dropbox and Stuart will transmit a copy to NYSDOS's David McLeod for review. NYSDOS need to accept the study and the Town would then 'adopt' the plan.

#### 2. BASF Meeting – Property Restrictions/Disposition

Chris Round provided an overview of the meeting with BASF officials (Nov. 11, 2013) utilizing their PowerPoint to assist with the overview. (Summary notes from the 11/13 meeting were distributed in advance of the meeting). Key points from the discussion include:

- BASF will entertain sale of the outparcels and may lease the Main Plant site.
- No residential use will be permitted.
- The concerns with office and other non-industrial uses is the use of landscaping and stormwater management measures that may penetrate the protective soil cover and introduce stormwater into the subsurface.
- Leakage water from the Feeder Canal is an issue to BASF.

#### 3. Site Redevelopment Concept Discussion

Paul reviewed the various concepts discussed with BASF officials. Based on discussions, collectively the group would like the preferred concept to include:

- A focus on Flexible space (Manufacturing/Research/Office)
- Opportunities for ACC/Startup NY
- End uses may include support facilities related to Global Foundries or solar, battery, LED production, and/or training facilities (similar to HVCC).
- More information/design concepts for the park space should be prepared prior to public input.



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#### 4. Developer Enhancements

The committee discussed the need to entice developers to the site, which may include getting the site shovel ready via a Planned Development District and Generic Environmental Impact Statement (GEIS). It should also leverage new NYS tax incentives, including no taxes on new manufacturing operations. This may also include marketing strategies (CP Rail, National Grid, etc.).

#### **Next Steps:**

- a. Prepare a Draft Redevelopment Plan depicting the preferred concept.
- b. Engage Riverstreet to complete the Market Pro-forma. We anticipate this will take approximately 6 weeks.
- c. Schedule an Advisory Committee Meeting for late February.
- d. Public Workshop targeting mid to late March.



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APPENDIX C:  
FOCUS GROUP SUMMARY

**Queensbury South Vision Plan**  
**Economic & Recreation and Open Space Focus Group Meetings**  
**April 11, 2013**

**1. Economic Focus Group (@ AngioDynamics)**

Participants included Town of Queensbury Wastewater Department, City of Glens Falls Engineer, representative from CP Rail, AngioDynamics (medical device manufacturer), Lehigh Cement, EDC Warren County, Town Board members, and Queensbury Planning Department.

- **The neighborhood** is one of two housing rehab areas, but there has been a slow response from this neighborhood, which has a lot of rental property. The neighborhood is not a big tax base generator and does not get attention. The neighborhood would like an emphasis on bike and pedestrian issues, housing conditions, and neighborhood pocket parks.
- BASF owns Ciba Geigy site and was not at the meeting. They are hard to engage but not totally negative. The site is not really on their radar.
- **CP Rail** offered background on CP rail. They are being assertive about growth. Any local improvements are based on traffic volumes. The facility would benefit from some kinds of industrial development. But he observed that taking a part in the high tech industries and/or industries that support GlobalFoundries, while it makes sense, those businesses don't move goods by rail so it would not result in improvements, but that might not be necessary. The track they have in the area will need to be updated in a few years. CP is definitely interested in being a partner. They serve five local industries including Lehigh Cement and Finch Pruyn. The line currently terminates at Finch Pruyn. The line cannot handle double stacked containers. There could be an option of an intermodal function if volume increases (moving goods from rail to truck and vice versa). With regards to GlobalFoundries spin offs, it may be necessary to evaluate the many industries that typically follow a chip fab into the area. For example, such facilities typically use specialty gasses. Perhaps that is an option.
- **Lehigh Cement** observed that the nature of their operation makes for a difficult neighbor and that they would prefer to have similar heavy industry on the Ciba site so there are not conflicts. Their quarry has an expected 80-100 year life/capacity. There have been a number of people advocating for an on-site solar array. If that were to be pursued there is a need to speak to some potential developers. However, Lehigh noted that the cement company is a very heavy user of electricity (12 MW a day). They noted that if they were to pursue solar they have enough land to do on-site. Lehigh has 70-80 acres on the north side of the Hudson River and 250 acres on the south side. They are not looking to expand the plant, though they expect an increased number of employees in the future. Lehigh noted that they have safety concerns regarding canoe and kayak access within the vicinity of their site given the nature of their operations.
- **The Glens Falls Wastewater Treatment Plant** has approximately 5 mgd available capacity. However, much of it is committed to other municipal users for future expansion. They have about 1 million mgd that is not committed. The plant could be expanded to 12-18 mgd. Ciba helped construct the plant and when it was fully operational it used 3 mgd. Today, the site generates 150,000 mgd and can peak to 300,000 mgd. The infrastructure is likely in good condition and can carry the original load. There is an operating pre-treatment plant on the Ciba site that is processing the captured groundwater.



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- **Water capacity** is not a problem at all.
- **Electrical capacity:** The area has 115 MW transmission line and can service heavy industry. Not usually available. Certain industries look at high electric transmission sites – what industries have these needs?
- **Other Market Ideas:** It was noted that there is not enough industrial development land within the area. Others noted that industrial land in nearby Moreau is going unused. Regarding redevelopment, the question whether NYS will offer some indemnification was raised. Concerns regarding liability for future property owners were also raised. From a revitalization perspective, any redevelopment of the site would help the entire region.
- With respect to manufacturing and medical device manufacturing, there is a facility closing in Argyle that is moving jobs to Mexico. That has been happening regularly within the industry. The businesses related to medical device manufacturing are plastics, tubing manufacturing, extrusion, injection molding. Any support business may be helpful.
- There is the perception that the Town will acquire the site, which may be an option, but not necessarily the only path forward. It was noted that private and public partnerships present great opportunities.
- Participants noted that people enjoy recreating in the area, including fishing and walking their dogs.

## 2. Recreation and Opens Space Focus Group (@ Queensbury Town Hall)

Participants included Moreau State Park representatives; Warren County Safe and Quality Bicycling Organization, AGFTC, Feeder Canal Alliance, Supervisor of Queensbury, and Queensbury Planning Department.

- **Level of Contamination:** There is a perception that the Ciba site has a high level of contamination because it made paint pigments. However, it was noted the site is under active remediation and that a fully contained landfill was constructed to hold contaminated waste from the site. If there is future access, public education regarding the condition of the site would be necessary.
- **Warren County DPW site** is being considered available for development for planning purposes. Warren County DPW has acknowledged that they would like to consolidate their facilities at the Warren County Airport.
- **Lehigh:** Concerned with public access and safety within the vicinity of their facility. It was noted that the Lehigh cement quarry has 80-100 years left in operational life. As such, the current operations will likely not change in the near and distant future.
- **Fishing:** People are currently fishing from a spot at Shermantown Road. It is a portage point, and the dock is in very bad shape.
- **Arts :** Participants liked the idea of using the waterfront like Storm King in Ulster County for art and culture facilities/attractions.
- **Moreau Park:** There is an opportunity to connect Saratoga State Park with Moreau State Park. They now have permission to go through Mt. McGregor Correctional Facility property, which was the last point of conflict. The trail will connect to other assets and waterbodies.

- **Strategic Location:** The Ciba site has a great convergence of regional trails. This includes Feeder Canal Trail, Champlain Canal Trail, Warren County Bikeway, future trail improvements on Pruyn Island, etc. The roadways are opportunities for improved access for the region and from the neighborhood to these trails.
- **Feeder Canal:** Feeder Canal travels through this area. Feeder Canal use is divided by City of Glens Falls, usage study suggest that there are two user groups, those who travel along the trail east of the City (Finch Pruyn) and those that travel points west of Finch. Improved links throughout the city, coupled with key access points, would help through traffic/travel along the Feeder Canal.
- **Heritage:** Site opens the possibility to tell story of industrial history of the area, including logging, paper manufacturing, and mining. There is huge social history of the Hudson River (e.g., Spier Falls Dam, which in 1902 was fourth highest dam. A hotel was built so people could come and watch the dam be constructed).
- **Canoe and Kayaking:** Network trying to map this part of the river for portage around/within the City and around Glens Falls. When the dams are relicensed, there is a need to take into consideration canoe and kayak portage. Feeder Canal below Murray Street small portage, go into canal, get to Shermantown and bypass the fall. Kayaking is the fastest growing recreation sport in the nation. Lack of control over river velocity and volume is a concern. Since it is regulated and they will open the dam and water level changes dramatically. The stretch of river ranges from class 1-3 (depending on water levels) in a very short distance.
- **Facilities:** There is a lack of bathroom and other facilities along the trail. The Ciba site is a logical point. The Feeder Canal Alliance now tells people to stop at Stewarts (or similar business) at this point. 90,000 people per year use the Feeder Canal Trail. The area also needs safe parking.
- **Biking:** Road biking needs pavement so consider paving trails eventually. Perhaps there are off-road biking possibilities? Moving through the City along the trail is difficult given the trail and road configuration. Additional bike lanes, widened roadways, or shared road facilities (e.g., signage, sharrows, etc.), would be beneficial. Bikers noted that it is acceptable for people to ride bikes on sidewalks on Warren Street. A longstanding issue regarding bike access along Oakland where there is no room for bikes and they do not want a bicycle in a sidewalk. It was noted that the sidewalk along the Civic Center is wide and could be narrow/used for bike access. In general, there is a need to consider the needs of all types of bicyclists.
- **Roadway network and connections to neighborhood:** Residents would like to get to waterfront and have parks locally.
- People are walking and biking along Dix Avenue without pedestrian facilities. Boulevard is a great biking road. Dix Avenue and Warren Street are deficient for pedestrians and bikes. The current at-grade Feeder Canal trail road crossing on Warren/River is dangerous given line of sight and travel speeds. Riding on Queensbury Avenue is not hard
- Should consider cell phone tours along trails and at park/public access and cultural facility locations.
- Good time to focus on recreation because there will \$90 million in funding over the next five years for parks through OPRHP.



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APPENDIX D:  
NYSDEC MEETING SUMMARY

## Meeting Summary

### South Queensbury BOA (C303857) & Ciba Geigy Master Redevelopment Plan (C0070066)

**Subject:** Former Ciba Geigy Inactive Hazardous Waste Site- Status  
**Location:** NYSDEC Offices 625 Broadway Albany NY  
**Date:** July 16, 2013  
**Attendees:** NYSDEC - James Harrington, P.E.; John Swartwout, P.E.; and  
Brian Jankauskas, P.E.;  
Town of Queensbury - John Strough, Stuart Baker  
Chazen Companies- Chris Round, Arlette Meader

#### The following items were discussed

1. Active remediation has been completed on the Main Plant site and upland properties. Investigation/remediation of sediments located in the Hudson River and below Bakers Falls Dam have not been completed and therefore the site remains a Class 2 inactive HWS (and not Class 4). These sediments may be investigated after the GE/PCB dredging project comes to a close.
2. The site (all properties) is being managed under a RCRA Post-Closure Permit and the ongoing management of the site is subject to a Site Management Plan (SMP). The SMP is not a conventional SMP (i.e., using the NYSDEC template available today) as the remediation and closure documents predated the current standards. The SMP is comprised of component parts which include the RCRA Permit, the deed restriction, a Groundwater Monitoring Plan, a Statement of Basis (similar to a ROD- or a Remedy Selection Report) and an as-built of the closure. Lots and/or land area may be removed from the permit by petition to NYS DEC if site conditions warrant.
3. Preliminarily it's understood there is 2 feet of soil cover over the Main Plant site. This portion of the site is currently restricted for Industrial Use. A solar array, a municipal WWTP, and other manufacturing type uses fall into this category and would be permissible. Passive recreation would be allowed under the commercial use restrictions and active recreation would be permitted under the residential use classification.
4. Any change in use requires notification to NYSDEC. In addition, NYSDEC will need to review design plans for proposed site reuse.
5. 6 NYCRR Part 375 provide guidance on soil clean-up objectives, and the definition of industrial, commercial and residential uses as they relate to the uses permissible on the site. DER-10 provides guidance on the required engineering controls (i.e., minimum soil cover). The simple version is that the existing soil cover (18 inches of select fill and 6 inches of top soil) should be adequate for either commercial or industrial uses.
6. We understand that the deed restriction allows the site to be used for industrial purposes, and not commercial, only based on the site's zoning as two feet of clean cover



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- were installed at the site. We understand that additional soil cover and/or sampling may be required to allow a greater variety of uses.
7. An amendment to the deed restriction can be requested from the NYSDEC. Additional information (i.e., analytical characterization, verification of cover thickness) is likely required to support a petition to amend the deed restriction.
  8. A re use plan needs to consider long term monitoring and remediation of groundwater and provide free access to these facilities (i.e., well, conveyance systems/piping). The groundwater extraction system will be in place for some time. Vapor evaluation will be required for development of the Main Plant.
  9. The environmental status of properties located outside the Main Plant is not completely understood at this time. It's likely additional soil testing of the Pre-treatment Plant parcel and the triangular wooded lot would be required, prior to identifying permissible reuse options, as an example. Several properties may not require any further work.
  10. Purchase of the property by a third party requires the purchaser to be added to the RCRA Post-Closure Permit. It is unknown if a third party lessee (such as the Town) or the property would require similar action.
  11. Copies of the key documents – specifically the SMP can be made available to Chazen (Brian has already provided the documents that comprise the SMP).

#### **Follow Up:**

1. Chazen to request copies of SMP and key documents (underway).
2. Chazen to provide NYSDEC copy of draft redevelopment concept/plan for informal review.
3. Longer term, review of the environmental characterization of the upland parcels is necessary to ascertain re-use potential.

Notes prepared by C. Round  
[round@chazencompanies.com](mailto:round@chazencompanies.com)



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APPENDIX E:  
BASF MEETING SUMMARY

## Meeting Summary

**South Queensbury BOA (C303857)  
& Ciba Geigy Master Redevelopment Plan (C0070066)  
Meeting with BASF Representatives  
T/O Queensbury Town Hall**

**November 21, 2013**

**Attendees:**

Town of Queensbury: Ron Montesi, John Strough, Brian Clements, Stuart Baker.

BASF: Charlie Waltz, Brian Diepeveen, Steve Havlik, Wayne St. Clair.

Jeff Tennyson (Warren Co. DPW), Ed Bartholomew (Warren Co. EDC),  
Chris Round (Chazen), Paul Cummings (Chazen).

**The following topics were discussed:**

BASF provided a PowerPoint presentation (attached) outlining a series of topics and issues relating to the Ciba Geigy site. Briefly:

- Remediation work on the Ciba site has occurred over a 20 year period and corrective measures were completed in 2004
- BASF has over 120 Inactive sites and has redeployed ~90 sites
- BASF Environmental Standards for Redeployment are more stringent than NYSDEC/USEPA
- Much of the Main Plant site has 2' of clean fill and the 'East Area' has never been developed
- BASF includes deed restrictions and deed reverter clauses. Property is returned to BASF if future user proposes use other than permitted- end user only returned their initial investment (i.e., purchase price). BASF is more stringent in this regard than most chemical companies. DuPont more so.
- BASF decision makers regarding disposition of the site are "in the room" (Brian, Charlie, Steve)
- Some lands may be available for sale (North Lot, Pre-Treatment Plant lot) some lease only. In general, BASF will desire long term control of any engineered structure to ensure compliance/maintenance and may entertain a 95 year lease.
- Jeff Tennyson discussed WCDPW current uses/lease of property to recycler.
- Steve reviewed the remedial activities completed. Site now in post closure/maintenance
- Steve reviewed the status of the various properties (details contained on PPT)
  - Contaminants on site limited to VOCs in groundwater and metals in soils
  - Current restrictions include Deed notice and Hazardous Waste Site Permit obligations
  - Post closure Inspection and Monitoring required



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- Specific restrictions include: Industrial use only, maintain access to all monitoring wells (wells could be moved)
  - No use of groundwater
  - Construction limited to slab on grade
  - Vapor Intrusion precautions (i.e., passive venting, membrane protection) would be required
- 
- The Feeder Canal is leaking and contributes a significant amount of the groundwater flow through the site. Prevention of this leakage would be beneficial. Stormwater travel through the site is problematic and needs to be managed.
  - There are use restrictions on Warren County's property as well as a condition of sale/purchase- similar conditions
  - Steve reviewed the various concepts provided by Chazen/Town.
    - Generally- no residential use would be permitted
    - Some concern with certain aspect of professional/office uses (landscaping was an issue noted)
    - Passive recreation use may be permissible- several site design issues were discussed that may be prohibited. These include the introduction of stormwater, landscaping-trees/root balls, penetration of protective cover, and exposure of soils.
  - Pretreatment Plant site
    - Some additional soil removal. Property available for sale ~1<sup>st</sup> quarter 2014
    - No planned removal of tank. Obsolete infrastructure could be removed as a condition of sale
  - North Lot
    - Similar soil removal. No mandate by NYSDEC to do so
  - BASF is currently negotiating real estate listing with Broker. The North Lot could be available for sale as soon as 6 months.
  - Ed Bartholomew expressed concern that all of the Town's efforts to date will be lost if the sale of the property occurs without engaging the Town
  - The group discussed how to collaborate moving forward. The Rensselaer site provides a good example/case study. Clifton, NJ skateboard park and Wyandotte, Michigan, MI on the Detroit River are also good example/case studies
  - The Town might explore possible zoning revision to support desired development or creation of a Planned Development District.

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TOWN OF QUEENSBURY 742 BAY ROAD QUEENSBURY, NEW YORK 12804 518.761.8201 WWW.QUEENSBURY.NET

October 2, 2013

James Bero,  
Sr. Vice President of Environment, Health & Safety  
BASF Corporation  
100 Campus Drive  
Florham Park, New Jersey 07932

*Re: Hercules/Ciba Geigy Brownfield Site- Lower Warren Street, Queensbury, NY*

Dear Mr. Bero:

The Town of Queensbury would like to open dialogue with BASF representatives regarding the redevelopment of the former Hercules brownfield site. It's important that the Town be in communication with leaders at BASF who have decision making authority regarding the future disposition of the property. The site has been inactive for over 20 years and the Town has worked to engage BASF representatives with no success.

The Town of Queensbury has undertaken a study focusing on developing revitalization initiatives for the southeast corner of the Town-identified as South Queensbury. This area is home to the former Hercules site. As a part of the study, we are working with environmental and planning consultants, the Chazen Companies, to develop potential reuse concepts for the brownfield site. We have been in communication with representatives of NYSDEC Environmental Remediation Division and understand the current environmental/regulatory status of the site.

We have been in communication with local BASF representative, Wayne St. Claire during this process. Mr. St. Claire has been helpful in our initiative. We understand that BASF is undergoing an internal review of the environmental status of the site, remediation of the site is a long-term initiative, and that (preliminarily) BASF may entertain lease of the property for industrial use.

The Hercules site is the sole heavy industrial zoned property located in the Town. The Town has an active interest in seeing the site reoccupied and redeveloped, improving our tax base, and creating jobs. Innovative redevelopment opportunities for this property could include such things as solar energy production on the RCRA portion of the property, industrial heritage interpretation, or even a collaborative project with the nearby SUNY Adirondack campus as part of NYS Governor Cuomo's Tax-Free NY Initiative.



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TOWN OF QUEENSBURY 742 BAY ROAD QUEENSBURY, NEW YORK 12804 518.761.8201 WWW.QUEENSBURY.NET

I encourage you to visit our project website at <http://queensburysouth.com/> to get an idea of the scope of our efforts and the diverse ranges of opportunities we are currently discussing.

Economic development projects are long term initiatives and require public/private partnerships. The Town desires to work collaboratively with BASF to identify a vision for the property and leverage public incentives to bring the vision to reality. For example, the Town (or other governmental entity i.e., IDA, LDC, etc.) may be interested in some form of ownership of the lands in order to fully take advantage of these incentives. We have invested Town tax dollars for the performance of the planning study as evidence of our resolve.

We are requesting a meeting with senior representatives of your real estate and environmental divisions to outline a plan of action for reuse of the site. Please contact me at your earliest convenience to discuss this important initiative.

Respectfully,

Ronald S. Montesi  
Supervisor

Cc: Donna Jakubowski, BASF Communications Manager  
Wayne St. Claire, BASF Inactive Site Manager  
NYS Senator Elizabeth Little  
NYS Assemblyman Daniel Stec  
Mr. John Wimbush, NYS Dept. of State



The Chemical Company

Environment, Health and  
Safety

October 24, 2013

James L. Bero  
Senior Vice President

Mr. Ronald S. Montesi  
Supervisor  
Town Of Queensbury  
742 Bay Road  
Queensbury, NY 12804

Received by

OCT 28 13

Town of Queensbury  
Supervisor's Office


Dear Mr. Montesi,

Thank you for your October 2 letter in which you request a meeting to discuss your development plans for the South Queensbury area of the town and the possible future use of the property currently owned by BASF on Lower Warren Street. As you know, BASF assumed the ownership of the property when it acquired Ciba in 2009. Since then, we have been working cooperatively with Ashland (as successor to Hercules) and the NYSDEC to address legacy environmental issues related to the former operations of Hercules and Ciba and nearly a century of industrial use at the site.

BASF has an interest in returning the property to a viable use. However, I'm sure you realize that any future use must comply with the environmental, health and safety provisions of the federal and state regulations governing the property. This includes specific deed restrictions on future use of the property that would, among other possible restrictions, limit such use to industrial/non-residential purposes only. In addition, any future use must also comply with BASF's internal requirements for the redeployment of former manufacturing properties, which are often stricter than the applicable government regulations.

To help you proceed with your development plans for the South Queensbury area, I have asked representatives from my team to meet with you. Mr. Wayne St. Clair will contact you by early November to set up a meeting. I have complete confidence that the members of this team will work with you in good faith to determine whether there is a future use for our property that fits in with your plans for the town while remaining protective of the environment, health and safety of the community.

Sincerely,



James Bero



The Chemical Company

cc: Donna Jakubowski, Communications Manager, BASF  
Wayne St. Clair, Inactive Sites Manager, BASF  
NYS Senator Elizabeth Little  
NYS Assemblyman Daniel Stec  
Mr. John Wimbush, NYS Dept. of State



## Ronald Montesi

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**From:** J Wayne St. Clair <wayne.stclair@basf.com>  
**Sent:** Thursday, October 31, 2013 1:32 PM  
**To:** Ronald Montesi  
**Subject:** Meeting regarding BASF property, Lower Warren Street, in Queensbury

Dear Mr. Montesi,

I am writing as a follow up to Mr. Bero's letter to you on October 24, 2013 to suggest proposed dates for a meeting with the BASF team. We are available on the following dates: Nov. 21, Dec. 4, or Dec. 17. Our preference is for an early morning start, say 9 a.m., at a location designated by you.

The BASF team will consist of: Charlie Waltz, Sites Manager; Brian Diepeveen, EHS Remediation Manager; Steve Havlik, Sr. Remediation Specialist, and me. During this meeting, we hope to review the preliminary concepts developed by Chazen for the South Queensbury area, and provide a deeper understanding of the regulatory/BASF constraints that govern the redevelopment of the property owned by BASF.

We are happy to work cooperatively with you to determine whether there is a future use for our property that fits in with your plans for the town while remaining protective of the environment, health and safety of the community.

Please let me know which of the above dates would work best for you and your team.

Wayne  
**Wayne St. Clair**  
Inactive Site Manager

Phone: 518.465.6534 Mobile: 518.469.5234 Fax: 518.465.7095 E-Mail: [wayne.stclair@basf.com](mailto:wayne.stclair@basf.com)  
Postal Address: BASF Corporation, 70 Riverside Ave., Rensselaer NY, 12144

## Ronald Montesi

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**From:** J Wayne St. Clair <wayne.stclair@basf.com>  
**Sent:** Thursday, October 31, 2013 4:11 PM  
**To:** Ronald Montesi  
**Subject:** RE: Meeting regarding BASF property, Lower Warren Street, in Queensbury

The 21st will be fine. Might I suggest you include someone from the Chazen Group? A review of their concepts with a focus on any restrictions that may preclude an idea would be good for them to understand as well.

I assume Town Hall is at the 742 Bay Road address?

Wayne  
**Wayne St. Clair**  
Inactive Site Manager

Phone: 518.465.6534 Mobile: 518.469.5234 Fax: 518.465.7095 E-Mail: [wayne.stclair@basf.com](mailto:wayne.stclair@basf.com)  
Postal Address: BASF Corporation, 70 Riverside Ave., Rensselaer NY, 12144

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**From:** Ronald Montesi <[ronm@queensbury.net](mailto:ronm@queensbury.net)>  
**To:** "J Wayne St. Clair" <[wayne.stclair@basf.com](mailto:wayne.stclair@basf.com)>  
**Date:** 10/31/2013 03:16 PM  
**Subject:** RE: Meeting regarding BASF property, Lower Warren Street, in Queensbury

---

Thank you for the quick response. I would invite you and your group to our Town Hall and 9:00 on Nov. 21 is fine. If that is not a good date, I am also open on the 4<sup>th</sup> of Dec. at 9:00 I will have John Strough and myself at the meeting.

**From:** J Wayne St. Clair [<mailto:wayne.stclair@basf.com>]  
**Sent:** Thursday, October 31, 2013 1:32 PM  
**To:** Ronald Montesi  
**Subject:** Meeting regarding BASF property, Lower Warren Street, in Queensbury

Dear Mr. Montesi,

I am writing as a follow up to Mr. Bero's letter to you on October 24, 2013 to suggest proposed dates for a meeting with the BASF team. We are available on the following dates: Nov. 21, Dec. 4, or Dec. 17. Our preference is for an early morning start, say 9 a.m., at a location designated by you.

The BASF team will consist of: Charlie Waltz, Sites Manager; Brian Diepeveen, EHS Remediation Manager; Steve Havlik, Sr. Remediation Specialist, and me. During this meeting, we hope to review the preliminary concepts developed by Chazen for the South Queensbury area, and provide a deeper understanding of the regulatory/BASF constraints that govern the redevelopment of the property owned by BASF.

We are happy to work cooperatively with you to determine whether there is a future use for our property that fits in with your plans for the town while remaining protective of the environment, health and safety of the community.

Please let me know which of the above dates would work best for you and your team.

Wayne  
**Wayne St. Clair**  
Inactive Site Manager

APPENDIX F:  
PUBLIC WORKSHOP SUMMARY

**QUEENSBURY SOUTH VISION PLAN**  
**Public Workshop Meeting Summary**  
**South Queensbury Firehouse March 20, 2013**

Attendees were provided an overview of the project, a visual tour of the neighborhood and the CIBA Geigy site, as well as a series of slides depicting potential opportunities and ideas for the South Queensbury Neighborhood and the brownfield/waterfront site.

Participants were asked the following questions regarding the South Queensbury neighborhood:

- What is working?
  - Are there any special places or buildings to preserve?
  - Are there things about the neighborhood that are special to you?
  - Have Town programs for community revitalization been effective?
- What is not working?
  - What problems exist?
  - Are there underutilized assets?

Participants were also asked the following questions for the waterfront site:

- What is working?
  - Are there aspects of the Ciba Site that should be preserved?
  - Do you have concerns or questions?
- What is not working?
  - What problems exist?
  - Are there underutilized assets?
- What's Possible?
  - What would you like to consider for the site?
  - Mixed use? What use?

*What's Working – Where do People Visit?*

- Firehouse
- Walmart
- Stewart's
- Gardentime
- Feeder Canal Trail

*What's Missing? What are your concerns?*

- Sit down restaurant
- General services
- Need sidewalks at Dix Ave, Quaker, and Warren Street, River Roads
- Boulevard sidewalks need maintenance
- Sidewalks on River Street
- Pedestrian facilities needed from Hudson Falls to Glens Falls

- No Accommodations on the bike trail for bikers
- Concern about water quality of the Hudson River – status of biological/aquatic health
- Phillips Avenue is a cut through to avoid congestion
- Lack parks in neighborhood – should do something like West End Park
- Need for pocket parks and safer streets for kids
- There is a need to review accident reports
- Residents not necessarily traveling to school to recreate (where sport fields are located)
- Bike/vehicle pedestrian/vehicle conflicts
- Traffic congestion at Dix/Quaker
- No bathrooms no services/provisions on canal trail anywhere
- No Signage directing people to trails or river
- Safety at McDonalds/Dunkin Donuts is a concern (Dix Avenue)

### What's Possible

- Fishing opportunities – good immediate/short-term use of waterfront
- Some migratory birds
- Docks on Shermantown Road (Private) but are utilized
- What's the Status of the islands located in the River?
  - Water level fluctuation is a concern
  - Connection to Islands desirable
  - Picnic area on Islands desirable
  - Water velocity of Hudson – Is canoe accessible?
  - Improved kayak/canoe opportunities
  - No activity on River at this time
- Improve Park at Firehouse
- Little pocket park in neighborhood
- Improved signage

### How does age affect mobility?

- Need more sidewalks
- People are walking on Dix/Quaker to Wal-Mart
- More Bicyclists – currently dangerous (speed, inadequate facilities, etc.)

### What kinds of things could/should the CIBA site be used for and what needs to be considered?

- Like the idea of small shops
- Encourage young entrepreneurs (neighborhood-wide)
- Look at what's going on across river/in Saratoga and Washington County – communicate and coordinate with neighboring communities
- Canalway Trail
  - Connect to the Waterford/Whitehall canal trail, Betar Trail, Warren Co Bike Trail
  - Glens Falls – Pruyn's Island Waterfront Revitalization Plan
- Waterpark (indoor/outdoor)

- Look at Vermont as an example for Signage
- *Reusable Systems/Recycling* – “Greener Development”
- Solar Array/Educational Benefit
  - Muni/Commercial solar arrays at MW Scale
    - Clean power to industrial use – Lehigh Cement
    - Economic power – large scale - muni/district
    - Future community solar (Not Permitted) but could do so in future
    - Non-intrusive – no cost to municipality
- Commercial distribution center
- Connect trails to Glens Falls, Airport (Balloon Festival)
- How does active rail land affect site?
  - Conflict with access to river
  - How will this be addressed?
  - Can the rail line be used for the industrial site
- Commercial/industrial and recreational uses – don’t need to be mutually exclusive
- Plenty of regional fields/neighborhood scale facilities are required
- *Hackercraft* Boat Company – needs site
  - Could they go on brownfield?
  - 50 employees from Ticonderoga
  - Virginia Naval Shipyard (ship rehabilitation) is a good an example of waterfront use
- Look at water access, water dependent, water related uses
- Water/sewer treatment plant for Queensbury/Washington Co. was previously mentioned by the Town and no longer under consideration
- Remediation is driven by the type of end use that is desired
- Concern about use of public dollars - do we have the resources to spend on the site?
- The South Queensbury area lacks Identity gateway signage would help
- Development will add to tax base
- Cabela’s – or similar large scale development
- Event flex space might be a good fit



**QUEENSBURY SOUTH VISION PLAN**  
**Public Workshop Meeting Summary**  
**South Queensbury Firehouse April 29, 2014**

The Queensbury South Vision Plan Committee presented its draft plan recommendations at the South Queensbury Fire Department. The Queensbury South Vision Plan Committee developed draft recommendations that are intended to foster revitalization of the South Queensbury neighborhood and encourage the redevelopment of the former Ciba-Geigy site.

The first half of the presentation focused on the BOA Plan and included a description of the project funding sources including the NYS Department of State (NYS DOS) Brownfield Opportunity Area (BOA) program the South Queensbury neighborhood and the NYS DOS Local Waterfront Revitalization Program (LWRP) for reuse planning of the former Ciba-Geigy site.

Attendees were provided an overview of the project, a history of the public involvement process, a summary of key finding (presented previously) and a summary of recommendations for the neighborhood. The second half of the meeting focused on the Ciba Geigy site recommendations.

Comments of the Plans included the following:

- Consider constructing sidewalk and pedestrian improvements before attracting new development.
- Consider renaming the effort South Queensbury not Queensbury South.
- City of Glens Falls representative expressed interest in serving the Ciba site with sewer.
- Redevelopment of the CIBA site should address environmental issues first
- The Plan is ambitious, and the community is hopeful it can be achieved

APPENDIX G:  
MARKET ANALYSIS & PROFORMAS



Prepared Separately By:  
River Street Planning & Development

## Queensbury Economic and Market Analysis

The market analysis and economic evaluation was conducted in two phases. The first phase consisted of an initial scan and market analysis of the study area to identify current economic conditions and opportunities. This information was of value during the visioning process and discussions with economic development officials.

The basic intent of the market analysis was to identify potential development scenarios for the Ciba Geigy site in South Queensbury. The analysis was initiated by defining the market area and examining the various demographic trends related to population, income and employment affecting the Town, the surrounding neighborhood and the region. Migration trends were also evaluated. We reviewed the existing land use inventory of the study area to provide some context for what development opportunities might exist to stimulate revitalization of the target site.

An industry trends analysis was conducted to identify the key commercial growth sectors that could be targeted and recruited to the Ciba Geigy site. We also identified key recommendations from the Town's Comprehensive Plan, the Lake Champlain-Lake George Comprehensive Economic Development Strategy and the visioning workshop and focus groups sessions for guidance in selecting commercial/industrial uses that would best address the needs of the target area and surrounding neighborhoods.

### Queensbury Study Area Demographic Report Summary

To gain a broad perspective of the growth trends locally and within the region, we purchased demographic data from The Nielsen Company. We analyzed this data in two formats. One looks at the Glens Falls MSA which encompasses Warren and Washington Counties, the City of Glens Falls and the Town of Queensbury. The second format considers the market within a 5, 25, and 50 mile radius from the target area. For this analysis we used the intersection of Lower Warren and Boulevard Streets near the target site as the focal point.

**Table A. Population Growth by Market Area**

Population	5 mile	25 mile	50 mile	MSA	NYS
2018 Projection	62,797	244,510	1,150,434	129,476	
2013 Estimate	62,207	242,384	1,149,805	129,028	19,570,261
2010 Census	61,899	241,240	1,151,035	128,923	19,378,102
2000 Census	56,772	227,773	1,107,525	124,348	18,976,457
Growth 2013-2018	0.95%	0.88%	0.05%	0.35%	
Growth 2010-2013	0.50%	0.47%	-0.11%	0.08%	
Growth 2000-2010	9.03%	5.91%	3.93%	3.68%	

The MSA is defined as Warren and Washington Counties which includes the Town of Queensbury and the City of Glens Falls. The five mile radius includes most of the Town of Queensbury, all of the City of Glens Falls and South Glens Falls, and Village of Hudson Falls (Washington County). Additionally, it also includes parts of the Town of Moreau (Saratoga County), Village of Fort Edward (Washington County) and Town of Kingsbury (Washington County). The 25 mile radius includes most of Warren County, Washington County and Saratoga County and parts of Vermont. The 50 mile radius includes all of Warren County, Washington County and Saratoga County, most of Rensselaer County and Schenectady

County, and parts of Albany County, Fulton County, Montgomery County, Hamilton County and Essex County and Vermont.

Population in all of the service areas has exhibited decent growth since 2000 with projections for continued increases through the next five years. Table A delineates the recent and projected growth of the population in each of the market areas.

**Table B. 2013 Population by Age**

2013 Est. Population by Age	5 mile		25 mile		50 mile		MSA	
	Totals							
	62,207	%	242,384	%	1,149,805	%	129,028	%
Age 0 - 4	3,609	5.8	12,836	5.3	61,823	5.38	6,636	5.14
Age 5 - 9	3,623	5.8	13,374	5.5	63,026	5.48	6,872	5.33
Age 10 - 14	3,748	6	14,638	6	67,508	5.87	7,500	5.81
Age 15 - 17	2,413	3.9	9,683	4	45,229	3.93	5,044	3.91
Age 18 - 20	2,143	3.4	9,982	4.1	54,750	4.76	4,788	3.71
Age 21 - 24	3,065	4.9	12,316	5.1	64,235	5.59	6,328	4.9
Age 25 - 34	7,679	12	27,047	11	137,334	11.9	14,284	11.07
Age 35 - 44	7,964	13	30,559	13	138,566	12.1	15,577	12.07
Age 45 - 54	9,478	15	38,564	16	172,323	15	20,334	15.76
Age 55 - 64	8,227	13	34,323	14	160,291	13.9	19,116	14.82
Age 65 - 74	5,239	8.4	22,082	9.1	99,942	8.69	12,513	9.7
Age 75 - 84	3,304	5.3	11,541	4.8	56,013	4.87	6,922	5.36
Age 85 and over	1,715	2.8	5,438	2.2	28,766	2.5	3,114	2.41
Age 16 and over	50,449	81	198,405	82	942,678	82	106,382	82.45
Age 18 and over	48,814	78	191,852	79	912,219	79.3	102,976	79.81
Age 21 and over	46,671	75	181,870	75	857,469	74.6	98,188	76.1
Age 65 and over	10,258	16	39,060	16	184,720	16.1	22,549	17.48
2013 Est. Median Age	41.1		42		40.8		43.4	
2013 Est. Average Age	40.7		40.9		40.6		41.9	

Table B shows the age cohort distribution of residents of the MSA and the 5-mile, 25-mile and 50-mile market areas in 2013. Using these age cohorts as indicators of market orientation, it appears that the largest segment of the target area’s potential market is middle-aged adults (ages 45-54) and (ages 35-44); young adults (ages 25-34) followed by seniors (age 65 and over). These indicators suggest that there is a diverse distribution of ages within the populations in the market area giving potential new businesses to the site a wide range of potential consumers to target. The table also includes a number of summary cohorts. For example, “Age 18 and over” totals the age cohorts from Age 18-20 through Age 85 and over.

**Table C. 2013 Population by Sex**

	5 mile		25 mile		50 mile		MSA	
Total population	62,207	%	242,384	%	1,149,805	%	129,028	%
Male	30,095	48.4%	120,794	49.8%	562,643	48.9%	64,851	50.3%
Female	32,112	51.6%	121,590	50.2%	587,162	51.1%	64,177	49.7%
M/F Ratio	93.7%		99.3%		95.8%		101.1%	

As in the nation in general, a slight majority (approximately 51%) of the population in the 5 mile, 25 mile and 50 mile market areas are comprised of women. In the MSA market service area, a little over 50% of the population is comprised of men. This is mainly due to the higher concentration of men in the youth age segments including college aged (18-24).

Household and Per capita income figures are key indicators of the potential buying power of residents living in the market area. In general, Average and Median Household income and Per capita income figures are lower in the MSA than the region as a whole (25 mile and 50 mile market areas was higher than the region and the state as a whole. The 5 mile service area was also below the MSA figure.

**Table D. 2013 Average, Median and Per Capita Income**

	5 mile	25 mile	50 mile	MSA
2013 Est. Average Household Income	\$60,726	\$70,562	\$69,611	\$63,835
2013 Est. Median Household Income	\$49,732	\$56,373	\$54,261	\$51,506
Per capita income	\$25,653	\$28,453	\$28,648	\$25,971

**Table E. 2013 Educational Attainment (Age 25+ population)**

	5 mile		25 mile		50 mile		MSA	
<b>2013 Est. Pop. Age 25+</b>	43,606	%	169,554	%	793,234	%	91,860	%
Less than 9th grade	1,218	2.8	5,346	3.2	25,535	3.22	3,489	3.8
Some High School, no diploma	3,029	7	11,729	6.9	54,942	6.93	7,442	8.1
High School Graduate (or GED)	16,213	37	55,837	33	244,300	30.8	33,820	36.82
Some College, no degree	8,913	20	31,971	19	143,367	18.1	16,845	18.34
Associate Degree	5,063	12	18,292	11	85,226	10.7	9,424	10.26
Bachelor's Degree	5,338	12	26,077	15	133,841	16.9	11,677	12.71
Master's Degree	3,128	7.2	15,992	9.4	77,786	9.81	7,462	8.12
Professional School Degree	506	1.2	2,588	1.5	15,626	1.97	1,189	1.29
Doctorate Degree	199	0.5	1,722	1	12,612	1.59	512	0.56
High school degree +	39,360	90.3	152,479	89.9	712,758	89.9	80,929	88.1
Bachelor degree +	9,71	21.0	46,379	27.4	239,865	30.2	20,840	22.7

The 5 mile market area (which includes the Town of Queensbury) shows that the area has a well educated population with a much lower percentage of persons lacking a high school diploma. For the Town of Queensbury, 2010 census figures show that 88.8% of the Age 25 + population achieved high school degrees or higher and 29.7% with Bachelor degree or higher. The Bachelor degree + figure is

particularly impressive in comparison to national statistics. U.S. figures for percentage of high school or higher and percentage of Bachelor's degree or higher were 88.1% and 22.7% respectively.

**Table F. 2013 Employment Status (Age 16+ population)**

	5 mile		25 mile		50 mile	
2013 Est. Pop Age 16+ by Employment Status	50,449	%	198,405	%	942,678	%
In Armed Forces	116	0.23	797	0.4	2,123	0.23
Civilian - Employed	30,663	60.78	119,967	60.47	567,622	60.21
Civilian - Unemployed	2,328	4.61	8,686	4.38	47,496	5.04
Not in Labor Force	17,342	34.38	68,954	34.75	325,436	34.52
2013 Est. Civ Employed Pop 16+ Class of Worker	31,045	%	120,951	%	575,301	%
For-Profit Private Workers	20,499	66.03	74,009	61.19	336,809	58.54
Non-Profit Private Workers	3,198	10.3	12,219	10.1	66,002	11.47
Local Government Workers	2,530	8.15	11,476	9.49	53,055	9.22
State Government Workers	1,561	5.03	7,401	6.12	54,198	9.42
Federal Government Workers	266	0.86	1,867	1.54	11,273	1.96
Self-Emp Workers	2,983	9.61	13,875	11.47	53,450	9.29
Unpaid Family Workers	6	0.02	103	0.09	514	0.09

For the 5, 25 and 50 mile market areas, the civilian employment participation rates are slightly over 60% while for the MSA it is 57.4%. The State and National figures are \_\_\_% and \_\_\_% respectively. For profit private workers made up the largest class of workers in each area comprising over 61% of the MSA workers and over 66% of the workers in the 5 mile market area.

**Glens Falls MSA**

2013 Est. Pop Age 16+ by Employment Status	106,382	%
%In Armed Forces	193	0.18
Civilian – Employed	61,014	57.35
Civilian – Unemployed	4,653	4.37
Not in Labor Force	40,522	38.09
2013 Est. Civ Employed Pop 16+ Class of Worker	61,747	
For-Profit Private Workers	37,774	61.18
Non-Profit Private Workers	5,737	9.29
Local Government Workers	5,817	9.42

State Government Workers	3,958	6.41
Federal Government Workers	817	1.32
Self-Emp Workers	7,590	12.29
Unpaid Family Workers	54	0.09

## Migration Trends

The Internal Revenue Service provides annual statistics that helps show migration patterns throughout the country. The County-to-County Migration data are updated annually and based on the year-to-year changes in the addresses shown on the population of returns from the IRS Individual Master File system. The data present migration patterns by county for the entire United States and each individual State, including inflows and outflows. The data are available for Filing Years 1984 through 2010, and include the following:

- Number of returns (which approximates the number of households)
- Number of personal exemptions (which approximates the population)
- Total "adjusted gross income" (starting with Filing Year 1993)

For this analysis, we examined migration data for 2010 for Warren and Washington Counties. The data is another useful tool in targeting populations for proposed new housing and commercial developments. The overall migration data is provided in spreadsheet format in the appendix. The following is a summary of the key data findings.

Total inflows to **Warren County** for the period 2009-2010 were 1,720 and total outflows were 1,728 or a net outmigration of 8 households. A little over half of the migration inflows came from the immediate neighboring counties of Saratoga (28.4%) and Washington (23.4%) while nearly 55% of the outflows migrated to these same two counties - 27.4% to Saratoga and 27.3% to Washington. Warren County experienced a net loss of 54 households to Saratoga and Washington counties during the period.

Warren County enjoyed a net migration gain of 77 households from the other counties in New York State. On the downside, outflows exceeded inflows by 31 households in the areas outside of New York State.

Total inflows to **Washington County** for the period 2009-2010 were 1,484 and total outflows were 1,369 or a net in-migration of 115 households. A nearly 55% of the migration inflows came from the immediate neighboring counties of Saratoga (23.0%) and Warren (31.8%) while nearly 52% of the outflows migrated to these same two counties - 29.4% to Saratoga and 22.3% to Warren. Washington County experienced a net gain of 107 households to Saratoga and Warren counties during the period.

This represents 93% of the overall net migration gain that Washington County enjoyed for the period.

**New York Inflow - 2009-2010**

**New York Outflow - 2009-2010**

County	# returns	# exemptions	AGI	County	# returns	# exemptions	AGI
Warren County Tot Mig-US & For	1,720	2,908	67,133	Warren County Tot Mig-US & For	1,728	2,811	57,893
Warren County Tot Mig-US	1,720	2,908	67,133				
Warren County Tot Mig-Same St	1,321	2,220	47,061	Warren County Tot Mig-Same St	1,265	2,062	39,068
Warren County Tot Mig-Diff St	399	688	20,072	Warren County Tot Mig-Diff St	463	749	18,825
Warren County Tot Mig-Foreign	d	d	d	Warren County Tot Mig-Foreign	d	d	d
Warren County Non-Migrants	25,892	52,201	1,374,042	Warren County Non-Migrants	25,892	52,201	1,374,042
Saratoga County	489	845	16,970	Saratoga County	473	799	15,782
Washington County	402	677	10,346	Washington County	472	826	13,375
Albany County	72	91	3,349	Albany County	65	84	2,382
Essex County	47	85	1,356	Essex County	43	66	1,012
Rensselaer County	28	44	1,281	Rensselaer County	25	38	594
Schenectady County	23	45	1,073	New York County	16	20	501
Nassau County	19	38	1,630	Onondaga County	16	17	379
Suffolk County	19	40	890	Clinton County	15	26	475
Clinton County	18	32	737	Schenectady County	14	19	373
Dutchess County	18	33	1,221	Suffolk County	12	12	420
Westchester County	16	25	1,188	Palm Beach County	11	16	571
Fulton County	13	22	470	Lee County	10	21	1,175
Hamilton County	11	13	244	Erie County	10	18	352

New York County	10	15	698				
Queens County	10	16	432				
Ulster County	10	24	396				
Other Flows - Same State	116	175	4,780	Other Flows - Same State	116	149	3,844
Other Flows - Diff State	399	688	20,072	Other Flows - Diff State	430	700	16,659
Other Flows - Northeast	148	248	11,047	Other Flows - Northeast	121	189	3,928
Other Flows - Midwest	38	75	1,661	Other Flows - Midwest	32	56	1,280
Other Flows - South	157	289	5,965	Other Flows - South	213	354	9,331
Other Flows - West	56	76	1,399	Other Flows - West	64	101	2,120
Washington Coun Tot Mig-US & For	1,484	2,534	47,650	Washington Coun Tot Mig-US & For	1,369	2,255	41,592
Washington Coun Tot Mig-US	1,484	2,534	47,650	Washington Coun Tot Mig-US	1,369	2,255	41,592
Washington Coun Tot Mig-Same St	1,113	1,881	34,163	Washington Coun Tot Mig-Same St	958	1,566	28,260
Washington Coun Tot Mig-Diff St	371	653	13,487	Washington Coun Tot Mig-Diff St	411	689	13,332
Washington Coun Tot Mig-Foreign	d	d	d	Washington Coun Tot Mig-Foreign	d	d	d
Washington Coun Non-Migrants	22,171	46,204	992,543	Washington Coun Non-Migrants	22,171	46,204	992,543
Warren County	472	826	13,375	Warren County	402	677	10,346
Saratoga County	342	563	10,627	Saratoga County	305	500	10,269
Rensselaer County	72	145	2,165	Rensselaer County	67	116	2,038
Rutland County	68	124	2,120	Rutland County	50	85	1,472
Albany County	49	76	1,791	Albany County	46	67	1,186
Bennington County	39	66	1,103	Bennington County	46	77	1,807
Essex County	26	42	662	Essex County	20	46	534
Schenectady County	24	34	1,008	Schenectady County	11	11	305

Kings County	11	14	331	St Lawrence County	10	14	225
Onondaga County	11	16	250				
Other Flows - Same State	106	165	3,954	Other Flows - Same State	97	135	3,358
Other Flows - Diff State	264	463	10,265	Other Flows - Diff State	315	527	10,053
Other Flows - Northeast	84	147	4,251	Other Flows - Northeast	96	154	2,655
Other Flows - Midwest	24	41	1,186	Other Flows - Midwest	25	37	661
Other Flows - South	105	193	3,547	Other Flows - South	148	261	5,237
Other Flows - West	51	82	1,281	Other Flows - West	46	75	1,500



# Industry Trends

The U.S. Bureau of Census prepares and releases an Economic Census every five years. This Economic Census provides information on the number of establishments and employees, amount of sales and annual payrolls for the various industrial sectors as shown below.

NAICS Industry Code	Industry Description
31-33	Manufacturing
42	Wholesale trade
44-45	Retail trade
	Information
53	Real estate & rental & leasing
54	Professional, scientific, & technical services
56	Administrative, support & waste management/remediation services
61	Educational services
62	Health care & social assistance
71	Arts, entertainment, & recreation
72	Accommodation & food services
81	Other services (except public administration)

The most recent Economic Census data is from 2007 and 2002. River Street analyzed the economic census reports for these years for Warren and Washington Counties (the MSA) in order to determine which sectors were trending upward or downward for the period. The full spreadsheet of this data is provided in the appendix to this report. The following is a summary of the key trends.

## Warren County

For Warren County, the industries showing the most growth during the period in order of growth included: Accommodations & Food Services; Health Care & social assistance; and Professional, scientific and technical services. Other Services and Real Estate also showed positive growth but these sectors comprised a much smaller portion of the industry mix.

Accommodations & Food Services was the strongest performing sector during the period in terms of new businesses to the county. The number of establishments increased from 381 to 418 and sector employment increased from 3,421 employees in 2002 to 4,956 employees in 2007.

The Health Care & Social Assistance sector had the greatest expansion during the period in terms of value of sales and annual payroll. Industry establishments increased from 234 to 259. Sector employment increased from 5,384 to 6,492 adding an average of 221 employees per annum to the County’s economy. This sector is now the number 1 employer in the County.

In the Professional, scientific and technical services sector, the number of establishments in the county increased from 165 to 180. Remaining data for 2002 was suppressed so we are not able to make additional comparisons.

Manufacturing was the weakest performing sector during the period. The number of establishments decreased from 92 to 74 and sector employment decreased by 4.7% from 4,450 employees in 2002 to 4,240 employees in 2007.

### **Washington County**

For Washington County, the industries showing the most growth during the period in order of growth included: Administrative and support and waste management and remediation services; Health Care & social assistance; and Arts, entertainment and recreation.

Administrative and support and waste management and remediation services was the strongest performing sector during the period in terms of new businesses to the county. The number of establishments increased from 26 to 44 and sector employment increased from 279 employees in 2002 to 325 employees in 2007.

The Health Care & Social Assistance sector also showed positive expansion during the period in terms of value of sales and annual payroll. Industry establishments increased from 87 to 106 but sector employment growth was negligible.

In the Professional, scientific and technical services sector, the number of establishments in the county decreased from 65 to 17. Remaining data for 2002 was suppressed so we are not able to make additional comparisons.

Manufacturing and Retail trade were both weaker performing sectors during the period. Manufacturing sector lost 3 establishments and 383 jobs and the Retail trade sector lost 17 establishments and 144 jobs while the wholesale trade sector lost 11 establishments and 74 jobs for the period.

Despite recent employment decrease, Manufacturing and Retail trade continue to be the major employers in Washington County. In 2007, Manufacturing provided 3,023 jobs in the County and Retail trade was second with 1,934 jobs. Health Care Services ranked third with 1,424 jobs.

### **Leakage Study/Analysis**

We obtained the retail leakage report on Queensbury from ESRI and at first glance it does not seem to offer much promise (see table below). Add to that the site's somewhat remote location and industrial neighbors and we do not think retail is the answer.

We also reviewed the CBRE Marketview reports on the Albany area, which includes the Glens Falls MSA. The office market in Glens Falls has the third highest vacancy rate and the industrial market in the "non-core Areas," which includes Glens Falls MSA, has the highest vacancy rate in the Albany area.

## Summary Demographics

2012 Population	9,287
2012 Households	4,302
2012 Median Disposable Income	\$40,034
2012 Per Capita Income	\$30,737

NAICS	Demand	Supply	Retail Gap	Leakage/Surplus	Number of
Industry Summary	(Retail Potential)	(Retail Sales)		Factor	Businesses
Total Retail Trade	\$104,430,003	\$416,735,091	-\$312,305,088	-59.9	131
Total Food & Drink	\$11,304,842	\$26,138,249	-\$14,833,407	-39.6	31
Total Overall	\$115,734,845	\$442,873,340	-\$327,138,494	-58.6	162

## Industry Cluster Analysis

Industry clusters are an important analytical tool for understanding New York’s statewide and regional economies. They are particularly useful in a variety of workforce and economic development applications. The clusters framework is increasingly used by the State of New York to study important industry linkages in the state and regional economies.

The key aspect of cluster industries is they are export-oriented. Thus, industry clusters sell their services and products to customers outside their home market. These exports, in turn, generate income and employment in the local economy.

The Empire State Development Corporation (ESDC) has identified and defined 16 industry clusters in New York. Most clusters are further divided into sub-clusters. The 16 main clusters and their sub-clusters are listed in the table below. Some clusters contain more than 100 industries (at the 6-digit NAICS level). Data for certain industries are pro-rated because not all jobs in that industry are counted as export-oriented. For example, only 20% of restaurant jobs are counted as part of the travel and tourism cluster (i.e., 80% of industry jobs are due to spending by local residents).

## Background on Clusters

### New York State Clusters and Sub-Clusters

#### Back Office & Outsourcing

No Sub-Clusters

#### Biomedical

Drug & Chemical Manufacturing

Laboratories & Research

Medical Equipment & Supplies

#### Communications, Software & Media Services

Broadcasting & Telecommunications

Motion Picture & Sound Recording Industries

Printing

Publishing

#### Distribution

Air Freight

Logistics Management

Multimodal Freight

#### Food Processing

Beverage Manufacturing

Crop Production & Dairy

Food Manufacturing

#### Forest Products

Forest Product Manufacturing

Forestry & Logging

Furniture Manufacturing

Paper Manufacturing

#### Front Office & Producer Services

Business Services

Environmental Services

Headquarters

Organizations

#### Industrial Machinery & Services

Trucking  
 Warehousing  
 Water and Rail Freight  
 Wholesale (Non-Industry Specific)  
 Wholesale Durables  
 Wholesale Non-Durables  
**Electronics & Imaging**  
 Electronics  
 Imaging  
**Fashion, Apparel & Textiles**  
 Apparel Manufacturing  
 Apparel Wholesale  
 Jewelry & Miscellaneous Manufacturing  
 Leather Goods & Footwear Manufacturing  
 Textile Mills  
**Financial Services**  
 Bank Holding Companies  
 Banking & Credit  
 Funds & Trusts  
 Insurance  
 Securities, Commodities & Investments

Electrical Equipment Manufacturing  
 Fabricated Metal  
 Instruments  
 Machinery Manufacturing  
**Information Technology Services**  
 No Sub-Clusters  
**Materials Processing**  
 Chemicals  
 Petroleum Products  
 Plastics & Rubber  
 Primary Metals  
 Stone, Clay, Glass and Concrete  
**Miscellaneous Manufacturing**  
 No Sub-Clusters  
**Transportation Equipment**  
 Aerospace  
 Motor Vehicles  
 Railroads & Other  
**Travel & Tourism**  
 Accommodations  
 Culture, Recreation and Amusements  
 Food Service  
 Passenger Transportation  
 Travel Retail

*Source: Empire State Development Corporation*

A research report by the New York State Department of Labor dated October 2012 looked at 2011 statewide and regional data highlights for the 16 ESDC industry clusters. Data came from the Quarterly Census of Employment and Wages (QCEW) program. For the state as a whole and its 10 labor market regions, clusters are ranked using four different criteria:

- Total employment
- Total wages
- Annual average wage
- Location quotient (measure of employment concentration in an area)

In the table below we have summarized the data for the State as a whole and for the Capital Region which encompasses the Albany Schenectady Troy MSA and the Glens Falls MSA.

**New York State**

**Top 5 Clusters Ranked by Employment**

1) Front Office & Producer Services	587,100
2) Financial Services	558,000
3) Travel & Tourism	367,600
4) Communications, Software & Media Services	248,800
5) Distribution	234,000

**Top 5 Clusters Ranked by Total Wages (millions of \$)**

1) Financial Services	\$101,632
2) Front Office & Producer Services	\$61,498
3) Communications, Software & Media Services	\$22,079
4) Distribution	\$14,358
5) Travel & Tourism	\$14,249

**Top 5 Clusters Ranked by Annual Average Wage**

1) Financial Services	\$182,100
2) Information Technology Services	\$108,400
3) Front Office & Producer Services	\$104,700
4) Electronics & Imaging	\$91,300
5) Communications, Software & Media Services	\$88,700

**Top 5 Clusters Ranked by Location Quotient**

1) Fashion, Apparel & Textiles	1.79
2) Financial Services	1.54
3) Communications, Software & Media Services	1.53
4) Front Office & Producer Services	1.23
5) Electronics & Imaging	1.10

**Capital Region**

**Top 5 Clusters Ranked by Employment**

1) Front Office & Producer Services	30,100
2) Financial Services	21,500
3) Travel & Tourism	21,300
4) Distribution	14,100
5) Communications, Software & Media Services	9,500

**Top 5 Clusters Ranked by Total Wages (millions of \$)**

1) Front Office & Producer Services	\$2,084
2) Financial Services	\$1,384
3) Distribution	\$740
4) Industrial Machinery & Services	\$586
5) Biomedical	\$526

**Top 5 Clusters Ranked by Annual Average Wage**

1) Electronics & Imaging	\$118,700
2) Information Technology Services	\$77,600
3) Industrial Machinery & Services	\$75,500
4) Transportation Equipment	\$75,200
5) Materials Processing	\$74,100

**Top 5 Clusters Ranked by Location Quotient**

1) Biomedical	2.16
2) Miscellaneous Manufacturing	1.26
3) Forest Products	1.20
4) Front Office & Producer Services	1.17
5) Financial Services	1.10

New York State's 16 clusters included 253,000 establishments with total employment of 2,761,100 and total wages \$265.1 billion in 2011. Annual cluster wages averaged \$96,000. The Capital Region's 16 clusters included 12,300 establishments with total employment of 142,600 and total wages of \$8.2 billion in 2011. Annual cluster wages averaged \$57,200.

The final economic criteria listed above, location quotients (LQs) are more technical. LQs measure employment concentration in a regional economy. More specifically, they compare the concentration of industry employment in the local economy, relative to some base area -- usually the U.S. as a whole.

The formula for calculating a location quotient for local industry X is:

$$LQ = \text{Industry X's \% Share of Jobs in the Local Economy} / \text{Industry X's \% Share of Jobs in the U.S. Economy}$$

In general, Industries with:

LQ > 1.00 Industry is producing more than is consumed locally (i.e., exporting).

LQ = 1.00 Local production meets local demand.

LQ < 1.00 Industry is producing less than is consumed locally (i.e., importing).

## **Area's Competitive Advantage**

The idea behind clusters traces back to Michael Porter's 1990 book, *The Competitive Advantage of Nations*. According to Porter, the following factors are critical in conferring a competitive advantage to a regional cluster:

- Factor conditions. Factors of production, such as skilled labor or infrastructure, necessary for a region to compete in a given industry.
- Demand conditions. The nature of local market demand for the industry's product or service.
- Related and supporting industries. The presence or absence in the region of supplier industries and other related industries.
- Firm strategy, structure, and rivalry. The conditions in the region governing how companies are created, organized, and managed, as well as the nature of domestic rivalry.

In May 2012, the Glens Falls area was named among the top 10 "best small cities for jobs" by Forbes magazine. The publication, on its website at [forbes.com](http://forbes.com), ranked the Glens Falls Metropolitan Statistical Area, which consists of Warren and Washington counties, No. 8 overall out of 242 metropolitan statistical areas with fewer than 150,000 jobs. Forbes cited statistics provided by the U.S. Bureau of Labor Statistics. The magazine cited the area's growth in total non-farm jobs in its calculations. The Glens Falls MSA's ranking for the year was a marked improvement from the 2011 ranking — 59th — according to Forbes.

An April 2012 report about wage growth among the nation's MSAs — conducted by Garner Economics LLC — provided another sign the area's economy is improving faster than the national norm. The Garner analysis showed the average weekly wage in the Glens Falls MSA was \$780. That was competitive with other key MSAs in the state, many of which have higher costs of living. According to the Garner report, the Glens Falls MSA's average weekly wage ranked 90th among 372 MSAs nationwide as of February 2012. The area's wage growth over the previous six months was 4.1 percent, which put the region at 149th out of the 372 MSAs.

Job growth among the region's health care providers, including Glens Falls Hospital, Hudson Headwaters Health Network and Fort Hudson Health System are major contributing to the region's job market resilience. Also recent hiring at area medical device manufacturers, including AngioDynamics and Delcath are additional signs of further potential job growth.

## **Issues / Recommendations**

### **Economic Development Scenarios for the Ciba-Geigy site**

A number of ideas for the reuse of the Ciba-Geigy site in Queensbury have been developed by the persons participating in the visioning meetings and by the consultant team. These include 1) the use of the site as an intermodal facility, 2) the use of the site as a distribution center for goods brought in by rail, 3) use of the site for industries supporting semiconductor fabrication and other regional high tech initiatives, 4) use of the site for the manufacture of medical devices, 5) locating a ground solar array for the generator of electricity, and 6) development of the waterfront for recreation/tourism related uses. Each is discussed in the following narrative.

There are several considerations that must be taken into account in assessing the site. First is the presence of the Lehigh Cement operation to the west of the site. This facility will generate traffic, noise, and dust, as well as vibration from operations and the heavy truck traffic. To the east of the site is the County recycling operation, which will generate some truck traffic, noise, and likely some vibration. The

concern with vibration is that many high tech operations are very precise and avoid locations with heavy traffic volumes, rail traffic, heavy vehicles, and vibration from operations. It should also be noted that an operating rail line bisects the site, running east to west. Though the volume of rail traffic is low, the line is active and, as a practical matter, creates two sites. Lastly, it appears that the northwest corner of the site is a wetland and development of this portion of the area is problematic.

### **Summary analysis of potential development scenarios**

#### **Intermodal facility**

We do not deem the idea of using the site as an intermodal center viable because of the distance from and poor connection to the Interstate highway. The site is approximately three and one-half miles from the closest Interstate access, and that distance involves going through the heart of Glens Falls. It is doubtful that having a high volume of large trucks negotiating this distance through city traffic (and around the traffic circle where Warren Avenue meets Glen and Hudson) would be palatable to either the City or the truckers.

On the plus side, the site does have rail access, is on the waterfront and has proximity to hiking and biking trails so the idea of an intermodal facility is not beyond the realm of possibility. It could also be considered part of the Distribution cluster (see discussion below)

#### **Distribution Center**

The rail access does offer some potential if the site were used as a distribution center for rail transported materials or products. The goods most commonly shipped by rail are: coal, farm products, chemicals, food, minerals, automobiles, lumber and building products, paper, and metal products. The site does not appear to have a siding, though that could be added if necessary. Some of the goods noted above would not require covering or shelter, so the site could be developed at a relatively modest cost.

Though this use would create truck traffic, it would not be on the scale of the use as an intermodal site, and the existing roadways could likely accommodate this development. An analysis of area industries involved with these goods could reveal an opportunity for this use. Firms dealing in construction materials such as lumber, stone or brick, architectural metal, or glass, or automobile transport and delivery could use the site without new structures. Chemical distributors or food distributors could use the site after constructing appropriate warehouse or storage buildings.

This use is also part of the Distribution cluster which ranks 4<sup>th</sup> in total employment in the region. So the area has the employee skill set and support network that nurture the development of a distribution center on the site.

#### **Semiconductor Fabrication**

Firms related to the new semiconductor operation in Malta and other high tech operations were recommended for investigation for use of the site. The site is about a one-half hour drive from the new Global Foundry facility in Malta and about a one-hour drive from the new high tech campuses in the Albany area. It could thus serve as a distribution center for the specialized chemicals and equipment required by these industries. Many of these industries also require specialized industrial gases, and the site could serve as a distribution center for these materials. Preliminary research indicates that there are no industrial gas providers in the immediate region, so this has good potential. Further, the site might also serve as an extraction site for some gases, depending upon the quality of the air and level of dust generated by the cement operation.



From the demographic analysis, the local population has the education and skill set needed to support this industry. This falls under the Industrial Machinery and equipment cluster where it ranks 4<sup>th</sup> in total wages in the region. This industry generally provides high paying jobs.

### **Medical Devices Manufacturing**

The manufacture of medical devices was also suggested as an option. It should be noted that this industry encompasses a wide range of products, going from simple elements, such as tongue depressors and latex gloves to sophisticated electronic equipment. The development of the site for a manufacturer of sophisticated devices is unlikely because of the need for precision and stability, which are lacking at this site, as noted earlier. However, the manufacture of medical and dental supplies, equipment, and sundries has potential. Products in this field would include glassware, rubber products, paper products, or medical apparel.

This sector is part of the top ranked industry cluster in the region by location quotient. As such it has an experienced employee base and supplier network that could nurture development of other businesses in this industry sector.

### **Solar Array**

The idea of using the site as a solar farm to generate electricity was also noted. This idea is very plausible. The site is open and level and generally out of site, which is an asset, as many people do not wish to have a large solar array, which they consider unsightly, nearby. The site is approximately 65 acres and could be used to generate a significant amount of power. For example, an 80-acre farm in Delaware has 62,000 solar panels and generates 12 megawatts of power, enough to supply 1,250 homes.

This use could work in combination with the idea of creating a riverfront park, by providing river access at selected points through the solar farm.

### **Waterfront recreation/tourism related uses**

This development scenario would probably have the most positive impact on the surrounding Queensbury neighborhood. Improved park and recreation facilities, safer streets for kids, the need for accommodations and bathroom facilities on the Canal Trail and the bike trails were ideas mentioned at the visioning workshop. Folks also mentioned better utilization of the river for canoeing and kayaking if water movement and levels can be controlled and additional portage sites developed/improved and perhaps picnic areas on the islands

As noted in the Ciba-Geigy LWRP work plan, the focus will be on specific redevelopment opportunities to leverage the site's location and local infrastructure assets, exploring the possibilities for such new uses as manufacturing space, multi-modal facilities, or perhaps a museum that focuses on the region's industrial legacy. This effort will also explore waterfront access, improvements to the Feeder Canal trail, and recreational opportunities.

Development of the waterfront would require access over the rail lines. Vehicular traffic may not be a big problem because the rail lines are not heavily used. But we would require a marked crossing with appropriate signals and gates. Development of the islands for passive recreation use would require a pedestrian bridge.

There were also a number of tourism related ideas that we'd consider for the waterfront. An Industrial Heritage Museum could be used to tell the industrial history from logging to paper manufacturing to the Ciba-Geigy site itself. Other participants liked the idea of developing the waterfront like Stormking in Ulster County for art and culture. Folks attending the visioning workshop also suggested the

development of small shops and a sit down restaurant along the waterfront or event flex space. One or more of these ideas might work well as a major tourism draw using either the museum or perhaps a visitor center as the focal point.

Travel and tourism is the 3<sup>rd</sup> ranked industry cluster in the region by total employment although it does not create a lot of higher paying jobs.

### **Economic Impact of the Arts and related facilities**

When community leaders fund the arts, they not only enhance the community's quality of life, but also invest in its economic well-being. Numerous studies and research exists which supports the economic benefits of recreation, historic preservation, arts and cultural facilities to a community. These facilities cover a wide spectrum of tourism related uses including visitor centers, heritage and house museums, multi-purpose recreation facilities, artist workshops, environmental education centers and more.

To provide some perspective on the economic impact of the arts, the Arts & Economic Prosperity, Americans for the Arts organization conducted research in 2002 to show the economic impact nationally of the nonprofit arts industry. The highlight of this research is as follows:

- Arts organizations are responsible businesses, employers, and consumers. Spending by nonprofit arts organizations—only a fraction of the total arts and entertainment industry—was an estimated \$53.2 billion in fiscal 2000, and leveraged an additional \$80.8 billion in event related spending by arts audiences. This \$134 billion in total economic activity supports 4.85 million FTE jobs and generates \$24.4 billion in government revenue annually.
- From major metropolitan areas to small rural towns, this research shows that the nonprofit arts are an economically sound investment. They attract audiences, spur business development, support jobs, and generate government revenue. Locally as well as nationally, the arts mean business.

In summary we are leaning towards a two site solution which will give the Town a broader range of opportunities to achieve development success with the site. The portion of the site north of the rail line appears more suited for industrial or heavy commercial use. The solar array or distribution center might work well there. For the southern portion of the site, the recreation/tourism uses would work best to take advantage of the waterfront.

# Town of Queensbury

## Ciba Geigy Site Redevelopment

### Employment Impacts

	<u>Projected SF</u>	<u>Estimated jobs</u>
Office/RD @ 1 job per 300 sf	80,000	267
Manufacturing @ 1 job per 500 sf	40,000	80
Warehousing @ 1 job per 750 sf	200,000	267
Retail related @ 1 job per 400 sf	35,000	88
Total New Jobs	355,000	701

### Gross wages

	<u>Estimated jobs</u>	<u>Total Wages</u>
Office/RD @ \$35,000 per year	267	\$9,333,333
Manufacturing @ \$45,000 per year	80	\$3,600,000
Warehousing @ \$42,000 per year	267	\$11,200,000
Retail related @ \$21,000 per year	88	\$1,837,500
Total Gross Wages	701	\$25,970,833

### Construction Jobs Impact

Estimated total construction costs	\$60,000,000
Estimated labor costs @ 50% total	\$30,000,000
Average construction worker wage	\$40,000
Projected number of construction workers	750

# Town of Queensbury

<b>Ciba Geigy Site Redevelopment</b>					<u>Phase I</u>	
<b>Economic Development Projects</b>	<u>unit</u>	<u># units</u>	<u>unit cost</u>	<u>Total</u>	<u>Year 1</u>	
Flex building 1	sf	40,000	\$175	\$7,000,000		0.0%
Flex building 2	sf	40,000	\$175	\$7,000,000		0.0%
Flex building 3	sf	40,000	\$175	\$7,000,000		0.0%
Warehouse building	sf	200,000	\$90	\$18,000,000		0.0%
Mixed use/Commercial	sf	35,000	\$185	\$6,475,000		0.0%
<b>Community Enhancement Projects</b>	<u>unit</u>	<u># units</u>	<u>unit cost</u>	<u>Total</u>		
Park				\$800,000	\$100,000	12.5%
Visitor Center				\$780,000		0.0%
<b>Total Projected Cost of Prime Projects</b>				<b>\$47,055,000</b>	<b>\$100,000</b>	

<b>Pre-development Costs</b>	<u>unit</u>	<u># units</u>	<u>unit cost</u>	<u>Total</u>	<u>Year 1</u>	
Site Acquisition	acres	35.00	\$50,000	\$1,750,000	\$500,000	28.6%
Demolition TBD				\$500,000	\$500,000	100.0%
Miscellaneous pre-development costs				\$250,000	\$250,000	100.0%

<b>Infrastructure</b>	See engineering estimate for details					
Phase I				\$2,899,244	\$579,849	20.0%
Phase II				\$1,618,988	\$323,798	20.0%
Phase III				\$3,718,164	\$743,633	20.0%
Phase IV				\$2,854,947	\$570,989	20.0%
<b>Total Pre-Development and Infrastructure</b>				<b>\$13,591,343</b>	<b>\$3,468,269</b>	

<b>Total Overall Development Costs</b>					<b>\$3,568,269</b>	
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<b>New Construction</b>	<u>Year 1</u>	
Building SF - Flex Building 1		0.0%
Building SF - Flex Building 2		0.0%
Building SF - Flex Building 3		0.0%
Building SF - Warehouse building		0.0%
Building SF - Mixed use/Commercial		0.0%
Building SF - Total	0	

<b>Tax Base Impacts - Assessments</b>		
Flex building 1		\$0 0.0%
Flex building 2		\$0 0.0%
Flex building 3		\$0 0.0%
Warehouse building		\$0 0.0%
Mixed use/Commercial		\$0 0.0%
Total New Assessments		\$0
Current Assessment	assumes 35 acres @ \$25,000 /acre avg	\$875,000
Net increase in Assessment		(\$875,000)
Net new tax revenues per yr		-\$50,663
Net new tax revenues per yr cumulative		-\$50,663

**Employment Impacts**

Flex building 1	Office/RD @ 1 job per 300 sf	0	0.0%
Flex building 2	Office/RD @ 1 job per 300 sf	0	0.0%
Flex building 3	Manufacturing @ 1 job per 500 sf	0	0.0%
Warehouse building	Warehousing @ 1 job per 750 sf	0	0.0%
Mixed use/Commercial	Retail related @ 1 job per 400 sf	0	0.0%
Total New Jobs		0	

**Gross wages**

Office/RD @ \$35,000 per year	Flex building 1	\$0	0.0%
Office/RD @ \$35,000 per year	Flex building 2	\$0	0.0%
Manufacturing @ \$45,000 per year	Flex building 3	\$0	0.0%
Warehousing @ \$42,000 per year	Warehouse building	\$0	0.0%
Retail related @ \$21,000 per year	Mixed use/Commercial	\$0	0.0%
Total Gross Wages		\$0	

Year 2		Phase II				Phase III and IV			
Year 2		Year 3		Year 4		Year 5		Year 6	
	0.0%	\$3,500,000	50.0%	\$3,500,000	50.0%		0.0%		0.0%
	0.0%		0.0%		0.0%	\$3,500,000	50.0%	\$3,500,000	50.0%
	0.0%		0.0%		0.0%		0.0%	\$3,500,000	50.0%
	0.0%		0.0%		0.0%		0.0%		0.0%
	0.0%		0.0%	\$1,750,000	218.8%	\$2,000,000	250.0%	\$2,000,000	250.0%
\$200,000	25.0%	\$200,000	25.0%	\$200,000	25.0%	\$100,000	12.5%		0.0%
\$200,000	25.6%	\$200,000	25.6%	\$380,000	48.7%		0.0%		0.0%
<b>\$400,000</b>		<b>\$3,900,000</b>		<b>\$5,830,000</b>		<b>\$5,600,000</b>		<b>\$9,000,000</b>	

Year 2		Year 3		Year 4		Year 5		Year 6	
\$500,000	28.6%	\$750,000	42.9%		0.0%		0.0%		0.0%
	0.0%		0.0%		0.0%		0.0%		0.0%
\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%

\$579,849	20.0%	\$579,849	20.0%	\$579,849	20.0%	\$579,849	20.0%		
\$323,798	20.0%	\$323,798	20.0%	\$323,798	20.0%	\$323,798	20.0%		
\$743,633	20.0%	\$743,633	20.0%	\$743,633	20.0%	\$743,633	20.0%		
\$570,989	20.0%	\$570,989	20.0%	\$570,989	20.0%	\$570,989	20.0%		
<b>\$2,718,269</b>		<b>\$2,968,269</b>		<b>\$2,218,269</b>		<b>\$2,218,269</b>		<b>\$0</b>	
<b>\$3,118,269</b>		<b>\$6,868,269</b>		<b>\$8,048,269</b>		<b>\$7,818,269</b>		<b>\$9,000,000</b>	

Year 2		Year 3		Year 4		Year 5		Year 6	
	0.0%	20,000	50.0%	20,000	50.0%		0.0%		0.0%
	0.0%		0.0%		0.0%	20,000	50.0%	20,000	50.0%
	0.0%		0.0%		0.0%		0.0%	20,000	50.0%
	0.0%		0.0%		0.0%		0.0%		0.0%
	0.0%		0.0%	9,000	25.7%	11,000	31.4%	11,000	31.4%
0		20,000		29,000		31,000		51,000	

\$0	0.0%	\$2,091,250	50.0%	\$2,091,250	50.0%	\$0	0.0%	\$0	0.0%
\$0	0.0%	\$0	0.0%	\$0	0.0%	\$2,091,250	50.0%	\$2,091,250	50.0%
\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$2,091,250	50.0%
\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%
\$0	0.0%	\$0	0.0%	\$941,063	25.7%	\$1,150,188	31.4%	\$1,150,188	31.4%
\$0		\$2,091,250		\$3,032,313		\$3,241,438		\$5,332,688	
\$875,000		\$875,000		\$875,000		\$875,000		\$875,000	
(\$875,000)		\$1,216,250		\$2,157,313		\$2,366,438		\$4,457,688	
-\$50,663		\$70,421		\$124,908		\$137,017		\$258,100	
-\$101,325		-\$30,904		\$94,004		\$231,021		\$489,121	

0	0.0%	67	50.0%	67	50.0%	0	0.0%	0	0.0%
0	0.0%	0	0.0%	0	0.0%	67	50.0%	67	50.0%
0	0.0%	0	0.0%	0	0.0%	0	0.0%	40	50.0%
0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
0	0.0%	0	0.0%	23	25.7%	28	31.4%	28	31.4%
0		67		89		94		134	

\$0	0.0%	\$2,216,667	50.0%	\$2,216,667	50.0%	\$0	0.0%		0.0%
\$0	0.0%	\$0	0.0%	\$0	0.0%	\$2,216,667	100.0%		0.0%
\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$1,800,000	50.0%
\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%
\$0	0.0%	\$0	0.0%	\$472,500	25.7%	\$577,500	31.4%	\$577,500	31.4%
\$0		\$2,216,667		\$2,689,167		\$2,794,167			

Total acres  
 Total improved acres  
 Total Development Costs  
 Development cost per acre  
 Total Building SF  
 Development cost per bldg sf  
 Net increase in assessment  
 Net increase in assessment per acre  
 Net new tax revenues per annum  
 Net new tax revenues per acre  
 Total jobs  
 Development cost per job

Year 7		Total		Economic Development Projects		Total
	0.0%	\$7,000,000		Flex building 1		\$7,000,000
	0.0%	\$7,000,000		Flex building 2		\$7,000,000
\$3,500,000	50.0%	\$7,000,000		Flex building 3		\$7,000,000
\$18,000,000	100.0%	\$18,000,000		Warehouse building		\$18,000,000
\$725,000	90.6%	\$6,475,000		Mixed use/Commercial		\$6,475,000
Year 7		Total		Community Enhancement Projects		Total
	0.0%	\$800,000	100.0%	Park		\$800,000
	0.0%	\$780,000	100.0%	Visitor Center		\$780,000
<b>\$22,225,000</b>		<b>\$47,055,000</b>				<b>\$47,055,000</b>

Year 7	Total
	<b>2,500,000</b>
	0.0% \$1,750,000
	0.0% \$500,000
	0.0% \$250,000

	\$2,899,244
	\$1,618,988
	\$3,718,164
	\$2,854,947
<b>\$0</b>	<b>\$13,591,343</b>

**\$22,225,000      \$60,646,343**

Year 7	Total
	40,000
	40,000
20,000	50.0% 40,000
200,000	100.0% 200,000
4,000	11.4% 35,000
224,000	355,000

\$0	0.0%	4,182,500	100.0%
\$0	0.0%	4,182,500	100.0%
\$2,091,250	50.0%	4,182,500	100.0%
\$20,912,500	100.0%	20,912,500	100.0%
\$418,250	11.4%	3,659,688	100.0%

\$23,422,000      \$37,119,688  
 \$875,000      \$875,000  
 \$22,547,000      \$36,244,688  
 \$1,305,471      \$493,653  
 \$1,794,592





0	0.0%	133	100.0%
0	0.0%	133	100.0%
40	50.0%	80	100.0%
267	100.0%	267	100.0%
10	11.4%	88	100.0%
317		701	

	0.0%	4,433,333	
	0.0%	2,216,667	
\$1,800,000	50.0%	3,600,000	
\$11,200,000	100.0%	11,200,000	
\$210,000	11.4%	1,837,500	
		\$4,905,833	

Total	
	35.00
	35.00
	\$60,646,343
	\$1,732,753
	355,000
	\$171
	\$36,244,688
	\$1,035,563
	\$493,653
	\$14,104
	701
	\$86,535

## Sources of Funding

## Annual Town

Town/County	Federal	NYS	Private		Assessment	Year 1	
	\$50,000	\$2,300,000	\$2,500,000	\$2,150,000	<b>\$7,000,000</b>	\$4,182,500	\$0
	\$50,000	\$2,300,000	\$2,500,000	\$2,150,000	<b>\$7,000,000</b>	\$4,182,500	\$0
	\$50,000	\$2,300,000	\$2,500,000	\$2,150,000	<b>\$7,000,000</b>	\$4,182,500	\$0
	\$100,000	\$3,000,000	\$5,000,000	\$9,900,000	<b>\$18,000,000</b>	\$10,755,000	\$0
	\$100,000	\$1,000,000	\$1,500,000	\$3,875,000	<b>\$6,475,000</b>	\$3,868,813	\$0
	\$130,000	\$150,000	\$500,000	\$20,000	<b>\$800,000</b>		
	\$130,000	\$100,000	\$500,000	\$50,000	<b>\$780,000</b>		
	<b>\$610,000</b>	<b>\$11,150,000</b>	<b>\$15,000,000</b>	<b>\$20,295,000</b>	<b>\$47,055,000</b>	<b>\$27,171,313</b>	<b>\$0</b>
	1.3%	23.7%	31.9%	43.1%	100.0%		

**Tax Projections for Period:**

<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>	<b>Year 6</b>	<b>Year 7</b>
\$0	\$47,670	\$95,340	\$95,340	\$95,340	\$95,340
\$0	\$0	\$0	\$47,670	\$47,670	\$95,340
\$0	\$0	\$0	\$0	\$0	\$47,670
\$0	\$0	\$0	\$0	\$0	\$0
\$0	\$0	\$192,915	\$413,388	\$413,389	\$633,862
<hr/>					
<hr/>					
<b>\$0</b>	<b>\$47,670</b>	<b>\$288,255</b>	<b>\$556,398</b>	<b>\$556,399</b>	<b>\$872,212</b>
<hr/>					

APPENDIX H:  
REUSE ALTERNATIVES

## Redevelopment Opportunities



**Intermodal Facility** - An intermodal facility provides for transportation of freight in a container or vehicle from origin to destination by multiple modes of transportation including rail, ship, truck and, air through a central hub. This method reduces handling, improves security, reduces damage and loss, and allows for the movement of freight faster.



**Distribution Centers** - A distribution center is a specialized building that is stocked with products with the intent to be redistributed to retailers, wholesalers, or directly to consumers. Distribution centers operate throughout a commercial market in support of regional operations of national chain retailers.



**Technology & Support Services** - This category of uses includes a wide variety of businesses oriented towards the support of the changing technology landscape, including GlobalFoundries. Ancillary support operations could include data storage facilities, industrial gas suppliers, tool and machinery maintenance, and specialty packaging makers.



**Medical Device Manufacturing** - Medical device manufacturing can include design, manufacturing, packaging and labeling. Some or all of these steps may be performed in one physical location, or they may be outsourced to a specialty provider. Given the prevalence of the medical device manufacturing cluster here in the greater Glens Falls area there may be opportunities to provide these services to existing or new manufacturers.



**Solar Array** - A solar array is a group of photovoltaic solar panels that convert sunlight into electricity arranged and linked in a way that allows the panels to operate as a single unit. Arrays can vary widely in size and shape from a small installation on the roof of a single family home to one containing several hundreds or thousands of individual panels.



**Cultural/Industrial Heritage Center** – A cultural and/or industrial heritage museum can preserve the history of manufacturing and attract tourism while contributing to revitalization of an area where the decline of industry has brought significant challenges to the community. Such a facility could highlight the industrial and cultural heritage (e.g., logging, paper, power, mining, etc.) within the region and provide for educational programs and tours, collect and archive photos, document, and tools, and incorporate multi-use spaces for events.

## Illustrative Development Scenarios

### 1. Intermodal Facility

*The Capital District Intermodal and Automotive Terminal –  
Halfmoon/Mechanicville, NY*

This \$40 million facility is located on 205 acres, 185 acres located in the Town of Halfmoon, and the remainder in the City of Mechanicville. About 300 trucks enter the site daily to drop off or pick up containers. The Capital District Intermodal and Automotive Terminal is owned by Pan Am Southern LLC and employs approximately 100 people. Norfolk Southern, an affiliate, also has intermodal facilities in Buffalo, NY and Ayer, MA. CSX has operations in Syracuse, NY and Springfield, MA. The facility allows trains heading west to be double stacked while those heading east would be single-stacked so they can clear the Hoosac Tunnel in western Massachusetts.

The intermodal facility was constructed on an abandoned rail yard with renovations completed in January 2012.



Aerial view of intermodal facility



Aerial view of intermodal facility



The transfer cranes at the intermodal facility

*Worcester Intermodal Terminal – Worcester, Massachusetts*

The Worcester Intermodal Terminal was recently expanded to allow for relocation of the intermodal container operations in Boston. CSX invested approximately \$100 million to make improvements to the site. The facility employs approximately 85 workers and processes up to 150,000 containers annually with that number expected to grow in the long term. The State of Massachusetts provide additional improvements by raising 31 bridge crossings to allow for double stacked container transport to the New York State line.



*Container lifts*



*Aerial view of Worcester Intermodal Terminal*



*Entrance to Worcester Intermodal Terminal*

## 2. Distribution Centers



Aerial image of Ace Hardware Distribution located at the east, Target Distribution is located at the west. Wilton NY

### *Target Distribution Center – Wilton, New York*

The Target Distribution Center located on North Road in the Town of Wilton includes 1,600,000 SF of warehouse space and approximately 1,800,000 SF paved surfaces. The distribution center is located on a parcel 131 acres in size. In total, more than 1,000 trailers can be parked on the property in addition to those that can be located at the loading docks. The facility employs over 700 people.



Entrance to Target Distribution Warehouse on North Road



*ACE Hardware Distribution Warehouse – Wilton, New York*

The ACE Hardware Distribution Warehouse located on Ballard Road is 800,000 SF in size in addition to approximately 400,000 SF of paved surfaces. The distribution center serves hardware stores from Maryland to Maine and is located on a parcel 129 acres in size with room for future growth. The facility employs over 425 people.



Entrance to Ace Hardware Distribution Warehouse on Ballard Road

*Hille & Markes Distribution Warehouse – Amsterdam, New York*

Hille and Markes open a new 130,000 SF distribution warehouse in the City of Amsterdam in 2011. The \$12 million warehouse and corporate headquarters at 1997 State Highway 5S took a total of eight months to build. The facility employs more than 150 employees.



Exterior view of Hill & Markes Distribution Warehouse



Inside the Hill & Markes Distribution Warehouse

### 3. Technology & Support Services

#### *Google Data Center – Pryor, Oklahoma*

In the fall of 2011 Google opened a new data center in the 9,000 acre MidAmerica Industrial Park. The project represents a \$600 million investment, in addition to more than 100 jobs at the facility. The location was selected because Mayes County has the right combination of energy infrastructure, developable land, and available workforce for the data center. Availability of renewable energy was also a significant factor. The industrial park also has a 365 acre regional business airport with a 5,000 foot runway, and wastewater and water treatment plants.



*Aerial view of the Google Data Center in Pryor Oklahoma*



*Cooling towers at the Data Center*

#### *HostRocket Data Center – Clifton Park, New York*

The 10,000 square foot web hosting data center is located in a new 52,000 square foot class a office building in Clifton Park. The facility provides redundant OC-12 fiber loops directly from the network to Time Warner Telecommunication's nationwide fiber network. Wiring is done with tested factory terminated cat5e gigabit Ethernet wiring and Cisco Routers and Switches are used to ensure sites will not go down as a result of an inferior hardware failure. Racks are run on multiple 30 Amp circuits. The server room is cooled by redundant rooftop 65 ton AC units.



*HostRocket Data Center*

*The Linde Group – Murray Hill, New Jersey*

The Linde Group is a world leading supplier of industrial, process and specialty gases and provides engineering services. Their location in Murray Hill is their U.S. Headquarters where they also provide industrial and healthcare gases. Worldwide, Linde has more than 62,000 employees in 100 different countries.



*Aerial view of The Linde Group – Murray Hill, New Jersey*



*Filling Station*

#### 4. Medical Device Manufacturing

*Angiodynamics – Queensbury/Glens Falls, New York*

The Queensbury manufacturing facility is 125,000 SF in size and employs approximately 400 people. The Glens Falls facility (formerly Navilyst Medical) is 167,000 SF in size and employs approximately 500 people. In addition, Angiodynamics headquarters is located in Latham and occupies 54,700 SF of commercial office space along NYS Interstate 87.



*Aerial Image of Glens Falls Facility*



*Aerial image of Queensbury Facility*



*Angiodynamics Headquarters, Latham NY*

## 5. Solar Array

### *Long Island Solar Farm – Upton, New York*

The Long Island Power Authority (LIPA), BP Solar International, Inc. (BP Solar), and Brookhaven National Laboratory developed the Long Island Solar Farm (LISF) which is part of the largest solar energy project in the state of New York, the largest photovoltaic array in the eastern U.S. and the largest in the country constructed on federal property.



*Aerial Image of Long Island Solar Farm*

The 32 megawatt LISF is made up of 164,312 solar panels across approximately 200 acres. The LISF is privately owned and can provide enough electricity for up to roughly 4,500 households. The project is located adjacent to Brookhaven National Laboratory. Construction of the solar farm was completed in approximately one year by over 200 construction workers.



*Solar Panels at Long Island Solar Farm*

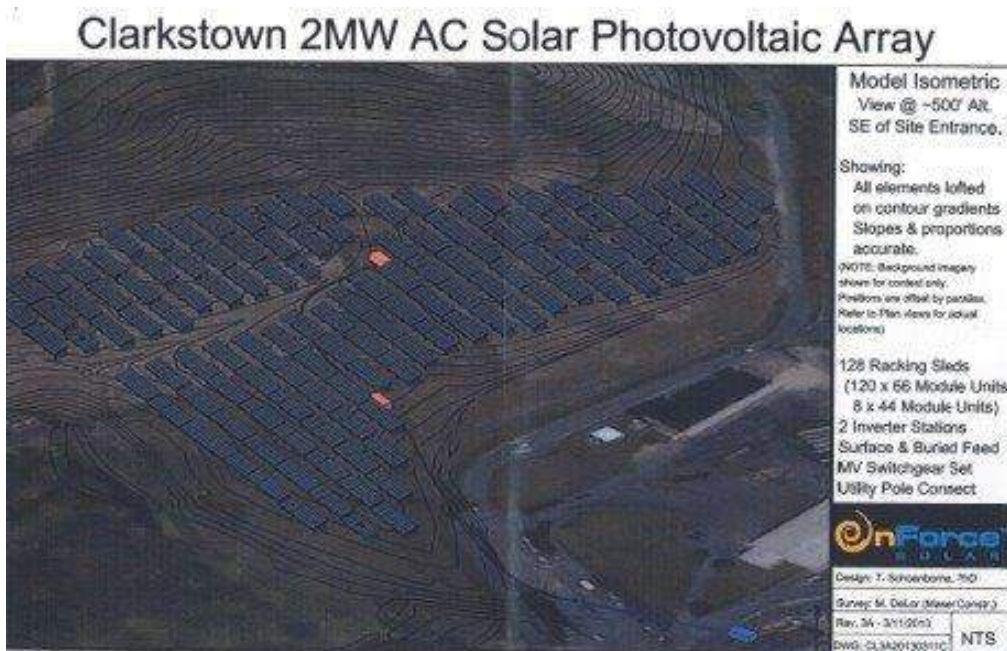
The project also had environmental benefits as is protected over 130 acres on the site, donated 2,339 acres to NY State Parks and an additional 530 acres as Upton Ecological Research Reserve, and contributed to LI Native Plant Initiative for environmental restoration.

*Proposed Solar Array – West Nyack, New York*

A solar installation is proposed at the former town landfill in West Nyack. This 11 acre project would generate up to 2 megawatts, or about 20 percent of the Town’s current usage. The project will consist of more than 8,000 solar panels and will operate through a remote net metering program. The overall cost of the project is estimated at approximately \$2 million.



*Aerial image of Clarkstown landfill*



*Illustration of proposed solar array located on the Clarkstown Landfill*



# Option I - Distribution & Transportation

South Queensbury, New York  
August 2013



Capital District Office:  
547 River Street, Troy, NY 12182  
Tel: 518.273.0055  
North Country Office:  
375 Bay Road, Queensbury, NY 12804  
Tel: 518.812.0513  
Dutchess County Office:  
21 Fox Street, Poughkeepsie, NY 12601  
Tel: 518.454.3980  
Proud to be Employee Owned





## Option 2 - Professional & Retail

South Queensbury, New York

August 2013

THE  
**Chazen**  
COMPANIES  
Proud to be Employee Owned

Capital District Office:  
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Tel: 518.273.0055  
North Country Office:  
375 Bay Road, Queensbury, NY 12804  
Tel: 518.812.0513  
Dutchess County Office:  
21 Fox Street, Poughkeepsie, NY 12601  
Tel: 518.454.3980

Vehicle loop, parking area  
and potential river front  
access point

Pad-mounted solar arrays  
on landscaped berms

Multi-use path connection  
from canal trail to  
cultural heritage center

Maintenance access

Pedestrian Plaza

Pedestrian RR Crossing

Open Space /  
Park Area

45,000sf multi-level  
cultural heritage center

2 Story 40,000 sf  
Professional Office

3 Story 55,000 sf  
Professional Office

Stormwater Management  
(SWM)

2 Story 40,000 sf  
Professional Office

(SWM)

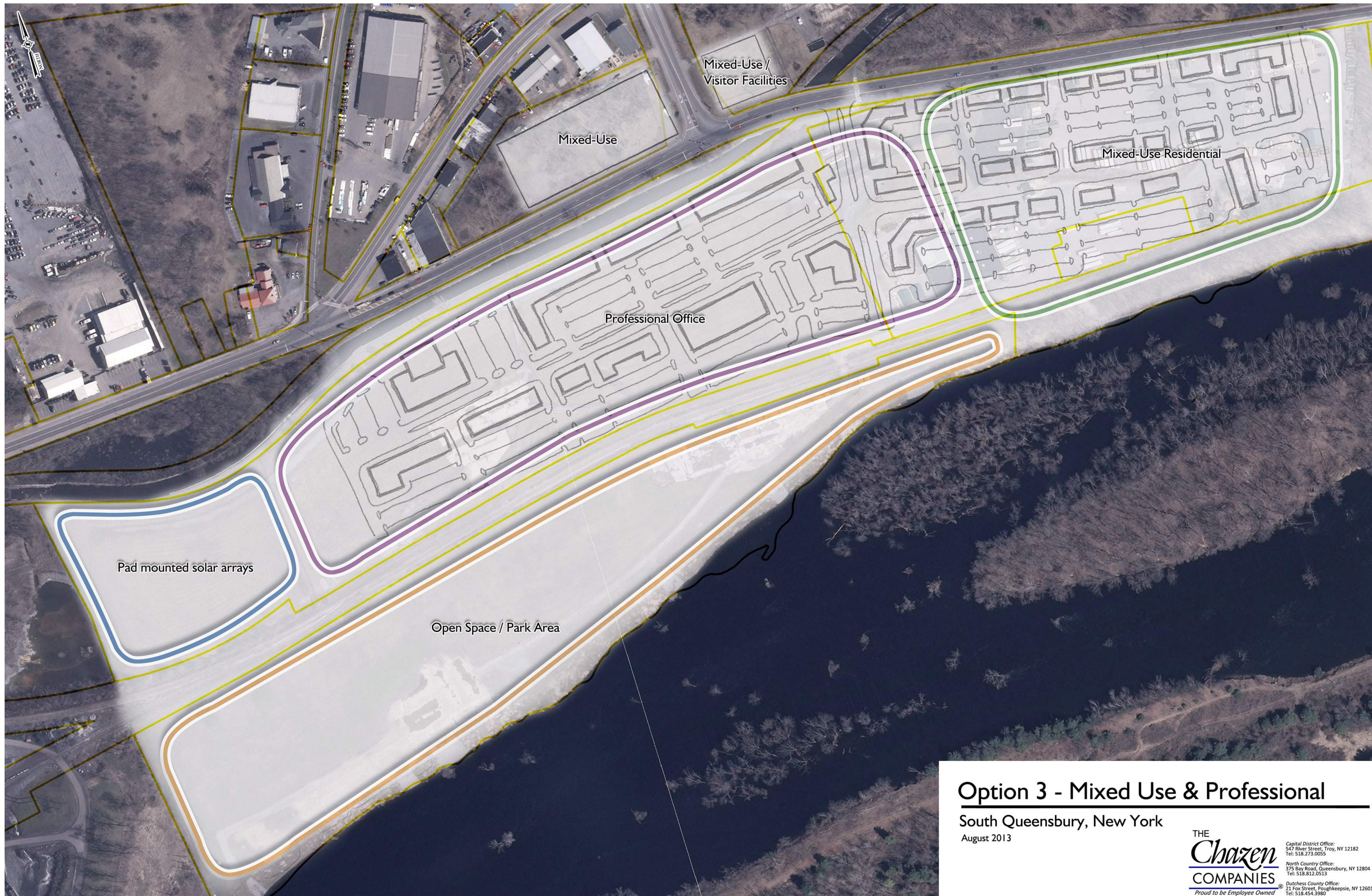
Mixed-Use

Mixed-Use /  
Visitor Facilities

32,000sf Retail

50,000sf Retail

Restaurant



## Option 3 - Mixed Use & Professional

South Queensbury, New York  
August 2013



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Tel: 518.812.0513  
Dutchess County Office:  
21 Fox Street, Poughkeepsie, NY 12601  
Tel: 518.454.3980  
Proud to be Employee Owned

**1. Below are several alternatives that are being considered for the former Ciba-Geigy site. These alternatives are based on committee and public input and the results of the preliminary market analysis. Based on your review of the Illustrative Development Scenarios that was distributed via email (June 3, 2013), along with the examples (A-F) provided below, please indicated which uses you feel is worth pursuing (for each choice please provide a "yes" or "no" answer).**

	Yes	No	Rating Count
(A) Intermodal Facility	80.0% (4)	20.0% (1)	5
(B) Distribution Center	60.0% (3)	40.0% (2)	5
(C) Technology & Support Services	100.0% (5)	0.0% (0)	5
(D) Medical Device Manufacturing	80.0% (4)	20.0% (1)	5
(E) Solar Array	100.0% (5)	0.0% (0)	5
(F) Cultural/Industrial Heritage Center	40.0% (2)	60.0% (3)	5
		Other (please specify)	5
		answered question	5
		skipped question	0

**2. Based on the site visit and your review of the Illustrative Development Scenarios, please provide any additional input and/or ideas regarding the redevelopment of the former Ciba-Geigy site.**

	Response Count
	5
	answered question
	5
	skipped question
	0

**Q1. Below are several alternatives that are being considered for the former Ciba-Geigy site. These alternatives are based on committee and public input and the results of the preliminary market analysis. Based on your review of the Illustrative Development Scenarios that was distributed via email (Ju...**

1	Drag strip. Seriously. The closest one is Fulton, otherwise nothing in a long distance. The noise may be an impediment, though.	Jul 1, 2013 9:20 AM
2	1. Regional Wastewater Sewer Facility 2. 1. Regional Wastewater Sewer Facility 2. SUNY STEM Center/Cellulose Research Facility 3. A variety of the above 4. Manufacturing/Use of recycled materialsSUNY STEM Center/Cellulose Research Facility 3. A variety of the above	Jun 17, 2013 8:02 PM
3	What of a new-urbanist transect, with development from residential/mixed use on the east to industrial on the west. We should aim for permanent (not just construction) jobs and a recreational component connected to the Feeder Canal & Trail.	Jun 17, 2013 6:33 AM
4	food processing to take advantage of sewer capacity and supply of raw materials in Washington County	Jun 12, 2013 10:39 AM
5	Technology based manufacturing i.e. solar, LED, plastic moulding/extrusion, general manufacturing	Jun 12, 2013 10:09 AM

**Q2. Based on the site visit and your review of the Illustrative Development Scenarios, please provide any additional input and/or ideas regarding the redevelopment of the former Ciba-Geigy site.**

1	The visit was certainly enlightening. There was more riverfront property than I imagined from the map so some development may be possible if the train traffic can be dealt with. I think the most important thing is how to transfer the land. Selling it to anyone involves transfer of liabilities so there may be few or no takers. Leasing it entails less risk but few will want to invest any infrastructure on leased land, other than a solar array. The next step will be to see what BASF will want to do or allow.	Jul 1, 2013 9:20 AM
2	1. Regional Wastewater Sewer Facility 2. SUNY STEM Center/Cellulose Research Facility 3. A variety of the above 4. Manufacturing/Use of recycled materials	Jun 17, 2013 8:02 PM
3	If not a cultural/historical center, we at least should have a strong interpretive component about the sites industrial and post-industrial (clean-up) heritage. What are the piles of rocks in the Hudson River at and downstream of the site? Are they worth discussion on interpretive signage? The east end of the site could provide an excellent opportunity for mixed income residential development (keeping in mind the current high LMI population % in the neighborhood ), perhaps as a component of a mixed use project. I could see a restaurant with outdoor seating facing the river (which is lacking in greater GF region) filling a unique niche.	Jun 17, 2013 6:33 AM
4	All of the options are "worth pursuing", but one or more may not be feasible; i.e., distrution facility there may not be sufficient space to meet market demand. Or intermodal facility, there may not be sufficient infrastructure. I'm not big on a heritage center unless it is not the main use at the site (similar to solar array - okay on the most highly contaminated portion but not okay on the developable portion.	Jun 12, 2013 10:39 AM
5	This is one of the only opportunities to incorporate rail into the mix of industrial sites in the region.	Jun 12, 2013 10:09 AM

APPENDIX I:  
COST ESTIMATES

# CHAZEN ENGINEERING, LAND SURVEYING & LANDSCAPE ARCHITECTURE CO., D.P.C.

Dutchess County Office  
Phone: (845) 454-3980

547 River Street, Troy, NY 12180  
Phone: (518) 273-0055 Fax: (518) 273-8391  
Web: www.chazencompanies.com

North Country Office  
Phone: (518) 812-0513

**Opinion of Probable Cost<sup>1</sup> for Queensbury/S. Queensbury BOA  
Chazen Project No. 91231.00**

**Date: March 2014**

## COST ESTIMATE SUMMARY

Description	Type	Site Construction Cost	Building Cost	Total
<b>PHASES</b>				
Phase I	Muni	\$1,930,000.00	n/a	\$1,930,000.00
Phase II	Muni	\$1,160,000.00	n/a	\$1,160,000.00
Phase III (A, B, C total)	Private	\$3,270,000.00	\$21,000,000.00	\$24,270,000.00
Phase IV (Building D)	Warren Co.	\$2,520,000.00	\$12,600,000.00	\$15,120,000.00
Phase V (Park)	Muni	\$1,710,000.00	n/a	\$1,710,000.00
<b>Phases Subtotal</b>		<b>\$10,590,000.00</b>	<b>\$33,600,000.00</b>	<b>\$44,190,000.00</b>
<b>OTHER PROJECTS</b>				
Visitor's Center	Muni	\$430,000.00	\$600,000.00	\$1,030,000.00
Commercial/Mixed-Use	Private	\$1,040,000.00	\$3,700,000.00	\$4,740,000.00
<b>Other Projects Subtotal</b>		<b>\$1,470,000.00</b>	<b>\$4,300,000.00</b>	<b>\$5,770,000.00</b>
<b>GRAND TOTALS</b>		<b>\$12,060,000.00</b>	<b>\$37,900,000.00</b>	<b>\$49,960,000.00</b>

<sup>1</sup> This Opinion of Probable Cost is intended to be used for order of magnitude pricing for budget purposes. Estimate is based on approximate dimensions measured from concept plan. A more detailed estimate can be prepared following land survey services and advancement of design.



\$3,090,000.00  
\$2,740,000.00  
\$44,130,000.00  
\$39,390,000.00  
12.74757282

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**Date: March 2014**

PHASE I				
Description	QTY	Unit	Unit Price	Total Cost
<b>SITE PREPARATION</b>				
Clearing and Grubbing	4	AC	\$5,000.00	\$20,000.00
Rough Grading	1	EA	\$5,000.00	\$5,000.00
			<b>Total Site Preparation</b>	<b>\$25,000.00</b>
<b>SITE CONSTRUCTION</b>				
Concrete Sidewalks (5-foot width - 4" thick)	3,250	SF	\$6.00	\$19,500.00
Roadway (asphalt, subbase, fabric)	1,600	LF	\$150.00	\$240,000.00
Roadway Concrete Curbing	3,200	LF	\$20.00	\$64,000.00
			<b>Total Site Construction</b>	<b>\$323,500.00</b>
<b>UTILITIES<sup>2</sup></b>				
Water Main 8"	650	LF	\$150.00	\$97,500.00
Sewer - 8" Gravity Main	250	LF	\$125.00	\$31,250.00
Sewer - 4" Force Main	1,200	LF	\$125.00	\$150,000.00
Sewer - Pump Station	1	LS	\$200,000.00	\$200,000.00
Electrical	1,200	LF	\$50.00	\$60,000.00
Natural Gas	650	LF	\$50.00	\$32,500.00
Pedestrian Lighting (Poles, Luminaires, Bases)	15	EA	\$3,000.00	\$45,000.00
Stormwater	1	LS	\$90,000.00	\$90,000.00
			<b>Total Utilities</b>	<b>\$706,250.00</b>
<b>SITE IMPROVEMENTS</b>				
Fence - Railroad	6,600	LF	\$25.00	\$165,000.00
Restoration	1	LS	\$20,000.00	\$20,000.00
Traffic Signal	1	LS	\$100,000.00	\$100,000.00
			<b>Total Site Improvements</b>	<b>\$285,000.00</b>
				<b>Construction Estimate Subtotal</b>
				<b>\$1,339,750.00</b>
				<b>Construction Contingency (20%)</b>
				<b>\$267,950.00</b>
				<b>Construction Total</b>
				<b>\$1,607,700.00</b>
				<b>Legal, Design, and Administrative Allowance (20%)</b>
				<b>\$321,540.00</b>
				<b>Rounded Total</b>
				<b>\$1,930,000.00</b>

<sup>1</sup> This Opinion of Probable Cost is intended to be used for order of magnitude pricing for budget purposes. Estimate is based on approximate dimensions measured from concept plan. A more detailed estimate can be prepared following land survey services and advancement of design.

<sup>2</sup> Utility estimates do not include any off-site improvements that may be need for future demand or loading.





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**Opinion of Probable Cost for Queensbury/S. Queensbury BOA  
Chazen Project No. 91231.00**

**Date: March 2014**

<b>PHASE II</b>				
Description	QTY	Unit	Unit Price	Total Cost
<b>SITE PREPARATION</b>				
Clearing and Grubbing	2	AC	\$5,000.00	\$10,000.00
Rough Grading	1	EA	\$5,000.00	\$5,000.00
			<b>Total Site Preparation</b>	<b>\$15,000.00</b>
<b>SITE CONSTRUCTION</b>				
Roadway (asphalt, subbase, fabric)	1,400	LF	\$150.00	\$210,000.00
Roadway Concrete Curbing	2,400	LF	\$20.00	\$48,000.00
			<b>Total Site Construction</b>	<b>\$258,000.00</b>
<b>UTILITIES</b>				
Water Main 8"	900	LF	\$150.00	\$135,000.00
Sewer - 8" Gravity Main	1,100	LF	\$125.00	\$137,500.00
Sewer - Pump Station Upgrade	1	LS	\$50,000.00	\$50,000.00
Electrical	1,100	LF	\$50.00	\$55,000.00
Natural Gas	900	LF	\$50.00	\$45,000.00
Pedestrian Lighting (Poles, Luminaires, Bases)	10	EA	\$3,000.00	\$30,000.00
Stormwater	1	LS	\$80,000.00	\$80,000.00
			<b>Total Utilities</b>	<b>\$532,500.00</b>
				<b>Construction Estimate Subtotal</b>
				<b>\$805,500.00</b>
				<b>Construction Contingency (20%)</b>
				<b>\$161,100.00</b>
				<b>Construction Total</b>
				<b>\$966,600.00</b>
				<b>Legal, Design, and Administrative Allowance (20%)</b>
				<b>\$193,320.00</b>
				<b>Rounded Total</b>
				<b>\$1,160,000.00</b>

<sup>1</sup> This Opinion of Probable Cost is intended to be used for order of magnitude pricing for budget purposes. Estimate is based on approximate dimensions measured from concept plan. A more detailed estimate can be prepared following land survey services and advancement of design.



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**Opinion of Probable Cost for Queensbury/S. Queensbury BOA  
Chazen Project No. 91231.00**

**Date: March 2014**

<b>PHASE III - PER INDIVIDUAL SITE FOR BUILDINGS A, B, &amp; C</b>				
Description	QTY	Unit	Unit Price	Total Cost
<b>SITE PREPARATION</b>				
Clearing and Grubbing	4	AC	\$5,000.00	\$20,000.00
Rough Grading	2	EA	\$5,000.00	\$10,000.00
			<b>Total Site Preparation</b>	<b>\$30,000.00</b>
<b>SITE CONSTRUCTION</b>				
Parking Lot	100,000	SF	\$4.50	\$450,000.00
Parking Lot Curbing	2,600	LF	\$20.00	\$52,000.00
			<b>Total Site Construction</b>	<b>\$502,000.00</b>
<b>UTILITIES</b>				
Water Lateral 6"	100	LF	\$125.00	\$12,500.00
Sewer - 6" Lateral	100	LF	\$120.00	\$12,000.00
Electrical	100	LF	\$50.00	\$5,000.00
Natural Gas	100	LF	\$50.00	\$5,000.00
Pedestrian Lighting (Poles, Luminaires, Bases)	10	EA	\$3,000.00	\$30,000.00
Site Electric	1,500	LF	\$22.00	\$33,000.00
Stormwater	1	LS	\$100,000.00	\$100,000.00
			<b>Total Utilities</b>	<b>\$197,500.00</b>
<b>SITE IMPROVEMENTS</b>				
Landscaping Trees	40	EA	\$300.00	\$12,000.00
Landscaping	1	AC	\$10,000.00	\$10,000.00
			<b>Total Site Improvements</b>	<b>\$22,000.00</b>
				<b>Construction Estimate Subtotal</b>
				<b>\$751,500.00</b>
				<b>Construction Contingency (20%)</b>
				<b>\$150,300.00</b>
				<b>Construction Total</b>
				<b>\$901,800.00</b>
				<b>Legal, Design, and Administrative Allowance (20%)</b>
				<b>\$180,360.00</b>
				<b>Rounded Total</b>
				<b>\$1,090,000.00</b>

<sup>1</sup> This Opinion of Probable Cost is intended to be used for order of magnitude pricing for budget purposes. Estimate is based on approximate dimensions measured from concept plan. A more detailed estimate can be prepared following land survey services and advancement of design.



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**Opinion of Probable Cost for Queensbury/S. Queensbury BOA  
Chazen Project No. 91231.00**

**Date: March 2014**

**PHASE IV - WARREN COUNTY SITE**

Description	QTY	Unit	Unit Price	Total Cost
<b>SITE PREPARATION</b>				
Clearing and Grubbing	9	AC	\$5,000.00	\$45,000.00
Rough Grading	6	EA	\$5,000.00	\$30,000.00
<b>Total Site Preparation</b>				<b>\$75,000.00</b>
<b>BUILDING DEMOLITION</b>				
Building and Structures Demo	43,000	SF	\$7.50	\$322,500.00
Asbestos Abatement	43,000	SF	\$2.00	\$86,000.00
<b>Total Building Demolition</b>				<b>\$408,500.00</b>
<b>SITE CONSTRUCTION</b>				
Parking Lot	170,000	SF	\$4.50	\$765,000.00
Parking Lot Curbing	5,500	LF	\$20.00	\$110,000.00
<b>Total Site Construction</b>				<b>\$875,000.00</b>
<b>UTILITIES</b>				
Water Lateral 6"	100	LF	\$125.00	\$12,500.00
Sewer - 6" Lateral	100	LF	\$120.00	\$12,000.00
Electrical Service	100	LF	\$50.00	\$5,000.00
Natural Gas	100	LF	\$50.00	\$5,000.00
Pedestrian Lighting (Poles, Luminaires, Bases)	20	EA	\$3,000.00	\$60,000.00
Site Electric	2,500	LF	\$22.00	\$55,000.00
Stormwater	1	LS	\$200,000.00	\$200,000.00
<b>Total Utilities</b>				<b>\$349,500.00</b>
<b>SITE IMPROVEMENTS</b>				
Landscaping Trees	60	EA	\$300.00	\$18,000.00
Landscaping	2	AC	\$10,000.00	\$20,000.00
<b>Total Site Improvements</b>				<b>\$38,000.00</b>
<b>Construction Estimate Subtotal</b>				<b>\$1,746,000.00</b>
<b>Construction Contingency (20%)</b>				<b>\$349,200.00</b>
<b>Construction Total</b>				<b>\$2,095,200.00</b>
<b>Legal, Design, and Administrative Allowance (20%)</b>				<b>\$419,040.00</b>
<b>Rounded Total</b>				<b>\$2,520,000.00</b>

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**Opinion of Probable Cost for Queensbury/S. Queensbury BOA  
Chazen Project No. 91231.00**

**Date: March 2014**

**PHASE V - PARK**

Description	QTY	Unit	Unit Price	Total Cost
<b>SITE CONSTRUCTION</b>				
Paths and Walkways	12,000	SF	\$2.00	\$24,000.00
Parking	20,000	SF	\$2.00	\$40,000.00
Access Road	33,600	SF	\$2.00	\$67,200.00
Maintenance Access	12,000	SF	\$2.00	\$24,000.00
<b>Total Site Construction</b>				<b>\$155,200.00</b>
<b>UTILITIES</b>				
Pedestrian Lighting (Poles, Luminaires, Bases)	25	EA	\$2,500.00	\$62,500.00
Stormwater	1	LS	\$40,000.00	\$40,000.00
<b>Total Utilities</b>				<b>\$102,500.00</b>
<b>SITE IMPROVEMENTS</b>				
Earthwork (Berms)	3,700	CY	\$15.00	\$55,500.00
Topsoil	3,500	CY	\$35.00	\$122,500.00
Fishing Pier	1	LS	\$60,000.00	\$60,000.00
Waterfront Access	1	LS	\$20,000.00	\$20,000.00
Pedestrian Bridge	1	LS	\$600,000.00	\$600,000.00
Landscaping	1	LS	\$50,000.00	\$50,000.00
Site Furnishing	1	LS	\$20,000.00	\$20,000.00
<b>Total Site Improvements</b>				<b>\$928,000.00</b>
<b>Construction Estimate Subtotal</b>				<b>\$1,185,700.00</b>
<b>Construction Contingency (20%)</b>				<b>\$237,140.00</b>
<b>Construction Total</b>				<b>\$1,422,840.00</b>
<b>Legal, Design, and Administrative Allowance (20%)</b>				<b>\$284,568.00</b>
<b>Rounded Total</b>				<b>\$1,710,000.00</b>

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**Opinion of Probable Cost for Queensbury/S. Queensbury BOA  
Chazen Project No. 91231.00**

**Date: March 2014**

<b>VISITOR CENTER AREA</b>				
Description	QTY	Unit	Unit Price	Total Cost
<b>SITE PREPARATION</b>				
Clearing and Grubbing	2	AC	\$5,000.00	\$10,000.00
Rough Grading	1	EA	\$5,000.00	\$5,000.00
			<b>Total Site Preparation</b>	<b>\$15,000.00</b>
<b>SITE CONSTRUCTION</b>				
Parking Lot	20,000	SF	\$4.50	\$90,000.00
Parking Lot Curbing	600	LF	\$20.00	\$12,000.00
Concrete Sidewalks	1,000	SF	\$6.00	\$6,000.00
			<b>Total Site Construction</b>	<b>\$108,000.00</b>
<b>UTILITIES</b>				
Water Lateral 6"	200	LF	\$125.00	\$25,000.00
Sewer - 6" Lateral	200	LF	\$120.00	\$24,000.00
Electrical	200	LF	\$50.00	\$10,000.00
Natural Gas	200	LF	\$50.00	\$10,000.00
Pedestrian Lighting (Poles, Luminaires, Bases)	10	EA	\$3,000.00	\$30,000.00
Site Electric	400	LF	\$22.00	\$8,800.00
Stormwater	1	LS	\$40,000.00	\$40,000.00
			<b>Total Utilities</b>	<b>\$147,800.00</b>
<b>SITE IMPROVEMENTS</b>				
Landscaping	1	AC	\$15,000.00	\$15,000.00
Landscaping Trees	20	EA	\$300.00	\$6,000.00
			<b>Total Site Improvements</b>	<b>\$21,000.00</b>
				<b>Construction Estimate Subtotal</b>
				<b>\$291,800.00</b>
				<b>Construction Contingency (20%)</b>
				<b>\$58,360.00</b>
				<b>Construction Total</b>
				<b>\$350,160.00</b>
				<b>Legal, Design, and Administrative Allowance (20%)</b>
				<b>\$70,032.00</b>
				<b>Rounded Total</b>
				<b>\$430,000.00</b>

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**Opinion of Probable Cost for Queensbury/S. Queensbury BOA  
Chazen Project No. 91231.00**

**Date: March 2014**

**COMMERCIAL / MIXED-USE**

Description	QTY	Unit	Unit Price	Total Cost
<b>SITE PREPARATION</b>				
Clearing and Grubbing	3	AC	\$5,000.00	\$15,000.00
Rough Grading	2	EA	\$5,000.00	\$10,000.00
<b>Total Site Preparation</b>				<b>\$25,000.00</b>
<b>SITE CONSTRUCTION</b>				
Parking Lot	68,000	SF	\$4.50	\$306,000.00
Parking Lot Curbing	1,900	LF	\$20.00	\$38,000.00
Concrete Sidewalks	500	SF	\$6.00	\$3,000.00
<b>Total Site Construction</b>				<b>\$347,000.00</b>
<b>UTILITIES</b>				
Water Lateral 6"	500	LF	\$125.00	\$62,500.00
Sewer - 6" Lateral	500	LF	\$120.00	\$60,000.00
Electrical	500	LF	\$50.00	\$25,000.00
Natural Gas	500	LF	\$50.00	\$25,000.00
Pedestrian Lighting (Poles, Luminaires, Bases)	8	EA	\$3,000.00	\$24,000.00
Site Electric	800	LF	\$22.00	\$17,600.00
Stormwater	1	LS	\$100,000.00	\$100,000.00
<b>Total Utilities</b>				<b>\$314,100.00</b>
<b>SITE IMPROVEMENTS</b>				
Landscaping	2	AC	\$15,000.00	\$30,000.00
Landscaping Trees	20	EA	\$300.00	\$6,000.00
<b>Total Site Improvements</b>				<b>\$36,000.00</b>
<b>Construction Estimate Subtotal</b>				<b>\$722,100.00</b>
<b>Construction Contingency (20%)</b>				<b>\$144,420.00</b>
<b>Construction Total</b>				<b>\$866,520.00</b>
<b>Legal, Design, and Administrative Allowance (20%)</b>				<b>\$173,304.00</b>
<b>Rounded Total</b>				<b>\$1,040,000.00</b>

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**Opinion of Probable Cost for Queensbury/S. Queensbury BOA  
Chazen Project No. 91231.00**

**Date: January 2014**

Description	Type	Size (SF)	Price per Square Foot	Total Cost
<b>BULDINGS</b>				
Flex Space (3)	x	120,000	\$175.00	\$21,000,000.00
Flex Space - Warren County Site	x	140,000	\$90.00	\$12,600,000.00
Mixed Use/Commercial	x	20,000	\$185.00	\$3,700,000.00
Visitor Center	x	2,000	\$300.00	\$600,000.00
<b>Total Buildings</b>				<b>\$37,900,000.00</b>
<b>Building Estimate Subtotal</b>				<b>\$37,900,000.00</b>
<b>Southern Site Total Construction Cost</b>				<b>\$14,530,084.00</b>
<b>Northern Site Total Construction Cost</b>				<b>\$1,561,625.00</b>
<b>Rounded Total</b>				<b>\$53,991,709.00</b>

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\$37,300,000.00

APPENDIX J:  
FUNDING PROGRAMS



## **NYS Department of Transportation - Industrial Access Program (IAP)**

The purpose of the Industrial Access Program is to provide State funding for necessary highway and bridge improvements which will facilitate economic development including those that would benefit the agricultural industry. The appropriation for this Program will be used in the instance where existing funding programs (local, State, Federal) are either (1) not available or (2) not appropriate due to timing or program constraints. State funding will only be made available where the nature of the Project is such that private financing is either (1) not available or (2) not appropriate due to timing or program constraints. The Industrial Access Program is designed to facilitate economic development. Any commitment of funds must be accompanied by a documented commitment of job/economic activity intended to result from the State commitment.

Eligible projects shall include highway, bridge and Stewart Airport facilities projects which are an integral part of an economic development effort which seeks to or will retain, attract, expand or revitalize an industrial or agribusiness facility. Highway and bridge projects on which construction has been initiated are ineligible for funding under this Program. Other improvements to an industrial facility may be commenced without affecting the eligibility of an Industrial Access Project.

### **Eligible Costs**

- a. The following costs are eligible for funding under this Program:
  1. Industrial Access Project design costs.
  2. Costs for completing and updating previously prepared plans, specifications and estimates where additional engineering or related planning work is required in order to undertake construction of the Industrial Access Project.
  3. Costs associated with standard construction activities which are normal and reasonable costs of construction work performed under contract.
  4. Acquisition of real property.
- b. The following costs are ineligible for funding under this Program:
  1. Engineering costs or other expenses related to project administration, planning, or estimates incurred prior to the effective date of the legal agreement between the sponsor and the Department for the undertaking of the Project.
  2. Any expense required to carry out the overall responsibilities of the sponsoring entity, such as administrative costs.
  3. Municipal personal services costs of a regular and recurring nature, although engineering and related non-personal service costs associated with the Industrial Access Project that might otherwise be performed under contract may be eligible if their engineering nature can be demonstrated to be necessary to the Project and they are not specifically excluded elsewhere in this Part.
  4. Audit expenses for work performed on the Industrial Access Project.
  5. Any expense that has been or will be reimbursed from other sources.
- c. For any single Industrial Access Project costs shall not exceed \$1,000,000 of State Industrial Access Program funds or 20% of any annual appropriation, whichever is greater except in the case of Stewart Airport facilities related to industrial access.

## Process

- a. Proposals may be submitted to the appropriate Department of Transportation regional office by any State agency involved in promoting the economic development of the State, including, but not limited to, the Department of Economic Development, Agriculture and Markets, the Urban Development Corporation, the Job Development Authority, or by a municipality or industrial development agency. A private entity shall submit its proposal through a government sponsor (State agency, municipality or industrial development agency). The Department of Transportation may act as the government sponsor for Stewart Airport facilities and similar projects.
- b. A proposal shall include, but not necessarily be limited to, the following:
  1. A description of the Industrial Access Project, including an implementation schedule and the provisions for public use and maintenance for the useful life of the transportation facility to be provided by the Project.
  2. Description of how the economic development project, of which the Industrial Access Project is a part, is consistent with the regional economic development strategy, if applicable, and the State's economic development goals.
  3. A declaration of the number of jobs to be created or retained by the economic development project.
  4. A description of the financing schedule for the economic development project, of which the Industrial Access Project is a part, demonstrating the need for the State participation in the Industrial access Project component.
  5. An affirmation by the responsible public official or chief executive officer of the sponsoring agency that existing funding programs are not available for appropriate for the Industrial Access Project due to:
    - i. ineligibility for funding sources that are available;
    - ii. unavailability of funding from other government programs;
    - iii. unavailability of funding from private sources;
    - iv. unavailability of funding commitment from any source in time to achieve obligatory and irrevocable project commitments;
    - v. other causes, as applicable.
  6. A description of the method or plans for repayment to the State of 40% of the Industrial Access Project costs.
- c. The Department of Transportation will consider all proposals in consultation with the Department of Economic Development and, as appropriate, other State agencies involved in promoting the economic development of the area in which the proposed Project is located.
- d. Prior to the obligation of any funds from the Industrial Access Program appropriation, the project and the repayment agreement must be approved by the New York State Director of the Budget.

## Criteria

- a. The Department of Transportation will evaluate the proposals submitted against criteria which will include:
  1. Adequacy of the proposed industrial access improvements as well as the impact on the existing Transportation system in the vicinity, and compatibility with Transportation plans, programs and projects for the area.

2. Impact on existing and proposed economic development programs and projects for the area and the appropriateness of the proposed economic development project to these programs as well as the plans of State and other agencies involved in promoting economic development, including support for the Project from an economic development standpoint.
  3. The total number of jobs created or retained per dollar invested in the Industrial Access Project, including consideration of the amount of other investment and economic factors related to the Transportation improvement.
  4. Availability of alternative funding sources within the time frame required for viable economic development.
  5. Adequacy of the affirmation that existing funding programs are not available or appropriate.
  6. The repayment ability of the party designated to repay 40% of the Industrial Access Project costs to the State.
- b. The Department of Economic Development will furnish the Department of Transportation its evaluation of those criteria above for which the Department of Economic Development has knowledge and expertise as well as any other information that the Department of Economic Development believes may be relevant to the consideration of the proposal.
  - c. Proposals for Industrial Access Projects to be located within economic Development Zones created in accordance with Chapter 686, Laws of 1986, and any subsequent amendments, will be afforded the special considerations both specified and implied by that law.

## **Agreement**

- a. The Department of Transportation will accept proposals for Industrial Access Projects and will select those which most closely meet the purposes of the Industrial Access Program and the above criteria, and, subject to the availability of funds within the appropriation, shall enter into an agreement with the appropriate State agency, public benefit corporation, county, town, city, village, or other appropriate entity sponsoring the project.
- b. Such agreement will include, but will not be limited to:
  1. A construction schedule for the economic development project.
  2. Provision for and a schedule for repayment to the State of 40% of the Industrial Access Project costs within the time period specified by law. Such repayment may be made by a private or governmental entity, individually or in combination.
  3. Provision for the design, construction, and maintenance for the useful life of the transportation facility constructed under the Industrial Access Project.
  4. Provision that the construction of the Industrial Access Project will be in accordance with standards specified by the Department of Transportation and shall be by competitive bid if the construction cost of the Industrial Access Project is greater than \$50,000.
  5. A complete description of, including commitment to, the economic benefit to be produced by the Industrial Access Project.
  6. The procedure for payment by the State of the eligible costs of the Industrial Access Project.
  7. Provision for complying with Equal Employment Opportunity requirements specified in governor's executive Order 21 of August 3, 1983, and other requirements of applicable New York State Law.

8. Provision for the erection of a sign which meets the Specifications of the Department of Transportation at the site of the Economic Development Project identifying the Project as an Industrial Access Project, if such a sign is feasible

The New York State Industrial Access Program (IAP) has been designed to complement economic development projects throughout the State where transportation access poses a problem or may offer a unique opportunity to the viability of a project. First established in 1985 for highway and bridge improvements, rail access projects were made eligible in 1998. Eligible projects for IAP funding include design; acquisition of property; public access road/rail construction or reconstruction; curbing; sidewalks; traffic control and safety devices; drainage systems; landscaping; and other similar work that facilitates industrial access. Applications should be submitted to the Regional Director of the New York State Department of Transportation (see list on Page 8), and can be submitted at any time. There is no formal schedule of due dates.

IAP Regional Coordinators serve as the primary contact for potential sponsors and businesses. They guide and assist the local municipalities and economic development organizations with their applications for funding. The appropriate Regional Coordinator should be contacted as soon as practical if IAP funding is being considered as a potential funding source.

<b>Region</b>	<b>Coordinator</b>	<b>Telephone Number</b>
1	Peter Rea	(518)-485-0991
2	Robert Jakubowski	(315) 793-2690
3	Dan Petrella	(315) 428-4609
4	Charles McGarry	(585) 847-3425
5	Ed Rutkowski	(716) 847-3575
6	Brent Rauber	(607) 324-8431
7	Charlie Roy	(315) 785-2529
8	Akhter Shareef	(845) 431-5793
9	Ron Coleman	(607) 721-8079
10	Joel Kleinburg	(631) 952-6108
11	Ian Francis	(718) 482-4559
Main Office	Jack Carroll	(518) 457-4609

## Empire State Development – Small Business Recovery Program

### Small Business Grants and Loans

Small Businesses help build communities. If your small business was affected by Sandy, Irene, or Lee you may be eligible for a grant of \$50,000 or more. That's money you could use to replace damaged equipment, to pay for repairs you've already made, or even take measures to guard against future damages. New York State is here to make it easy. We've got local representatives ready to help you get the assistance you need every step of the way. Even higher grant amounts are available to those with seasonal businesses or fisheries. Show them that you just can't keep New Yorkers down. **Call your local business center representative and let them help you apply for your grant.**

The Small Business Storm Recovery Program supports independently owned and operated businesses that have 100 or less employees and are located in counties designated as disaster areas as a result of Superstorm Sandy, Hurricane Irene or Tropical Storm Lee. To be eligible for funding, businesses must have experienced direct damage and/or economic hardships as a result of one of these storms.

#### Eligibility:

- If your business was operating and located within a county designated for FEMA Individual Assistance including:
  - Superstorm Sandy: Nassau, Orange, Putnam, Suffolk, Sullivan, Ulster and Westchester counties
  - Hurricane Irene: Albany, Clinton, Columbia, Delaware, Dutchess, Essex, Greene, Herkimer, Montgomery, Nassau, Orange, Ostego, Putnam, Rensselaer, Rockland, Saratoga, Schenectady, Schoharie, Suffolk, Sullivan, Ulster, Warren and Washington counties
  - Tropical Storm Lee: Broome, Chemung, Chenango, Delaware, Fulton, Herkimer, Oneida, Orange, Ostego, Schenectady, Schoharie, Tioga and Ulster counties
- Your business is defined as a small business by the U.S. Small Business Administration, with priority given to businesses with 100 or less employees either before the storm that caused damage or at the time of registration
- Your business suffered eligible uncompensated losses as a direct result of one of these storms.

#### Small Business Grants:

Grants may be provided to small businesses, including farming operations and non-profit organizations, for capital expenditures to repair or replace needed equipment, replace lost inventory, renovate facilities that were damaged/destroyed, or to provide working capital needed as a direct result of the storm. Additional grant assistance may also be available to support mitigation efforts to protect businesses from future storms. The grant program will be administered by the State in partnership with intermediaries.

- Grants may cover eligible, unmet rehabilitation, repair, replacement and mitigation needs after accounting for all Federal, State, local and/or private sources of disaster-related assistance, including, but not limited to, flood insurance proceeds.
- Eligible registrants must have impacted premises in one of the eligible disaster affected counties, and have 100 or less employees either before the storm that cause the damage or at time of registration
- All grants will be made on a cost-incurred basis for all eligible expenses, as verified by a certification of loss from the SBA, the business's insurance company or other verified source. Some activities already undertaken as part of a business' recovery efforts may be eligible for funding, subject to review and applicability of program rules and guidelines.
- Grants up to \$50,000 to cover as much as 100% of eligible uncompensated losses may be offered for all affected businesses. The State may offer additional grant assistance up to an aggregate grant amount of \$100,000 for businesses that suffered damage under specific circumstances that can demonstrate that they are at risk of closure or significant employment loss without an increase in grant size.
- Additional grant assistance of up to \$50,000 will be made available to eligible businesses in the Coastal Fishing and Seasonal Tourism industries located in one of New York State's designated disaster areas, and which suffered eligible uncompensated losses as a direct result of Superstorm Sandy, Hurricane Irene or Tropical Storm Lee. Priority will be given to businesses that have 100 or less employees either at the time of application or at the time of the storm.
- In conjunction with repairs to an eligible impacted business, additional grant assistance may be available to cover mitigation expenses of up to an average grant amount of \$100,000 to prevent damage from future storms. This may include activities such as installing backup generators or elevating key equipment.
- Salary ranges for those positions created or retained as a result of assistance from this program will be required for reporting purposes.
- Where it is determined by the State that the funding limitations would present an obstacle to the ultimate recovery of a business, the State may consider increasing the amount of assistance available to an applicant, subject to approval by the U.S. Department of Housing and Urban Development (HUD).

#### **Small Business Loans:**

Loans may be provided to small businesses, including farming operations and non-profit organizations, in addition to grant assistance for capital expenditures to repair or replace needed equipment, replace lost inventory, renovate facilities that were damaged/destroyed, or to provide working capital needed as a direct result of the storm. This loan program will be administered by the state in partnership with intermediaries.

- Loans may cover eligible, unmet rehabilitation, repair, replacement and mitigation needs after accounting for all Federal, State, local and/or private sources of disaster-related assistance, including, but not limited to, flood insurance proceeds.
- Loans up to \$1,000,000 to cover as much as 100% of eligible uncompensated losses may be offered for all affected businesses.
- The State may offer a higher amount under specified circumstances for employers that can demonstrate that they are at risk of closure or significant employment loss without an increase in loan size.
- The loans will have low interest rates of 2% or below, and terms of up to seven years. Initial lower interest rates and a repayment period delay may also be available.
- A personal guarantee is required for all individuals who own 20% or more of the business
- Salary ranges for those positions created or retained as a result of assistance from this program will be required for reporting purposes.

For more information on Coastal and Seasonal Tourism assistance see the Coastal Fishing Industry Grant Program fact sheet and the Seasonal Tourism Industry Grant Program fact sheet

## **Small Business Coaching**

### Program Overview

The New York State Small Business Mentoring Network is a critical component of the State's effort to assist businesses as they recover and rebuild from Superstorm Sandy and other recent storms. By completing a simple application, the small business identifies issues, concerns or challenges that he/she would like to address through mentoring and are then matched with individuals from the private sector who are well-positioned to work with the entrepreneur to address those concerns. Once an engagement form has been signed by both parties, the small business and the mentor are introduced and mentoring begins. Through the NYS Small Business Mentoring Network, businesses can get answers to simple questions or engage in longer-term relationships. This is a free program for small businesses and our network of mentors participates on a voluntary basis.

### Mentoring

Mentoring is FREE counsel, advice, and support provided by experienced entrepreneurs and seasoned professionals to emerging entrepreneurs and business owners. Mentorship can be a powerful tool in helping entrepreneurs to get their businesses back on track or bringing them to the next level.

### Network of Mentors

The network of mentors include lawyers, accountants, business consultants, successful entrepreneurs and experts in the field of finance and cash flow management, retail, communications and IT, human resources and staffing, public relations, and sales and marketing.

### Small Business Eligibility

During its pilot stage, the New York State Small Business Mentoring Network is available to businesses that employ 100 employees or less and are located in counties that were subject to a federal disaster declaration as a result of storms Irene, Lee and Sandy. Businesses that are not in one of these counties

are welcome to submit an application and will be contacted once the program is available to businesses throughout New York State.

#### Questions

To learn more about the New York State Small Business Mentoring Network or to request an application to become a mentor or to be matched with a mentor, please contact Benjamin Howard-Cooper at (212) 803-3258, or [bhoward@esd.ny.gov](mailto:bhoward@esd.ny.gov)



# **Empire State Development - Economic Development Fund (EDF)**

## **Program Purpose**

This program offers financial assistance for projects that promote the economic health of New York State by facilitating the creation and or retention of jobs or the increase of business activity in the State.

## **Program Highlights**

EDF is a flexible program, providing a range of assistance to businesses, municipalities, IDAs and other economic development organizations to ensure that the diversity of business needs are being met by the State.

EDF funds assist with construction, expansion and rehabilitation of facilities; acquisition of machinery and equipment; working capital; and the training of full-time permanent employees. Funds can be used for:

- Real Estate and Land Acquisition
- Demolition
- Construction and Renovations
- Site and Infrastructure
- Machinery and Equipment
- Inventory
- Construction Related Planning and Design
- Training
- Soft Costs
- Feasibility Planning Studies

ESD has used carve outs of EDF funds for such specialized assistance as the Manufacturing Assistance Program and the Build Now-NY Program.

**Program Eligibility** - Businesses involved in industrial, manufacturing, warehousing and distribution , Research and development, high technology, service and other non-retail commercial enterprises, Not-for-profits, Local Development Corporations and Industrial Development Agencies and Municipalities

Not Eligible - Residential, casino, gambling institutions, legal, medical, nursing services, retail firms in non-distressed areas.

## **Application Process**

Interested businesses are encouraged to speak with your local ESD Regional Office or ESD Strategic Business Division staff. ESD and recipient agree to an Incentive Proposal that outlines the terms and ESD staff reviews the terms. Satisfactory applications are presented to the ESD directors for consideration.

**Contact Information** - Contact your ESD Regional Office.

## **Capital Region**

Hedley Park Place  
433 River Street - Suite 1003

Troy, NY 12180  
(518) 270-1130

## **Empire State Development - Economic Development Purposes Grants**

### **Program Purpose**

Funding is for economic development initiatives and projects that create or retain jobs, generate increased economic activity and improve the economic and social viability and vitality of local communities.

### **Eligibility**

Eligible applicants include for-profit businesses; not-for-profit corporations; business improvement districts; local development corporations; public benefit corporations (including industrial development agencies); economic development organizations; research and academic institutions; incubators; technology parks; municipalities; counties; regional planning councils; tourist attractions; and community facilities.

Funds may be used for:

- Acquisition or leasing of land, buildings, machinery and/or equipment
- Acquisition of existing business and/or assets
- Demolition and environmental remediation
- New construction, renovation or leasehold improvements
- Acquisition of furniture and fixtures
- Planning and feasibility studies
- Site and infrastructure development
- Inventory
- Training
- Soft costs
- Working capital
- Marketing and advertising

### **Contact/Additional Program Information**

For more information, eligible applicants should visit <http://nyworks.ny.gov/>.

### **Capital Region**

Hedley Park Place  
433 River Street - Suite 1003  
Troy, NY 12180  
(518) 270-1130

# Empire State Development - Excelsior Jobs Program

## Program Purpose

Tax credits are available for strategic businesses such as high tech, bio-tech, clean-tech and manufacturing that create jobs or make significant capital investments.

## Eligibility

The following strategic businesses located in or planning to locate in NYS that will create jobs or retain jobs and make significant capital investments.

- Scientific Research and Development firms creating at least 5 net new jobs.
- Software Development firms creating at least 5 net new jobs
- Agriculture firms creating at least 5 new jobs
- Manufacturing firms creating at least 10 net new jobs
- Financial services (customer service) back office operations creating at least 50 net new jobs
- Back office firms creating at least 50 net new jobs
- Distribution firms creating at least 75 net new jobs
- Other firms creating at least 300 net new jobs and investing at least \$6 million
- Firms in strategic industries that make significant capital investment that have at least 25 employee; manufacturing firms who retain at least 10 employees are also eligible to apply for participation in the Program.

### *Eligible project types:*

- Job creation
- Job retention and significant capital investment

### *Statutory Provisions*

Per recent legislation enacted, (Chapter 68, Laws of 2013), eligibility criteria for the Excelsior Jobs Program was changed. These changes are reflected in the Program Overview.

## Contact Information

For more information, eligible applicants should visit <http://nyworks.ny.gov/>.

### **Capital Region**

Hedley Park Place  
433 River Street - Suite 1003  
Troy, NY 12180  
(518) 270-1130

# Empire State Development - JOBS Now

## Program Purpose

JOBS Now grants offers financial assistance for major business expansion and attraction efforts that will create or attract significant numbers of permanent, full time private sector jobs in New York State.

## Program Highlights

The JOBS Now program is primarily directed toward large projects that create a minimum of 300 new full-time jobs. ESD may provide assistance for projects that create fewer than 300, but at least 100 new, permanent, full-time, private sector jobs, within the State.

Funding assists businesses with construction and expansion of facilities; acquisition of machinery and equipment; to offset a portion of state and local taxes incurred by the expansion; and the recruitment, hiring and training of full-time permanent employees.

There are three categories of JOBS Now funding:

Economic Development Loans and Grants of up to \$10,000 per job for projects that promote the economic health of New York State by creating private sector jobs and increasing business activity through expansion of existing companies and the attraction of new companies to New York State. Funds can be used for:

- Real Estate Acquisition
- Demolition
- Construction
- Site and Infrastructure
- Machinery and Equipment
- Inventory
- Construction Related Planning and Design

Job Creation Grants of up to \$1.5 million (depending on the number of jobs created) can be used to reimburse state and local taxes incurred related to business expansion that involves capital or working capital expenses.

Workforce Training Grants offer full or partial reimbursement of costs to eligible businesses for providing worker training that is connected with an expansion or attraction project. Fundable activities include workforce recruitment, skills training and or upgrading, productivity enhancement and total product service quality improvement

## Program Eligibility

### Eligible

- Private businesses involved in industrial, manufacturing, warehousing and distribution
- Research and development, high technology, service and other non-retail commercial enterprises

### Not Eligible

- Residential, casino and gambling institutions
- Debt refinancing, tax delinquency, employee benefit arrearage
- Retail businesses (unless they are the expansion attraction of national or regional headquarters facilities)

**Application Process**

Interested businesses are encouraged to speak with your local [ESD Regional Office](#) or ESD Strategic Business Division staff. ESD and recipient agree to an Incentive Proposal that outlines the terms and ESD staff reviews the terms. Satisfactory applications are presented to the ESD directors for consideration.

**Contact Information**

Contact your [ESD Regional Office](#) or ESD's Strategic Business Division at (518) 292-5202.

**Capital Region**

Hedley Park Place  
433 River Street - Suite 1003  
Troy, NY 12180  
(518) 270-1130

# Empire State Development - Regional Council Capital Fund

## Program Purpose

Funding is for capital-based economic development initiatives intended to create or retain jobs; prevent, reduce or eliminate unemployment and underemployment; and/or increase business activity in a community or region.

## Eligibility

Eligible applicants include for-profit businesses; not-for-profit corporations; business improvement districts; local development corporations; public benefit corporations (including industrial development agencies); economic development organizations; research and academic institutions; incubators; technology parks; municipalities; counties; regional planning councils; tourist attractions; and community facilities.

Funds may be used for:

- Acquisition or leasing of land, buildings, machinery and/or equipment
- Acquisition of existing business and/or assets
- Demolition and environmental remediation
- New construction, renovation or leasehold improvements
- Acquisition of furniture and fixtures
- Soft costs up to twenty-five (25%) of total project costs
- Planning and feasibility studies related to a capital project

## Contact/Additional Program Information

For more information, eligible applicants should visit <http://nyworks.ny.gov/>, which includes contact information for the appropriate [ESD Regional Office](#) covering the project area.

### Capital Region

Hedley Park Place  
433 River Street - Suite 1003  
Troy, NY 12180  
(518) 270-1130

## **NYS Community Development Block Grant Program**

The Community Development Block Grant (CDBG) Program is a federally funded program authorized by Title I of the Housing and Community Development Act of 1974. The CDBG Program is administered by the Office of Community Renewal (OCR) under the direction of the New York State Housing Trust Fund Corporation (HTFC).

NYS CDBG funds provide **small** communities and counties in New York State with a great opportunity to undertake activities that focus on community development needs such as creating or expanding job opportunities, providing safe affordable housing, and/or addressing local public infrastructure and public facilities issues. The primary statutory objective of the CDBG program is to develop viable communities by providing decent housing and a suitable living environment by expanding economic opportunities, principally for persons of low and moderate income.

Eligible Activities / Program Benefit Requirements: NYS CDBG applicants must address and resolve a specific community or economic development need within one of the following areas: (1) Economic Development, (2) Small Business Assistance, (3) Public Infrastructure, or (4) Public Facilities.

### **1) Economic Development**

The NYS CDBG Economic Development program consists of two funding activities: Economic Development and Small Business Assistance. Eligible applicants must apply on behalf of the business seeking CDBG funds. Awards are made to the applicant community and not directly to businesses. Eligible uses of NYS CDBG Economic Development funds include, but are not limited to: acquisition of real property; financing of machinery, furniture, fixtures and equipment; building construction and renovation; working capital; inventory; and employee training expenses. Funds awarded under the NYS CDBG Small Business program may not be used for new construction activity.

#### **Economic Development**

Eligible non-entitlement units of local government must apply on behalf of the business seeking NYS CDBG funds. Funding is provided for traditional economic development activities such as business attraction, expansion, and retention projects to provide financial assistance to for-profit businesses for an identified CDBG eligible activity. The project must result in the creation or retention of permanent job opportunities principally benefitting low and moderate income persons.

- NYS CDBG can fund up to 40% of a total project cost.
- A minimum of one (1) full-time equivalent job must be created or retained for every \$15,000 in NYS CDBG funds.
- NYS CDBG funds should be used as gap funding to induce project completion.

#### **Small Business Assistance**

Eligible non-entitlement units of local government must apply on behalf of the small business seeking NYS CDBG funds. Funding is provided to eligible communities to foster small business development and growth. For the purposes of the Small Business Assistance program, a small business is defined as a commercial enterprise with twenty five (25) or fewer full-time equivalent employees at the time of application.

NYS CDBG can fund up to 40% of a total project cost.

- A minimum of one (1) full-time equivalent job must be created or retained for every \$25,000 in NYS CDBG funds.
- A minimum of 20% owner equity contribution to the project is required. However, the required equity contribution may be reduced to 10% if the project qualifies as “Green”. The CDBG Green Incentive Checklist must be completed and submitted in the CFA.

## **2) Public Infrastructure (water/sewer/storm water)**

The NYS CDBG Public Infrastructure program consists of, but is not limited to, drinking water source development, storage, and distribution; sanitary sewage collection and treatment; associated water and sewer lateral connections; flood control and storm water drainage. Projects may include public works components such as sidewalks, streets, parking, open space, and publicly-owned utilities that are demonstrated to be directly related to the primary activity. Eligible projects may include the repair or replacement of existing systems, construction of new systems, or expansion of existing systems into areas previously unserved that are in compliance with the NYS Smart Growth Public Infrastructure Act (Chapter 433 of the Laws of 2010) and principally benefit low- and moderate-income persons. Applications requesting funding solely for residential water and sewer lateral connections are considered for funding under the NYS Homes and Community Renewal Unified Funding, CDBG Housing Funding Category, which is not part of the CFA. For information on HCR's Unified Funding and eligible funding activities see the OCR website at <http://nysdhcr.gov/AboutUs/Offices/CommunityRenewal/FundingOpportunities.htm>.

## **3) Public Facilities**

The NYS CDBG Public Facility program activities include, but are not limited to, structures to house or serve special-needs populations; senior services; child care centers; removal of architectural barriers for the disabled (installing lifts, automatic doors, ramps, etc.); and multipurpose buildings housing several qualifying activities where benefits are provided principally to low and moderate income persons. NYS CDBG funds can be used for construction or renovation of facilities, but cannot be used to cover the day-to-day operational costs, nor can funds be used for buildings that are primarily for the general conduct of government business (e.g. town halls). Any public facility funded with NYS CDBG funds must be maintained in the same capacity as funded for a period of five (5) years after the project is formally closed out by OCR. OCR reserves the right to inspect such facilities during the five (5) year period to substantiate compliance.

### **Activity Funding Limits:**

#### **Town, Cities or Villages:**

Economic Development **\$100,000 - \$750,000**  
 Small Business Assistance **\$25,000 - \$100,000**  
 Public Infrastructure (water/sewer/storm water only) **\$600,000**  
 Public Facilities **\$400,000**

#### **Counties:**

Economic Development **\$100,000 - \$750,000**  
 Small Business Assistance **\$25,000 - \$100,000**  
 Public Infrastructure/ **\$750,000**  
 Public Facilities **\$400,000**

### **Joint Applicants:**



Public Infrastructure (water/sewer/storm water only) **\$900,000**

**Eligible Types Of Applicants:**

Eligible applicants are non-entitlement units of general local government (villages, cities, towns or counties), excluding metropolitan cities, urban counties and Indian Tribes that are designated entitlement communities. Non-entitlement areas are defined as cities, towns and villages with populations of less than 50,000, except those designated principal cities of Metropolitan Statistical Areas, and counties with populations of less than 200,000. The NYS CDBG program does not provide direct financial assistance to businesses. For a list of eligible communities, please visit: <http://nysdhcr.gov/Programs/NYS-CDBG/EligibleCommunities.htm>.

Municipalities may elect to have a separate entity submit an application on their behalf, this is not a joint application, but can occur when a County submits an application on behalf of a Town, and the activity is taking place entirely within the jurisdiction of the Town.

**Pre-Application Requirements:**

Prior to submitting an application for funding, applicants must comply with citizen participation requirements pursuant to 24 CFR 570.486 and NYS Homes and Community Renewal's Citizen Participation Plan, as amended. These require applicants to follow a citizen participation plan providing for a minimum of one public hearing held prior to the submittal of an application and making the application available to the public for inspection at the municipal office(s). Upon award, a recipient of CDBG funds must hold a minimum of one public hearing to report project accomplishments.

**Ineligible Activities:**

The State CDBG Program deems any activity that is not included in the Housing and Community Development Act of 1974, as amended, ineligible. Generally, CDBG funding cannot be used for projects that involve buildings for the general conduct of government business, general government expenses, or political activities. In addition, any project that does not present satisfactory evidence of compliance with a national objective will be considered ineligible and will not be considered for funding.

For Economic Development projects, funds cannot be used to re-finance or pay off existing personal or business debt or fund speculative investment. Funds awarded under the NYS CDBG Small Business program may not be used for new construction activity. With the exception of the CDBG Economic Development Program, the purchase of equipment with CDBG funds is generally ineligible. Recurring expenses associated with repairing, operating or maintaining public facilities, improvements and services are also ineligible.

**Additional Resources:**

For more information, eligible applicants should contact New York State Homes and Community Renewal, 38-40 State St, Albany, New York 12207, call (518) 474-2057 or visit: <http://nysdhcr.gov/AboutUs/Offices/CommunityRenewal/FundingOpportunities.htm>

## **NYS Environmental Facilities Corporation**

### **Clean Water State Revolving Fund (CWSRF)**

The Clean Water State Revolving Fund (CWSRF) is jointly administered by EFC and the **New York State Department of Environmental Conservation (DEC)**. Since 1990, the program has provided more than \$12 billion in low-cost financing under this program.

The CWSRF provides low-interest rate financing to municipalities to construct water quality protection projects such as sewers and wastewater treatment facilities. A variety of publicly-owned water quality improvement projects are eligible for financing. Eligible projects include point source projects such as wastewater treatment facilities and nonpoint source projects such as stormwater management projects and landfill closures, as well as certain habitat restoration and protection projects in national estuary program areas.

As financings are repaid, money will be available for new financings- a true revolving fund. For communities with demonstrated financial hardship, interest rates can be reduced to as low as zero percent.

Municipal applicants may apply for financing for any CWSRF-eligible project. A municipality means any county, city, town, village, district corporation, county or town improvement district, Indian reservation wholly within New York State, any public benefit corporation or public authority established pursuant to the laws of New York, or any agency of New York State which is empowered to construct and operate a project, or any two or more of the foregoing which are acting jointly in connection with a project.

### **CWSRF Contacts:**

**DWIGHT BROWN**

**SRF Program Services Coordinator**

518-402-7396

[CWSRFinfo@efc.ny.gov](mailto:CWSRFinfo@efc.ny.gov)

### **Green Innovation Grant Program (GIGP)**

The Green Innovation Grant Program (GIGP) supports projects across New York State that utilize unique stormwater infrastructure design and create cutting-edge green technologies. GIGP-funded projects may be found from Buffalo to the end of Long Island, and range from rain gardens to stream "daylighting" projects. GIGP provides funding for highly-visible projects which:

- Protect and improve water quality
- Spur innovation in stormwater management
- Build capacity locally and beyond by inspiring others to build and maintain green infrastructure
- Facilitate the transfer of new technologies and practices to other areas of the State.

All Green Innovation Grant Program (GIGP) applications must be submitted through the **Consolidated Funding Application (CFA)**. Funding will be provided to selected projects to the extent that funds are available. Recipients will receive a grant for up to 90% of their construction costs (including eligible planning and design costs). All recipients are responsible for providing a *minimum local match of 10% from local or State* (non-federal) funds.

Eligible applicants may submit more than one grant application; however, EFC reserves the right to limit GIGP funding to one grant award per applicant. Furthermore, EFC reserves the right to fund all, or a portion of, an eligible proposed project.

### **GIGP Contacts**

**SUZANNA RANDALL**  
**Green Program Manager**  
518-402-7461  
[GIGP@efc.ny.gov](mailto:GIGP@efc.ny.gov)

### **Drinking Water State Revolving Fund (DWSRF)**

The Drinking Water State Revolving Fund (DWSRF) is administered jointly by EFC and the **State Department of Health (DOH)**. Since its inception in 1996, the program has provided more than \$4.0 billion in low-cost financing including over \$300 million in grants to disadvantaged communities for drinking water improvement projects across the State.

The DWSRF provides a significant financial incentive for public and private water systems to finance needed drinking water infrastructure improvements (e.g. treatment plants, distribution mains, storage facilities, etc.) Similar to the **Clean Water State Revolving Fund (CWSRF)**, the DWSRF provides market rate financing, subsidized low-interest rate financing and limited grants for construction of eligible water system projects.

As financings are repaid, money will be available for new financings- a true revolving fund. For communities with demonstrated hardship, interest rates can be reduced to as low as zero percent. In addition, in the event of severe financial hardship, financial hardship grants pursuant to the Federal Safe Drinking Water Act may be available. EFC administers the financial aspects of the DWSRF. Complete applications for the DWSRF financing are submitted to EFC, the financing is obtained through EFC, and repayments are made to EFC. DOH manages the technical review for DWSRF projects and regulates the safety and adequacy of drinking water delivered by public water systems in New York State. For the DWSRF, DOH accepts pre-application forms and technical reports; scores, ranks, and lists projects on the IUP, and reviews technical documents for both the pre-application and the complete application.

### **DWSRF Contacts**

**MICHAEL MONTYSKO, P.E.**  
**Chief, Design Section**  
518-402-7676 or 1-800-458-1158  
[bpwsp@health.state.ny.us](mailto:bpwsp@health.state.ny.us)

## **NYS Environmental Facilities Corporation**

### **New York State DEC/EFC Wastewater Infrastructure Engineering Planning Grant**

The New York State Department of Environmental Conservation (DEC), in conjunction with the New York State Environmental Facilities Corporation (EFC), will offer grants to municipalities to help pay for the initial planning of eligible Clean Water State Revolving Fund (CWSRF) water quality projects. Up to \$2 million has been made available for this program.

The Wastewater Infrastructure Engineering Planning Grant will assist municipalities with a Median Household Income (MHI) of \$65,000 or less with the engineering and planning costs of CWSRF-eligible water quality projects. Grants of up to \$50,000 (with a 20% required local match) will be provided to finance activities including engineering and/or consultant fees for engineering and planning services for the production of an engineering report.

The ultimate goal of this wastewater infrastructure engineering planning grant program is to assist needy communities to initiate a planning process with a follow-up implementation plan to address local water quality problems. Successful applicants will use the engineering report when seeking financing through the CWSRF program or other financial means to further pursue the identified solution.

#### Eligible Types of Applicants

- Municipalities as defined in 21 NYCRR 2602 New York State Clean Water Revolving Fund Regulations; and
- Median household income (MHI) of the municipality is equal to or less than \$65,000 according to the United States Census 2010 <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>.

#### Matching Fund Requirements/Deadlines:

- The grant will provide for up to 80% of the total eligible project costs set forth in the application. The applicant is required to provide the balance of the funds needed to complete the initial planning undertaken with the grant.
- A minimum 20% local match is required. Match can include cash and/or in-kind services. Other grants may not be used for local match. The applicant should identify the source of the match at the time that the application is submitted.

#### Additional Resources

For more information, visit <http://www.efc.ny.gov> or <http://www.dec.ny.gov/pubs/81196.html>

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The CWSRF provides low-interest rate financing to municipalities to construct water quality protection projects such as sewers and wastewater treatment facilities. A variety of publicly-owned water quality improvement projects are eligible for financing. Eligible projects include point source projects such as wastewater treatment facilities and nonpoint source projects such as stormwater management projects and landfill closures, as well as certain habitat restoration and protection projects in national estuary program areas.

As financings are repaid, money will be available for new financings- a true revolving fund. For communities with demonstrated financial hardship, interest rates can be reduced to as low as zero percent.

Municipal applicants may apply for financing for any CWSRF-eligible project. A municipality means any county, city, town, village, district corporation, county or town improvement district, Indian reservation wholly within New York State, any public benefit corporation or public authority established pursuant to the laws of New York, or any agency of New York State which is empowered to construct and operate a project, or any two or more of the foregoing which are acting jointly in connection with a project.

### **CWSRF Contacts:**

**DWIGHT BROWN**

**SRF Program Services Coordinator**

518-402-7396

[CWSRFinfo@efc.ny.gov](mailto:CWSRFinfo@efc.ny.gov)

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- Protect and improve water quality
- Spur innovation in stormwater management
- Build capacity locally and beyond by inspiring others to build and maintain green infrastructure
- Facilitate the transfer of new technologies and practices to other areas of the State.

All Green Innovation Grant Program (GIGP) applications must be submitted through the **Consolidated Funding Application (CFA)**. Funding will be provided to selected projects to the extent that funds are available. Recipients will receive a grant for up to 90% of their construction costs (including eligible planning and design costs). All recipients are responsible for providing a *minimum local match of 10% from local or State* (non-federal) funds.

Eligible applicants may submit more than one grant application; however, EFC reserves the right to limit GIGP funding to one grant award per applicant. Furthermore, EFC reserves the right to fund all, or a portion of, an eligible proposed project.

### **GIGP Contacts**

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**Green Program Manager**  
518-402-7461  
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The DWSRF provides a significant financial incentive for public and private water systems to finance needed drinking water infrastructure improvements (e.g. treatment plants, distribution mains, storage facilities, etc.) Similar to the **Clean Water State Revolving Fund (CWSRF)**, the DWSRF provides market rate financing, subsidized low-interest rate financing and limited grants for construction of eligible water system projects.

As financings are repaid, money will be available for new financings- a true revolving fund. For communities with demonstrated hardship, interest rates can be reduced to as low as zero percent. In addition, in the event of severe financial hardship, financial hardship grants pursuant to the Federal Safe Drinking Water Act may be available. EFC administers the financial aspects of the DWSRF. Complete applications for the DWSRF financing are submitted to EFC, the financing is obtained through EFC, and repayments are made to EFC. DOH manages the technical review for DWSRF projects and regulates the safety and adequacy of drinking water delivered by public water systems in New York State. For the DWSRF, DOH accepts pre-application forms and technical reports; scores, ranks, and lists projects on the IUP, and reviews technical documents for both the pre-application and the complete application.

### **DWSRF Contacts**

**MICHAEL MONTYSKO, P.E.**  
**Chief, Design Section**  
518-402-7676 or 1-800-458-1158  
[bpwsp@health.state.ny.us](mailto:bpwsp@health.state.ny.us)



## **New York State Department of Environmental Conservation**

### **Water Quality Improvement Project (WQIP) program**

Funding is available for municipalities, soil and water conservation districts and non-profit organizations. The WQIP program is a competitive, reimbursement grant program funded primarily by the Environmental Protection Fund (EPF) and NY Works II for projects that reduce polluted runoff, improve water quality and restore habitat in New York's waterbodies.

#### ***Eligible Applicants***

- Municipalities
- Municipal Corporations
- Soil and Water Conservation Districts
- Not for Profit Corporations

#### ***Eligible Project Types***

- Nonagricultural Nonpoint Source Abatement and Control (NPS)
- Municipal Wastewater Treatment (WWT)
- Aquatic Habitat Restoration (AHR)
- Municipal Separate Storm Sewer Systems (MS4)

All questions should be submitted via e-mail to [wqipuser@gw.dec.state.ny.us](mailto:wqipuser@gw.dec.state.ny.us).

New York State Department of Environmental Conservation

Division of Water

625 Broadway, 4th Floor

Albany, New York 12233-3507

## Environmental Protection Fund – Local Waterfront Revitalization Program

The Local Waterfront Revitalization Program (LWRP) provides grants to municipalities for planning, design and construction projects that help a community improve their existing waterfronts. LWRPs help municipalities develop a waterfront vision; establish partnerships with community organizations; understand their waterfronts' assets, issues and opportunities; and develop a strategy that will fulfill that vision.

The Waterfront Revitalization of Coastal Areas and Inland Waterways Act offers local governments the opportunity to participate in the State's Coastal Management Program (CMP) on a voluntary basis by preparing and adopting a Local Waterfront Revitalization Program (LWRP), providing more detailed implementation of the State's CMP through use of such existing broad powers as zoning and site plan review. When an LWRP is approved by the New York State Secretary of State, State agency actions are required to be consistent with the approved LWRP to the maximum extent practicable. When the federal government concurs with the incorporation of an LWRP into the CMP, federal agency actions must be consistent with the approved addition to the CMP.

Title 19 of NYCRR Part 600, 601, 602, and 603 provide the rules and regulations that implement each of the provisions of the Waterfront Revitalization of Coastal Areas and Inland Waterways Act including but not limited to the required content of an LWRP, the processes of review and approval of an LWRP, and LWRP amendments.

### Preparation of an LWRP

A Local Waterfront Revitalization Program consists of a planning document prepared by a community, and the program established to implement the plan. An LWRP may be comprehensive and address all issues that affect a community's entire waterfront, or it may address the most critical issues facing a significant portion of its waterfront.

An LWRP follows a step-by-step process by which a community can advance community planning from a vision to implementation, which is described in the Making the Most of Your Waterfront Guidebook and video developed by the Department of State. Additionally, the Opportunities Waiting to Happen Guidebook developed by the Department of State, provides help to assist all New Yorkers to redevelop abandoned buildings as part of the overall vision for their community.

In addition to landward development, water uses are subject to an ever-increasing array of use conflicts. These include conflicts between passive and active types of recreation, between commercial and recreational uses, and between all uses and the natural resources of a harbor. Increases in recreational boating, changes in waterfront uses, coastal hazards, what to do with dredged materials, competition for space, climate change, and multiple regulating authorities, all make effective harbor management complex. These conflicts and a lack of clear authority to solve them have resulted in degraded natural and cultural characteristics of many harbors, and their ability to support a range of appropriate uses. As part of an LWRP, a harbor management plan can be used to analyze and resolve these conflicts and issues.

### Benefits of an LWRP

An approved LWRP reflects community consensus and provides a clear direction for appropriate future development. It establishes a long-term partnership among local government, community-based organizations, and the State. Also, funding to advance preparation, refinement, or implementation of

Local Waterfront Revitalization Programs is available under Title 11 of the New York State Environmental Protection Fund Local Waterfront Revitalization Program (EPF LWRP) among other sources.

In addition, State permitting, funding, and direct actions must be consistent, to the maximum extent practicable, with an approved LWRP. Within the federally defined coastal area, federal agency activities are also required to be consistent with an approved LWRP. This “consistency” provision is a strong tool that helps ensure all government levels work in unison to build a stronger economy and a healthier environment.

#### LWRP Communities

Any village, town, or city located along the State's coast or designated inland waterway can prepare a new, or amend an existing Local Waterfront Revitalization Program. Municipalities are encouraged to address local revitalization issues in a broader context, aligned with regional economic development strategies and regional resource protection and management programs.

#### Draft LWRP Review Process

After a Draft LWRP has been accepted by the municipality and the Department of State (DOS) as complete, a formal public review of the document is initiated by DOS to potentially affected State, federal, and local agencies in accordance with:

- Article 42 of the Executive Law, the Waterfront Revitalization of Coastal Area and Inland Waterways Act, and its implementing regulations, 19 NYCRR Part 600-603
- State Environmental Quality Review Act and its implementing regulations, 6 NYCRR Part 617
- Coastal Zone Management Act of 1972 and its implementing regulations, 15 CFR Part 923

For wide accessibility, all Draft LWRPs that are ready for review are posted. After the review process is completed, necessary revisions to the LWRP are made.

#### Approved LWRPs

The approval of an LWRP is a three tier process involving adoption by the municipality, approval by the Secretary of State pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act, and, for municipalities within the state's coastal area, concurrence by OCRM on its incorporation into the CMP.

For wide accessibility, we post all LWRPs approved by the NYS Secretary of State pursuant to Article 42 of the NYS Executive Law.

#### LWRP Monitoring and Evaluation

In order to provide the opportunity for coastal communities with approved LWRPs to strengthen their abilities and capacities to manage the responsibilities associated with LWRPs, the Office of Planning and Development conducts annual monitoring and evaluation of a set of coastal communities with approved LWRPs. The process is concluded with a written report including a summary of findings and recommendations for improvement, training, or the need for an LWRP amendment.

On an annual basis, the Department of State solicits grant applications from local governments for 50/50 matching grants from the New York State Environmental Protection Fund's Local Waterfront Revitalization Program.

Contact: **Office of Planning and Development**  
New York Department of State  
Suite 1010  
One Commerce Place, 99 Washington Avenue  
Albany, New York 12231-0001  
(518) 474-6000

### Brownfield Opportunity Areas Program

The Brownfield Opportunity Areas (BOA) Program provides municipalities and community based organizations with technical and financial assistance to complete area-wide approaches to redeveloping brownfields – abandoned, underused or overgrown industrial or commercial sites. The program provides a neighborhood or area-wide approach, rather than the traditional site-by-site approach, to the assessment and redevelopment of brownfields and other vacant or abandoned properties. The neighborhood approach enables communities to comprehensively assess existing economic and environmental conditions associated with brownfield blight and impacted areas, identify and prioritize community supported redevelopment opportunities, and attract public and private investment. The type of neighborhoods and areas where program resources are being applied include industrial/manufacturing, commercial corridors, residential, downtowns and waterfronts.

Our goals are to assist communities:

- Assess the full range of community redevelopment opportunities posed by a concentration of brownfields or economic distress
- Build a shared community vision and consensus on the reuse and redevelopment of strategic sites and actions to achieve community revitalization
- Coordinate and collaborate with local, state, and federal agencies, community groups and private-sector partners to identify and implement solutions to improve communities
- Develop public-private sector partnerships necessary to leverage investment to advance and implement development projects that can revitalize diverse local neighborhoods

### Program Flexibility

The BOA Program recognizes that successful brownfield redevelopment comes in many forms and that each community has its own unique revitalization goals and opportunities. The program provides a flexible planning framework for communities so they can tailor their approach to catalyze the redevelopment of strategic sites and affected areas through a locally-driven process. Program flexibility and active partnering are just the beginning. Successful redevelopment and community revitalization requires: strong local leadership; inclusive and meaningful public engagement; a clear and realistic vision for revitalization; and diverse public and private partnerships for implementation. Together, these ingredients will ensure communities - large and small - become better places to live, work, and recreate.

Program grants support a variety of community revitalization activities including: community visioning and other public participation processes; existing conditions analysis; strategic site identification; economic and market studies; investigations to assess site contamination and environmental conditions; site-specific redevelopment plans; infrastructure improvement studies, environmental impact assessments and statements; marketing to attract developer interest; local law changes; development standards and design guidelines; and other actions to spur investment in, clean-up of and

redevelopment of brownfields and other underutilized sites. These types of activities are permitted in three program steps:

Step 1- The Pre-Nomination Study consists of a preliminary analysis so communities can gain a basic assessment and understanding about existing conditions, brownfields and the area's potential for revitalization. This step sets the stage for detailed work.

Step 2 -The Nomination consists of an in-depth assessment and evaluation of existing conditions, including an economic and market trends analysis, and assets to determine the best reuse potential for strategic sites and other revitalization opportunities.

Step 3 - The Implementation Strategy funds a range of techniques and actions to achieve revitalization objectives by advancing redevelopment on strategic sites, improving supporting infrastructure, and overall neighborhood revitalization through investment, provision for public amenities and improving environmental quality.

### Key Outcomes

Through a community-driven process, primary outcomes include:

- Effective strategies to achieve revitalization - BOA Plans establish clear and effective community neighborhood and site specific redevelopment strategies that specify how areas and sites can be cleaned-up and redeveloped more quickly so development impacts the community in a positive way.
- Informing site clean-ups - By conducting site assessments, to better understand contamination issues, clean-up options and costs are better understood.
- Shovel ready sites - A portfolio of sites that are or near shovel ready and ripe for redevelopment and investment for a range of businesses and uses.
- Priorities for investment - Priorities for public and private investment are established that lead to redevelopment and other actions for community renewal.
- Environmental justice - Environmental justice issues and concerns related to negative environmental consequences are addressed and countered.
- Marketing to attract investors - Marketing materials are generated, such as site renderings to illustrate redevelopment potential, descriptive brochures, web displays, requests for developer proposals and others to attract interest and investment.
- Public and private partnerships - Multi-agency and private-sector partnerships are established to leverage investments to redevelop sites, improve supporting infrastructure, and provide needed community facilities.

### Primary Benefits

There are many benefits associated with being engaged and participating in the BOA Program and many can be realized prior to the area being designated. Primary benefits are listed below.

- Redevelopment and investment - Establishes a clear strategy to redevelop and return strategic brownfields and other parcels back to productive use and establishes priorities for public and private investment to achieve community revitalization.

- Empowerment - Provides resources so community leaders can be proactive and be catalysts for positive change.
- Predictability - Removes uncertainty and increases predictability regarding site conditions, contamination, ownership, future uses and supporting infrastructure, and development cost.
- Advocacy - The Department of State provides advocacy and support to the participating community by working to connect the community's revitalization needs with resources from various program and sources.
- Priority and preference - Designated Brownfield Opportunity Areas shall receive priority and preference from the state's Environmental Protection Fund and Environmental Restoration Programs. Designated areas may also receive priority and preference from other local, state, and federal programs.\*
- Tax credits - Development projects that are proposed consistent with the BOA Plan may receive a two percent tax credit bonus if the site has been accepted in the Brownfield Clean-up Program.\*

\*These benefits are in effect when the Brownfield Opportunity Area is designated as described below.

#### Designation as a Brownfield Opportunity Area

- The municipality or community organization submits their BOA Nomination and Implementation Strategy to the New York State Secretary of State for review.
- The Secretary of State will determine the consistency of the BOA Nomination and Implementation Strategy with the General Municipal Law, Section 970-r.
- If the BOA Nomination and Implementation Strategy is determined to be consistent with the provisions of the General Municipal Law (Section 970-r) the BOA shall be designated.
- If the BOA Nomination and Implementation Strategy is determined not to be consistent with the provisions of the General Municipal Law (Section 970-r.), the applicant shall be advised in writing regarding how the BOA Nomination and Implementation Strategy should be amended. The applicant may revise and resubmit the BOA Nomination and Implementation Strategy to the Secretary of State.

The next BOA grant application submission deadline is expected to be Spring 2014. The BOA Program welcomes applications from New York State municipalities, community based organizations and NYC community boards. The BOA Program funds a range of flexible predevelopment activities necessary to attract public and private capital investment to brownfield, vacant or abandoned properties. The range of activities begins with community visioning and ends with a strategy for redevelopment and revitalization.

Contact:           DOS BOA Contact: Sarah Crowell  
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## **US EDA - FY 2014 Economic Development Assistance Programs**

The Economic Development Administration's (EDA's) mission is to lead the Federal economic development agenda by promoting innovation and competitiveness, preparing American regions for economic growth and success in the worldwide economy. EDA fulfills this mission through strategic investments and partnerships that create the regional economic ecosystems required to foster globally competitive regions throughout the United States. EDA supports development in economically distressed areas of the United States by fostering job creation and attracting private investment. Specifically, under the Economic Development Assistance programs (EDAP) Federal Funding Opportunity (FFO) announcement, EDA will make construction, non-construction, and revolving loan fund investments under the Public Works and Economic Adjustment Assistance Programs. Grants made under these programs will leverage regional assets to support the implementation of regional economic development strategies designed to create jobs, leverage private capital, encourage economic development, and strengthen America's ability to compete in the global marketplace. Through the EDAP FFO, EDA solicits applications from rural and urban communities to develop initiatives that advance new ideas and creative approaches to address rapidly evolving economic conditions.

The deadlines for the remaining funding cycles of FY 2014 and the first funding cycle of FY 2015 are listed below. The first funding cycle of FY 2014 is covered under EDA's FY 2013 Economic Development Assistance programs (EDAP) FFO dated November 26, 2012. EDA strongly encourages electronic submissions of applications through [www.grants.gov](http://www.grants.gov) (Grants.gov). To be considered during a particular funding cycle, completed applications must be validated and time-stamped by Grants.gov by 11:59 p.m. Eastern Time on the applicable funding cycle deadline. Alternatively, paper applications may be delivered to the applicable regional office listed in section VIII. of this FFO. Paper applications must be received no later than 5:00 p.m. local time in the applicable regional office on the funding cycle deadline and the applicant must use a delivery confirmation service from their selected carrier. If your application is received after the deadline, it will be considered late and will not be reviewed by EDA for that funding cycle. EDA will not accept facsimile or email transmissions of applications. The next four funding cycle deadlines are: December 13, 2013 for funding cycle 2 of FY 2014; March 14, 2014 for funding cycle 3 of FY 2014; June 13, 2014 for funding cycle 4 of FY 2014 ; and October 17, 2014 for funding cycle 1 of FY 2015.

For additional information:

<http://www.grants.gov/web/grants/view-opportunity.html?oppld=248297>

## **US EDA - Planning Program and Local Technical Assistance Program**

Pursuant to PWEDA, EDA announces general policies and application procedures for grant-based investments under the Planning and Local Technical Assistance programs. Under the Planning program EDA assists eligible recipients in creating regional economic development plans designed to stimulate and guide the economic development efforts of a community or region. As part of this program, EDA supports Partnership Planning investments to facilitate the development, implementation, revision, or replacement of Comprehensive Economic Development Strategies (CEDS), which articulate and prioritize the strategic economic goals of recipients' respective regions. In general, EDA provides Partnership Planning grants to the designated planning organization (e.g., District Organization) serving EDA-designated Economic Development Districts to enable these organizations to develop and implement relevant CEDS. In addition, EDA provides Partnership Planning grants to Indian Tribes to help develop

and implement CEDS and associated economic development activities. The Planning program also helps support planning organizations, including District Organizations, Indian Tribes, and other eligible Recipients, with Short Term and State Planning investments designed to guide the eventual creation and retention of higher-skill, higher-wage jobs, particularly for the unemployed and underemployed in the Nation's most economically distressed regions. The Local Technical Assistance program strengthens the capacity of local or State organizations, institutions of higher education, and other eligible recipients to undertake and promote effective economic development programs through projects such as feasibility analyses and impact studies. Applications are accepted on a continuing basis and processed as received. This Planning and Local Technical Assistance opportunity will remain in effect until superseded by a future announcement.

For additional information:

<http://www.grants.gov/view-opportunity.html?oppld=189193>

### **US EPA – Brownfields Area-Wide Planning**

Brownfields Area-Wide Planning is an EPA grant program which provides funding to recipients to conduct research, technical assistance and training that will result in an area-wide plan and implementation strategy for key brownfield sites, which will help inform the assessment, cleanup and reuse of brownfields properties and promote area-wide revitalization. Funding is directed to specific areas, such as a neighborhood, downtown district, local commercial corridor, or city block, affected by a single large or multiple brownfield sites.

**Brownfields Area-Wide Planning projects** are part of the HUD-DOT-EPA Partnership for Sustainable Communities (<http://www.sustainablecommunities.gov/index.html>). This Partnership is focused on helping communities nationwide improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment. Through a set of guiding livability principles and a partnership agreement that will guide the agencies' efforts, this partnership will coordinate federal housing, transportation, and other infrastructure investments to protect the environment, promote equitable development, and help to address the challenges of climate change.

For additional information: [http://www.epa.gov/brownfields/areawide\\_grants.htm](http://www.epa.gov/brownfields/areawide_grants.htm)

### **US EPA – Assessment Pilots/Grants**

Assessment grants provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfields sites. An eligible entity may apply for up to \$200,000 to assess a site contaminated by hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum) and up to \$200,000 to address a site contaminated by petroleum. Applicants may seek a waiver of the \$200,00 limit and request up to \$350,000 for a site contaminated by hazardous substances, pollutants, or contaminants and up to \$350,000 to assess a site contaminated by petroleum. Such waivers must be based on the anticipated level of hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum) at a single site. A coalition of three or more eligible applicants can submit one grant proposal under the name of one of the coalition members for up to \$ 1,000,000. The performance period for these grants is three years.

For additional information: [http://www.epa.gov/brownfields/assessment\\_grants.htm](http://www.epa.gov/brownfields/assessment_grants.htm)



## **US EPA – Revolving Loan Fund (RLF)**

Revolving Loan Fund (RLF) grants provide funding for a grant recipient to capitalize a revolving loan fund and to provide subgrants to carry out cleanup activities at brownfield sites. Through these grants, EPA seeks to strengthen the marketplace and encourage stakeholders to leverage the resources needed to clean up and redevelop brownfields. When loans are repaid, the loan amount is returned into the fund and re-lent to other borrowers, providing an ongoing source of capital within a community.

For additional information: <http://www.epa.gov/brownfields/rflfst.htm>

## **US EPA – Cleanup Grants**

Cleanup grants provide funding for a grant recipient to carry out cleanup activities at brownfield sites. An eligible entity may apply for up to \$200,000 per site. Due to budget limitations, no entity can apply for funding cleanup activities at more than three sites. These funds may be used to address sites contaminated by petroleum and hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum). Cleanup grants require a 20 percent cost share, which may be in the form of a contribution of money, labor, material, or services, and must be for eligible and allowable costs (the match must equal 20 percent of the amount of funding provided by EPA and cannot include administrative costs). A cleanup grant applicant may request a waiver of the 20 percent cost share requirement based on hardship. An applicant must own the site for which it is requesting funding at time of application. The performance period for these grants is three years.

For additional information: [http://www.epa.gov/brownfields/cleanup\\_grants.htm](http://www.epa.gov/brownfields/cleanup_grants.htm)

## **US EPA – Annual Environmental Workforce Development and Job Training grants**

Annual Environmental Workforce Development and Job Training grants allow nonprofit and other organizations to recruit, train, and place predominantly low-income and minority, unemployed and under-employed people living in areas affected by solid and hazardous waste. Residents learn the skills needed to secure full-time, sustainable employment in the environmental field, including assessment and cleanup. These green jobs reduce environmental contamination and build more sustainable futures for communities.

For additional information: <http://www.epa.gov/brownfields/job.htm>

## **US EPA - FY14 Brownfields Training, Research, and Technical Assistance Grant Application Guidelines - New Request for Proposals**

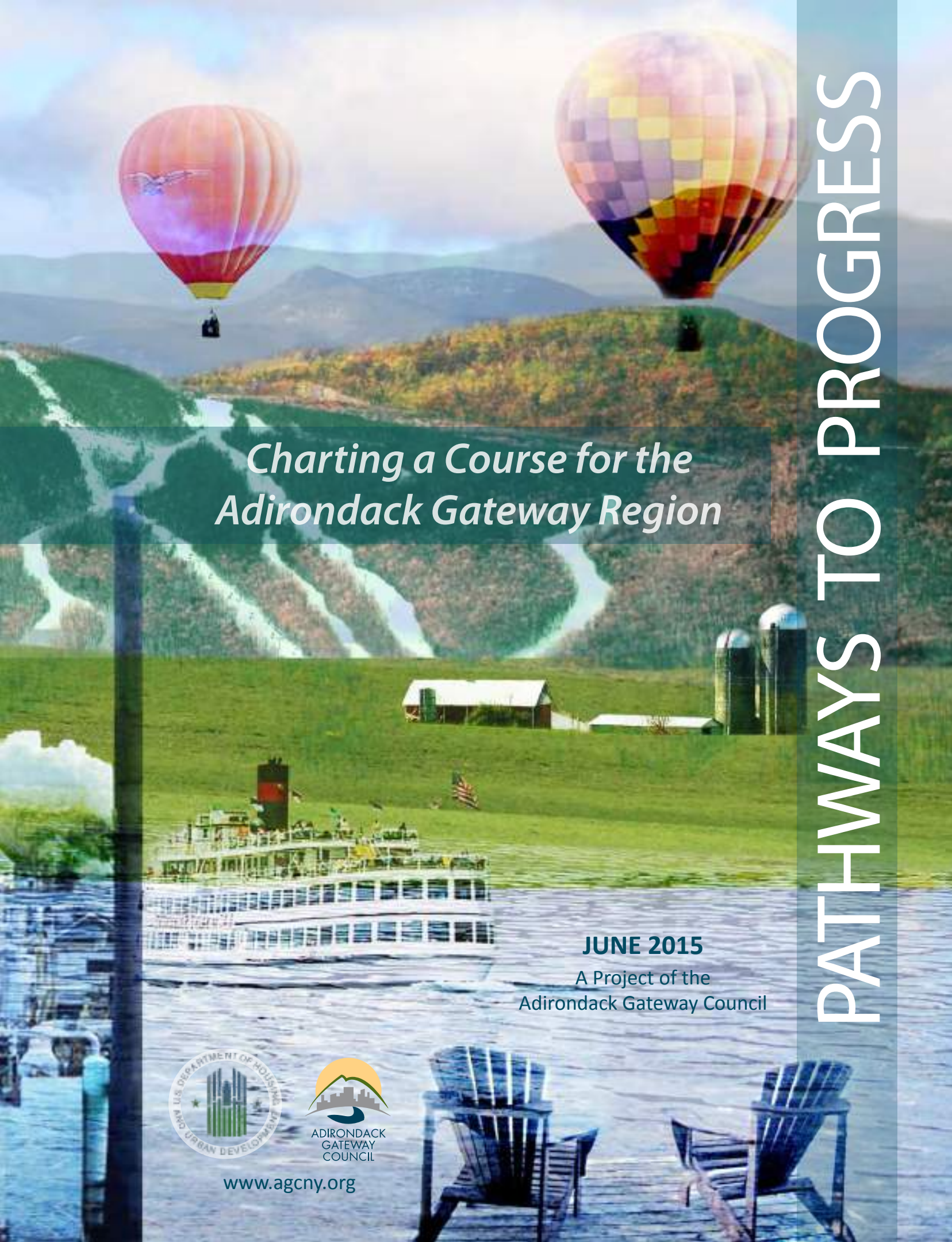
EPA is announcing the availability of funding to eligible entities, including nonprofit organizations, to conduct research, or provide technical assistance to communities facing brownfields cleanup and revitalization challenges. Proposals are due **April 18, 2014**. Focus areas of this announcement include: technical assistance to environmental workforce development and job training grantees, technical assistance on the integration of environmental justice and equitable development for brownfields-impacted communities, research on the benefits of brownfields redevelopment, and technical

assistance on brownfields financing and economic development strategies to brownfields-impacted communities.

Funding for the brownfields training, research, and technical assistance grants and cooperative agreements is authorized under §104(k)(6) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended, (CERCLA or Superfund), 42 U.S.C. 9604(k)(6). This statute authorizes EPA to provide, or fund eligible entities or nonprofit organizations to provide brownfields training, research, and technical assistance to individuals and organizations. EPA awards grants and cooperative agreements authorized by §104(k) under a statutory ranking system that includes factors relating to community need, impact on human health and the environment, stimulation or leveraging of other funds, eligibility for funding from other sources, effective use of existing infrastructure. In addition to the statutory factors, EPA also evaluates applicants based on their ability to manage grants and other policy based factors intended to promote effective stewardship of Federal funds.

For additional information: <http://www.epa.gov/oswer/docs/grants/epa-oswer-oblr-14-02.pdf>





*Charting a Course for the  
Adirondack Gateway Region*

PATHWAYS TO PROGRESS

**JUNE 2015**

A Project of the  
Adirondack Gateway Council



[www.agcny.org](http://www.agcny.org)



## MEMBERS OF THE ADIRONDACK GATEWAY COUNCIL ORGANIZATION

### MEMBER ORGANIZATIONS

- Adirondack Glens Falls Transportation Council (MPO)
- Economic Development Corporation of Warren County
- Greater Glens Falls Housing Authority
- Greater Glens Falls Transit System
- Warren County Planning Dept.

### WARREN COUNTY

- Warren County
- City of Glens Falls
- Town of Bolton
- Town of Chester
- Town of Hague
- Town of Horicon
- Town of Johnsburg
- Town of Lake George
- Town of Lake Luzerne
- Town of Queensbury
- Town of Stony Creek
- Town of Thurman
- Town of Warrensburg
- Village of Lake George

### WASHINGTON COUNTY

- Washington County
- Town of Fort Edward
- Town of Kingsbury
- Village of Fort Edward
- Village of Hudson Falls

### SARATOGA COUNTY

- Town of Corinth
- Town of Day
- Town of Hadley
- Town of Moreau
- Village of South Glens Falls

### Message from the CEO

*The Adirondack Gateway Council (AGC) was created in 2011 through an unprecedented collaboration among municipalities, organizations and members of the public across Warren, Washington and Northern Saratoga counties. With the assistance of a Sustainable Communities Planning Grant from US HUD, the AGC and its partners are addressing key issues including economic development, cell/broadband access, housing, transportation, agriculture, and infrastructure, to promote a more equitable, sustainable and economically viable region. We are exploring these issues and charting a course for the AGC region through a series of technical reports and our Pathways to Progress Plan.*

*We would like to extend our deep appreciation to the many officials within our region, organizations, businesses and members of the public who have participated during the past two and half years as we undertake this important collaborative effort. Compiling information, developing a strategy, and preparing an executive summary and related information and the data is just the beginning. By creating these regional pathways, our upstate AGC region will have a built-in competitive edge in attracting, retaining jobs and private investment in the coming years.*

*You can continue to follow our progress through our website [www.agcny.org](http://www.agcny.org).*

**Ed Bartholomew, CEO**

# Acknowledgments

## Federal and State Officials

- Julian Castro, Secretary of HUD and Shawn Donovan, Former Secretary of HUD
- Naomi Friedman, HUD GTR Representative
- Jenn Cribbs, HUD NY-NJ Regional Sustainability Coordinator
- Jeff Mosley, Housing Assistance Council (HAC) Director Training & TA
- Charles Schumer, U.S. Senator
- Kirsten Gillibrand, U.S. Senator
- Andrew Cuomo, Governor
- Betty Little, NY State Senator
- Dan Stec, NY State Assemblyman

## Adirondack Gateway Council (AGC) Members

- Edward Bartholomew, CEO AGC, President & CEO EDC Warren County

## Warren County AGC Members

- Kevin Geraghty, Chairman Board of Supervisors, Warrensburg Supervisor
- Mayor Jack Diamond, City of Glens Falls
- Dan Hall, President of the Common Council
- Ronald Conover, Bolton Supervisor
- Frederick Monroe, Chester Supervisor
- City of Glens Falls Supervisors: Daniel Girard, Ward 1; Peter McDevitt, Ward 2; Bud Taylor, Ward 3; James Brock, Ward 4; and William Kenny, Ward 5
- Edna Frasier, Hague Supervisor
- Matthew Simpson, Horicon Supervisor
- Ron Vanselow, Johnsbury Supervisor
- Dennis Dickinson, Lake George Supervisor
- Eugene Merlino, Lake Luzerne Supervisor
- John Strough, Queensbury Supervisor
- Ronald Montesi, Queensbury Deputy Supervisor
- Frank Thomas, Stony Creek Supervisor

## Organizations AGC Members

- Adirondack Glens Falls Transportation Council: Aaron Frankenfeld, Transportation Planning Director and Kate Mance, Senior Transportation Planner
- Greater Glens Falls Transit: Scott Sopczyk, Transportation Director
- Glens Falls Housing Authority: Robert J. Landry, Executive Director
- EDC Warren County: John Wheatley, Vice President
- Warren County Planning Department: Patricia Tatich, Planner
- Washington County Economic Development: Laura Oswald, Coordinator

## Warren County AGC Members continued...

- Evelyn Wood, Thurman Supervisor
- Mayor Robert Blais, Village of Lake George

## Washington County AGC Members

- Jim Lindsay, Chairman Board of Supervisors, Kingsbury Supervisor
- John Rymph, Former Chairman Board of Supervisors, Former Easton Supervisor
- Mitch Suprenant, Town of Fort Edward Supervisor
- Mayor Matt Traver, Village of Fort Edward
- Mayor John Barton, Village of Hudson Falls

## Saratoga County AGC Members

- Richard Lucia, Corinth Supervisor
- Preston Allen, Day Supervisor
- Mo Wright, Hadley Supervisor
- Preston Jenkins, Moreau Supervisor
- Mayor Joe Orlow, Village of South Glens Falls



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# Table of Contents

## I. SETTING THE STAGE \_\_\_\_\_05

- 05 Purpose
- 06 Strategic Approach
- 07 The Pathways Forward

## II. REGIONAL PROFILE \_\_\_\_\_09

- 09 The Region Today: Potentials and Challenges

## III. COMMUNITY ENGAGEMENT\_ 17

- 17 Outreach Efforts Broke Down Barriers
- 17 The Process Facilitated Partnerships
- 18 Stakeholder Input Shaped Findings and Recommendations

## IV. PATHWAYS TO PROGRESS \_\_\_\_\_23

- 23 Common Themes
  - 26 Sustainable Economic Development
  - 34 Healthy Communities & Agriculture
  - 42 Access to Opportunity, Affordable Housing, & Fair Housing Equity
  - 52 Multimodal Transportation
  - 56 Comprehensive Broadband, Infrastructure, & Brownfield Redevelopment



## V. THE PATHWAYS INTERSECT: BUSINESS OPPORTUNITIES 65

- 65 Business Opportunity Analysis
- 81 Strengths, Weaknesses, Opportunities, and Threats
- 83 Foundations for Growth: Livability Principles

## VI. RECOMMENDATIONS 87

- 87 Charting a Course to Implementation
- 88 Adirondack Gateway Region Vision
- 89 Pathway Goals and Strategies
  - 89 Sustainable Economic Development
  - 91 Healthy Communities & Agriculture
  - 93 Access to Opportunity, Affordable Housing, & Fair Housing Equity
  - 94 Multimodal Transportation
  - 95 Comprehensive Broadband, Infrastructure, & Brownfield Redevelopment
- 98 Advancing Opportunities and Measuring Progress





# I. SETTING THE STAGE

## Purpose

The Adirondack Gateway Council (AGC) is a nonprofit coalition formed in 2011 that collaborates to advance the Region, with an eye on the big picture. The Council consists of twenty-nine active members from Warren, Washington, and Northern Saratoga Counties. These partners have developed this strategy to guide local, Regional, and State policies and investments that will enable sustainable growth over the next twenty years.

The Council acts on behalf of a region that covers over 1,800 square miles of Hudson River watershed, prime industrial and agricultural land, and pristine portions of the Adirondack Park. The Region includes diverse urban and rural communities and draws strength from its strategic location north of New York’s Albany Capital District, and less than a day’s drive from New York City, Boston, and major Canadian cities. Its majestic beauty and diversity, offering both urban and rural communities, make the Region an enviable place to live, work, and play.

The Adirondack Gateway Council was awarded a Regional Sustainability Planning Grant (FY 2011) from the U.S. Department of Housing and Urban Development (US HUD). A central goal of this initiative is expanding access to opportunity for the Region’s lower income residents and engaging them directly in the plan’s development. HUD defines access to opportunity as “jobs, transit, affordable housing, good schools, and other infrastructure” to create and maintain affordable communities with broad support

Photo: Gore Mountain Ski Resort

from government, nonprofits, and the private sector. The Adirondack Gateway Regional Combined Housing, Transportation, and Fair Housing Equity Assessment, 2015 (FHEA) was prepared as part of this process.

## Strategic Approach

The approach lays out a Regional game plan that is stakeholder-driven, sustainable, and measurable. The economic development component is the thread that ties together five inter-related planning activities that were led by independent consultant teams. These five pathways to progress strengthen the fundamentals of a prosperous economy by expanding affordable housing, ensuring equity, cultivating businesses, supporting the workforce, reusing brownfields, improving infrastructure and telecommunications, addressing transportation issues, fostering healthy communities and protecting agriculture and tourism. The strategy is shaped by transparent, broad, and strong public engagement, with outreach to disenfranchised citizens, and analysis of important local issues impacting quality of life.

The emerging approach capitalizes on strengths and markets the Region's assets. It embraces the locational attributes demanded by traditional industries and anticipates the needs of new employers, especially access to a globally competitive workforce. It is derived from quantitative analysis (analyzing issues, reviewing reports, collecting data, completing cluster analysis, mapping and reviewing best practices) and qualitative analysis (interviews, focus groups, surveys, and community workshops). Formal cluster analysis evaluates business opportunities across a broad spectrum. It identifies new strategies for the



# The sustainability strategy is guided by HUD's livability principles, which expand access to opportunity by:

- Providing additional transportation choices, affordable housing, jobs, education, and services;
- Targeting business markets;
- Accessing federal/State and other funds;
- Increasing municipal collaboration at all levels; and
- Valuing the unique qualities of communities of all sizes and locales.

Photo: Pepe Productions



*The pathways seek to protect tourism assets.*

Photo: Pepe Productions



*Gore Mountain brings in 230,000+ annual visitors.*

Photo: Pepe Productions



*The pathways address access to healthy food.*

Region’s “legacy industries,” especially in wood products, paper manufacturing, medical devices, agriculture, and tourism. It builds on the “big wins” in the Capital Region’s Tech Valley to the immediate south, including breakout research from the College of Nano Scale Science and Engineering and SUNY Polytechnic Institute, and development of GLOBALFOUNDRIES. The Adirondack Gateway Council strategy responds to the work of the Capital Region Economic Development Council, the Economic Development Corporation of Warren County, Washington County Economic Development, and the Center for Economic Growth. It tailors and scales strategies to capture investment, create jobs, revitalize urban areas like Glens Falls and reinvest in rural towns and villages in the Adirondack Park. It positions the people and places of the Region soundly in the emerging entrepreneurial economy.

## The Pathways Forward

The Adirondack Gateway Council’s Regional Sustainability Strategy responds with five essential pathways to progress that are the fundamentals of a vital economy, a livable place, and a healthy Region. The Pathways to Progress are:



### Sustainable Economic Development

This pathway captures more of the growth and job creation that is developing south of the Region and distributes products and services both locally and globally. It builds an adaptable and competitive workforce and strong educational partnerships



that offer a path to family-sustaining wages. It supports manufacturing companies that are the backbone of the economy, as well as emerging industries. It markets the Region's many attributes and incentives to attract new investment.



### Healthy Communities & Agriculture

This pathway uses the Region's strategic location, scenic beauty, and working landscapes to expand access to healthy food and add value to farm products. It enhances recreation to maintain cleaner and greener communities that attract residents, visitors, and business looking for a desirable and affordable quality of life.



### Access to Opportunity, Housing, & Fair Housing Equity

This pathway is the "bridge" between the overall Regional Sustainability Strategy and the Adirondack Gateway Regional Combined Housing, Transportation, and Fair Housing Equity Assessment, 2015 (FHEA). It supports housing and services for people of all ages and abilities, including those with special needs. It strikes a successful balance between housing, reliable transportation, available jobs, and access to high quality education and healthcare, aligning community

investments and policies that expand access to opportunity.



### Multimodal Transportation

This pathway also emerges from the FHEA and promotes a Regional transportation system that is affordable, reliable, and fully multimodal, with expanded transit and complete streets. The pathway is anchored by both Regional transportation planning and infrastructure enhancements.



### Comprehensive Broadband, Infrastructure, & Brownfield Redevelopment

This pathway stimulates a technology-led development culture, expands essential broadband and cellular coverage to all communities, and enhances infrastructure for both commercial and residential development. It strengthens partnerships, builds capacity, leverages resources, and identifies a range of actionable projects prioritized by member communities.



## II. REGIONAL PROFILE

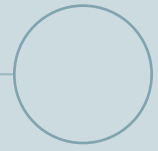
### The Region Today: Potentials & Challenges

The Adirondack Gateway Region's communities are unique in history, composition, and economic opportunities. Growth is occurring almost everywhere, but at a different pace and scale across the Region. Please see [www.agcny.org](http://www.agcny.org) for more detailed information.

### The Region is Growing Slowly and Aging Rapidly

At just over 150,000 people, the Adirondack Gateway Region is growing conservatively at 4% between 2000 and 2013. With a median age of 43 years, the population is aging significantly faster than the State (by almost five years). The increasing number of residents in their peak earning years is good news for local spending capacity, but the aging workforce is a concern. The loss of young families impacts labor force availability and training, school enrollment, access to volunteers and first responders, and the size of the customer base for businesses and service providers, including health care. The millennial demographic (80 million people born between 1980 and 2000) could offer a new labor pool, but may require specialized training aligned with employer needs. Both Warren and Washington Counties are seeing meaningful increases in the number of residents with Bachelor's degrees and higher, and while the share of skilled technical workers is still low, it is growing.

Photo: Pepe Productions



## The Pace of Growth Varies Across the Region

The Region is forecasted to create nearly 6,200 new jobs in the private sector by 2022, or approximately 900 per year. Growth is projected in the Education, Health, & Social Assistance sector, which provides essential support to residents in need. Manufacturing is in decline, and some components of legacy industries in Agriculture, Mining, and Forestry may be at risk. Retail is forecasted to grow slowly, but the Tourism & Recreation sector is becoming more competitive, which is good news for many communities, especially those in the Adirondack Park. Construction of GLOBALFOUNDRIES in nearby Malta, New York is one of the largest construction projects in the nation. It is generating jobs for thousands of permanent and construction workers. Many of the construction workers are from the Glens Falls Plumbers and Steamfitters Local 773, which has 2,000 plumbers and other tradespeople working on site at Fab-8.

In 2013, over 62% of working age residents (nearly 72,000 people) were employed, including over 500 agricultural workers. The AGC Region's business base draws from a labor pool of over 760,000 workers in a 25-mile radius. In March 2015, the unemployment rate in Saratoga, at 4.4%, was one of the lowest in the State. The rates for Warren County (6.9%) and Washington County (6.2%) were considerably lower than one year earlier.

## Incomes Vary Considerably Across the Region

Household income increased by over 41% between 2000 and 2013 (with median income at just under \$55,000), a rate higher than the nation as a whole.

## The Good News

- The Region's population is growing;
- Household income is increasing;
- Many residents are in their peak earning years;
- More residents have college degrees;
- Homes are increasing in value;
- Retirees are buying homes and bringing wealth to the Region;
- Unemployment is dropping;
- 6,200 new jobs are forecasted by 2022;
- There are 760,000 workers to draw from in a 25-mile radius;
- The number of farms is growing;
- 7-10 million people visit the Adirondack Park each year; and
- Millennials are a new residential market.

## ADIRONDACK GATEWAY COUNCIL REGION

Technical reports for each pathway to progress are available at [www.agcny.org](http://www.agcny.org). They provide detailed analysis of agriculture, the economy, housing, transportation, and infrastructure in order to evaluate unique conditions in each pathway. A variety of data sources were used and a variety of geographies (Metropolitan Statistical Area, County, City, Town, Village, etc.) were analyzed. The following municipalities are included in the overall territory that makes up the AGC Region:

### Warren County

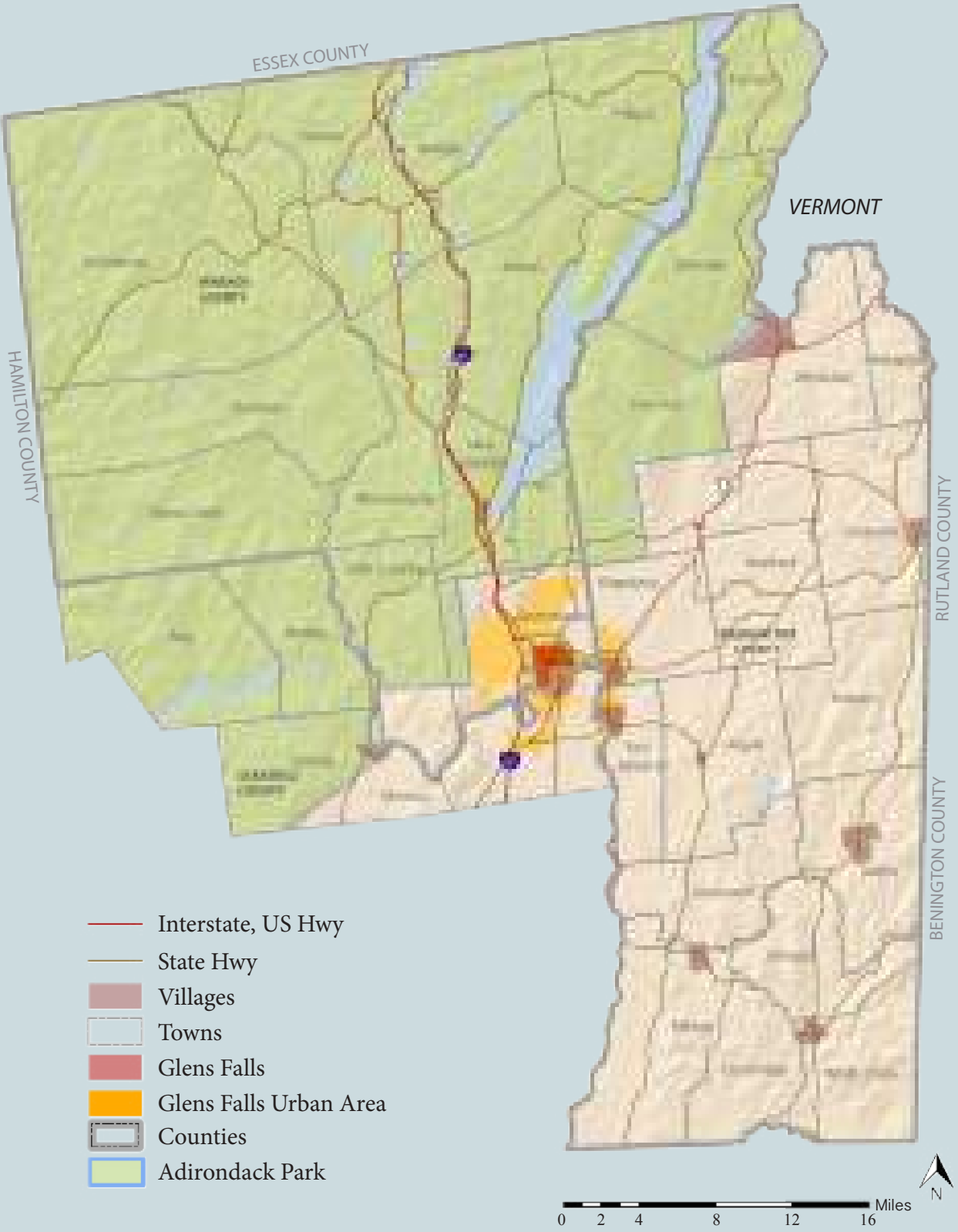
City of Glens Falls  
Town of Bolton  
Town of Chester  
Town of Hague  
Town of Horicon  
Town of Johnsbury  
Town of Lake George  
Village of Lake George  
Town of Lake Luzerne  
Town of Queensbury  
Town of Stony Creek  
Town of Thurman  
Town of Warrensburg

### Saratoga County

Town of Corinth  
Village of Corinth  
Town of Hadley  
Town of Moreau  
Village of South Glens Falls  
Town of Day

### Washington County

Town of Argyle  
Village of Argyle  
Town of Cambridge  
Village of Cambridge  
Town of Dresden  
Town of Easton  
Town of Fort Ann  
Village of Fort Ann  
Town of Fort Edward  
Village of Fort Edward  
Town of Granville  
Village of Granville  
Town of Greenwich  
Village of Greenwich  
Town of Hampton  
Town of Hartford  
Town of Hebron  
Village of Hudson Falls  
Town of Jackson  
Town of Kingsbury  
Town of Putnam  
Town of Salem  
Town of White Creek  
Town of Whitehall  
Village of Whitehall



Source: Warren County NY GIS March 13, 2014





Photo: Pepe Productions

*The AGC Region is highly automobile dependent.*

The three highest income groups (\$50,000 to over \$200,000) are growing considerably faster than the State, in part due to an influx of retirees. Pockets of poverty still exist in many communities, but the AGC Region compares favorably to national poverty levels by age and family type, with percentages below national averages in all but one category (percentage of female heads of household with children under age 18). More than half of households are retired, creating new and different needs for housing and transportation, medical and support programs, and services at the community level. The rural reaches of the Region also lack access to workforce training and affordable transportation that workers need to secure and maintain stable employment at family-sustaining wages.

### Home Values Vary Across the Region

According to the US Census, home values in the AGC Region increased by nearly 90% between 2000 and 2013, with the Northern Saratoga County towns lagging behind Washington and Warren Counties, and the values in the Adirondack Park communities considerably higher. Reported increased

value in the Adirondack Park likely reflects growing competition between year round and seasonal property owners and local purchasers, especially in the resort towns of Warren County, which have seen a strong post-recession rebound. Evaluation of housing conditions reported in the FHEA show that Washington County's housing prices are generally more affordable, though the real estate market is in transition as more investment is made by downstate New Yorkers who view the Region's competitive sales price as a good buy. Since the Census asks residents to self-report what they believe the value of their home to be, and there is a wide variety of housing inventory within the region, it's helpful to compare local sales trends. The Economic Development Corporation of Warren County looked at this issue for the Glens Falls Metropolitan Statistical Area (MSA), which includes Warren and Washington Counties. They report that there has been an overall increase in single-family home sales prices of around 7.5% in the 10-year period between 2005 to 2015, according to quarterly statistical data published by the National Association of Realtors.

New residential investment increased the number of housing units in the Region by 15% between 2000 and 2013. Nearly two-thirds of housing was built prior to 1980, reflecting both a stock of historic homes as well as more affordable properties with deferred maintenance and limited energy efficiency. For lower income households, less than 20% can afford to own a home, and many who do are significantly cost-burdened. The availability of subsidized housing is not keeping up with demand, and there are extensive waiting lists for people with disabilities, frail seniors, and larger families. Rental costs are also rising. More affordable older manufactured homes, many out of code, are increasingly risky options for vulnerable people.

### Scenic Beauty and Recreation Attract Residents, Companies, and Visitors

The AGC Region is incredibly beautiful with a compelling balance of settled areas, farms, and open spaces. Trails accommodate walking, running, hiking, cycling, mountain biking, bird watching, and equestrian use. And many of these trails are concentrated in the Adirondack Park Forest Preserve. Although half of the Adirondack Gateway Council communities (nearly 60% of its land mass) are in the Park, they are home to only one-quarter of its population. An estimated 7-10 million tourists visit the Adirondack Park annually, and about 84 million people live within a day's drive of the Park. As the southern gateway, many visitors arrive at the Adirondack Park by traveling through the AGC Region. Some of the Region's communities, particularly in Warren County, offer extensive water and land trail networks, while others have opportunities to create more modes of travel for residents and visitors. Water sports are especially popular, and 32-mile long Lake George is the most notable water destination.

## NEW HOTEL IN LAKE GEORGE

Construction of a \$24 million Courtyard Marriott hotel has begun along Canada Street in the Village of Lake George. The six-story 119-room hotel featuring lake and mountain views will continue to distinguish the 32-mile long Lake George as an anchor tourism destination for the Region. In addition to the construction employment it is generating, the hotel



Photo: Anthony Hall/Lake George Mirror

*Groundbreaking ceremony for new hotel.*

is projected to create 100 new jobs during the peak season and between 70 and 90 jobs in the "off season." The hotel overcomes Regional challenges of seasonality by including two planned banquet and conference spaces. Lake George Mayor Robert Blaise recently said, "This is a giant leap forward to raise the appearance of Lake George's village. It's really great for us."



Photo: Elan Planning, Design, and Landscape Architecture

*Centralized cooperative production could be a future possibility for the Slyboro Ciderhouse as the industry grows.*

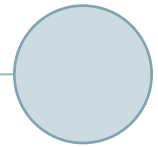
## Hard Cider Flowing in the Region

Hicks Orchard Farm’s Slyboro Ciderhouse has operated in Granville, NY since 2007 and is on a path to produce 6,000 cases of hard cider this year. Although keeping up with sales is their biggest challenge, they have not yet reached the tipping point to export outside of the Region, though the product is growing in popularity in New York City.

The company currently produces cider on the farm as a craft enterprise, but as the industry grows, centralized cooperative production could be a possibility in the same way that dairy farmers in the Hudson River Valley

joined together to develop “Hudson Valley Fresh.” This line of value-added dairy products created a brand that has helped to define the Region’s high quality of rural life.

The agribusiness sector in the AGC Region is small but growing and has a great deal of local support. There are opportunities to focus on core products and develop a supply chain that helps to add value to raw products so that local companies can produce, process, package, promote, and distribute the goods using local facilities and companies.



## Agriculture is the Foundation of a Healthy Region

Small farms are growing in the Region. The Census of Agriculture reports that both Washington and Warren Counties saw a growth in the number of farms even though the total acreage being farmed decreased, reflecting a transition to more small family and boutique farms which serve local, visitor, and southern metro markets. Value-added products such as maple syrup, cider, meat, fresh fruits, and vegetables are rapidly expanding to fill the downstate demand, though more opportunities to transform raw commodities remain untapped and distribution is a challenge. Conserving important agricultural lands from conversion to housing through local comprehensive planning is important to maintain the food system. The aging of the Region's farmers and lack of succession planning are also areas of concern.

## The Region is Highly Automobile Dependent

The Region is highly dependent on automobiles. Public transportation options exist in communities surrounding the Glens Falls Region. Bus transit through the Capital Region Transportation Authority serves GLOBALFOUNDRIES. There is also limited summer and fall service to Lake George and Bolton Landing. Employers report that the lack of reliable and affordable transportation is an impediment to hiring. The Floyd Bennett Airport in Warren County serves the Region, and Adirondack Trailways, Greyhound, several taxis, and van- or car-based senior transportation services exist in several townships. Improving bicycle and pedestrian amenities will anchor more multimodal "complete streets" and safer conditions.

## Infrastructure and Service Investment Drives Development

As economic development initiatives continue to take form, population will grow and housing demand will continue to increase, putting pressure on open lands and on communities for enhanced infrastructure and services.

In developed areas, broadband is widely available through multiple service providers. Mobile wireless and cellular is limited in many rural communities with a number of areas lacking coverage entirely. Some existing business parks, and identified new development sites, need water and wastewater infrastructure to be extended in response to residential and commercial interest. A number of brownfield sites are being remediated and will add to the inventory of available property without putting agricultural land at risk. Demand from education, workforce development, health care, and public safety providers will continue to increase well beyond current capacities. Public safety and interoperability between services will need to be enhanced. Electricity rates in the Region are affordable, but natural gas is not available Regionwide, with most rural communities served only by propane. The City of Glens Falls has recently secured financing through Governor Cuomo's NYSEDA Solar Initiative Program to help construct its first solar farm, and other alternative energy investments are planned. Major companies including GLOBALFOUNDRIES, IBM, and General Electric are on record saying that infrastructure quality and resiliency are top priorities.



Photo: Elan Planning, Design, & Landscape Architecture

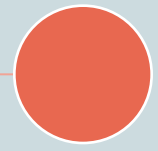
### III. COMMUNITY ENGAGEMENT

#### Outreach Efforts Broke Down Barriers

Success in a place-based economy requires that investments be supported by transparent and diverse community involvement and driven by a broad consensus. The Adirondack Gateway Region covers a very large area of over 1,800 square miles. The Adirondack Gateway Council understood that an extensive effort would be needed to reach the dispersed population and engage all stakeholders including elected officials, residents, property owners, business owners, farmers, economic development leaders, workforce and service providers, advocates for special needs populations, and others, using multiple methods and media. An inclusive process broke down barriers for low-income people and other vulnerable populations. The teams went to the people and engaged their advocates using pop-up outreach events, listening sessions, and surveys.

#### The Process Facilitated Partnerships

The technical evaluation and development of the pathway reports occurred over three years, and although each had a specific constituency to reach, many components overlapped. Workforce training organizations, for example have a stake in increasing access to opportunity in housing and transportation, as well as fine-tuning economic development for job expansion. Bringing a broad base of Regional



experts together at different points in the planning process allowed those local leaders to learn from each other, identify common opportunities and challenges, and begin to address them immediately. The sustainability planning process itself facilitated change and refinement in services long before the research was complete. Regular updates to the Adirondack Gateway Council Board ensured that the sustainability message flowed back to community members through their elected leaders.

### Stakeholder Input Shaped Findings and Recommendations

The stakeholder input directly shapes the findings and recommendations summarized in this strategy. The participation map that follows shows that the process engaged more than 800 people from across the Region.

Efforts in each pathway include:



#### Access to Opportunity, Housing, & Fair Housing Equity and Transportation

As the first component completed, the Adirondack Gateway Regional Combined Housing, Transportation, and Fair Housing Equity Assessment, 2015 (FHEA) provided a comprehensive foundation from which other efforts built. The mail and email lists developed are extensive. The demographic

## The engagement process supported efforts across the five pathways and helped to:

- Develop a logo;
- Craft a communications and outreach strategy to reach traditional and new media;
- Compile a comprehensive mailing and email list;
- Mount a website at [www.agcny.org](http://www.agcny.org);
- Produce promotional materials that brand the effort and draw support from key stakeholders;
- Use traditional outreach methods including media interviews, news releases (paper, television, and radio) presentations, posters, and flyers to reach places with limited telecommunication;
- Employ new media approaches including email blasts, the project website, and others to bring the message to a wider audience; and
- Share news articles about local programs and projects.

Photo: DCG Corplan Consulting



*Jeff Mosley, Housing Assistance Council representative.*

Photo: Elan Planning, Design, & Landscape Architecture



*HUD tours the Region's farms.*

Photo: Pepe Productions



*Meeting with local farmers to discuss opportunities.*

profile is integrated and expanded for each pathway report. The geographic information system analysis, prepared with the assistance of Warren County, forms the basis for decision making across the board. Efforts include:

- Group and individual in-person stakeholder meetings to identify community problems and solutions for their concerns;
- Focus group meetings at locations throughout the AGC Region to develop themes including mobility, access, equity, and shelter;
- Phone interviews with key stakeholders and individuals to gain feedback and truth test themes that were generated during focus group meetings;
- Direct polling to add value to knowledge gained regarding impairments, opportunities, and conditions;
- A survey to engage providers, communicate issues, interests, and concerns relevant to the topics;
- A citizen survey to reach low-income individuals and families, limited English speakers, persons with disabilities, communities of color, and the elderly;
- Attending other organization's periodic meetings;
- External review of documents and feedback on findings and recommendations; and
- Sharing information through newsletters and websites to develop the framework and "get the word out" about public engagement meetings.



## Healthy Communities & Agriculture

Engaging farmers requires “fieldwork” - meeting them where they live and farm, often face to face. This component collected broad input and produced stand-alone guides to locate farmers markets, parks, and picnic areas in the Region. Efforts include:

- Interviews with Regional stakeholders to gather information regarding strengths and weaknesses in the farming community;
- Two public meetings to engage and gather input from the Adirondack Gateway Council communities;
- A tour of Washington County with local farmers, elected officials, representatives from the Glens Falls Farmers Market, Agricultural Stewardship Association, and U.S. Department of Housing and Urban Development;
- Regular updates to Adirondack Gateway Council members at meetings and through the Adirondack Gateway Council website;
- Telephone interviews with representatives from the local farming community.



## Comprehensive Broadband, Infrastructure, & Brownfield Redevelopment

Building on previous efforts by the Adirondack Gateway Council, EDC of Warren County, and Washington County Economic Development, engagement for this pathway brought together leaders at the local, State, and federal levels to



Photo: Elan Planning, Design, & Landscape Architecture

*Efforts included a tour of Washington County.*



Photo: Pepe Productions

*Town Meeting at Crandall Library.*



Photo: Elan Planning, Design, & Landscape Architecture

*AGC and HUD tour Gardenworks farm in Salem, NY.*





Photo: Elan Planning, Design, & Landscape Architecture

*Hadley Economic Development Meeting.*

prioritize essential infrastructure strategies and outline a very specific action plan to improve telecommunications and infrastructure Regionwide. Efforts include:

- Meetings with stakeholders, County emergency services personnel, as well as broadband infrastructure users to determine the expected potential revenues from placement of broadband locations;
- Meetings with leaders of each community to gather key reports and studies including sanitary sewer studies, comprehensive plans, zoning maps and related documents;
- Meetings with leaders of each community (within the region served by the Washington County Sewer District #2 and Glens Falls Waste Water Treatment facilities) in order to gather key reports and studies, including sanitary sewer studies, comprehensive plans, zoning maps and related documents;
- Online and paper surveys sponsored by EDC of Warren County and the Adirondack Gateway Council with municipal leaders to provide a Regional assessment of the

infrastructure needs and identify “pipeline to projects” ideas for consideration by the Capital Region Economic Development Council;

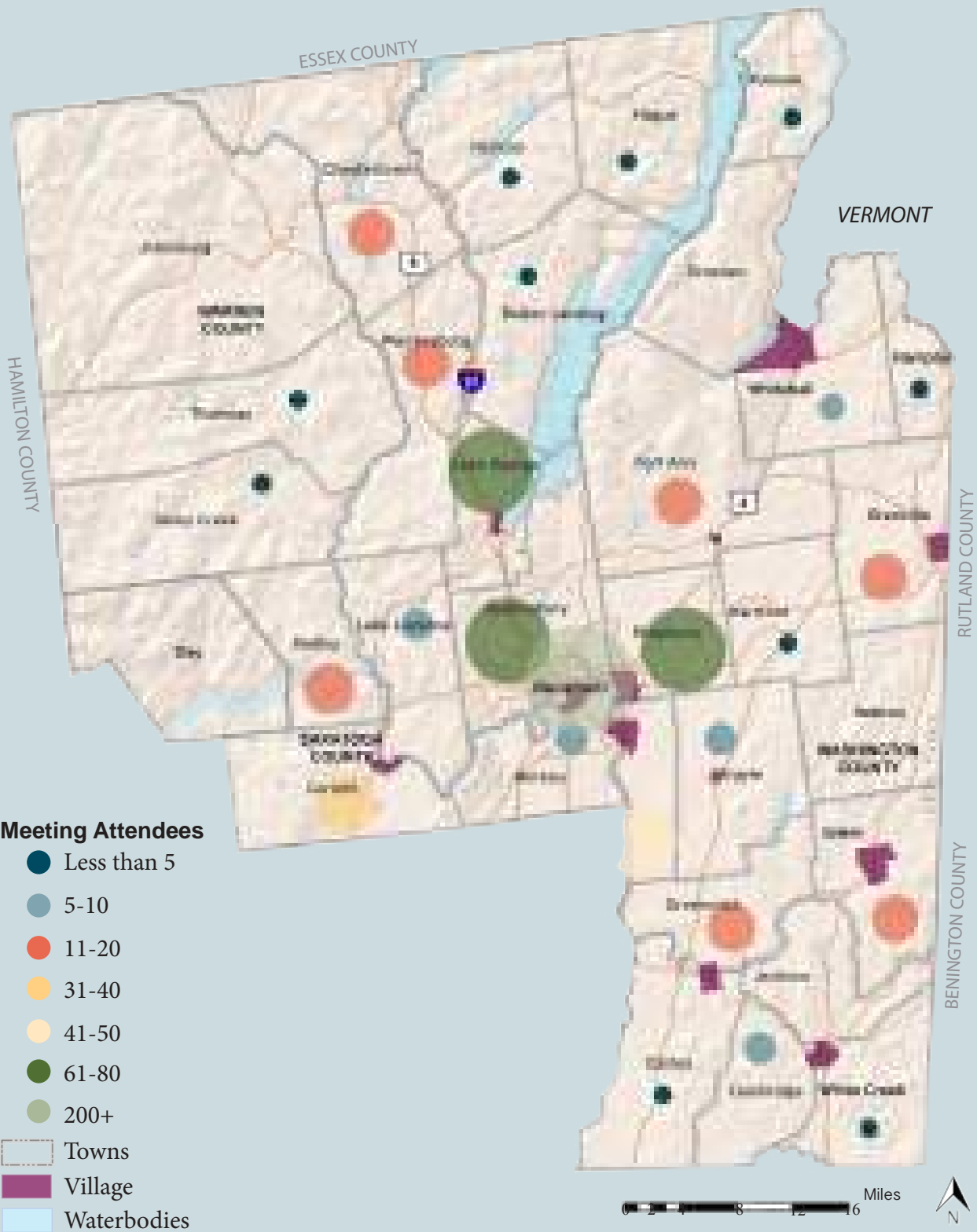
- Discussions with State, Regional, and local leaders; and
- Three new infrastructure work groups to address technology and innovation, infrastructure and transportation, and agribusiness.



### Sustainable Economic Development

As the last component completed, the economic development pathway synthesizes the other pathways, interprets findings, links goals, and frames the “big picture” agenda for action. Efforts include:

- Three workshops at locations throughout the AGC Region to inform community members about the process and gain input for recommendations and areas of concern;
- Four surveys (paper and online) available on the Adirondack Gateway Council website engaging municipal leaders and economic development organizations, community service and workforce development providers, and local businesses;
- Interviews with key businesses;
- A presentation to Adirondack Gateway Council Board; and
- Two final celebrations.



**Meeting Attendees**

- Less than 5
- 5-10
- 11-20
- 31-40
- 41-50
- 61-80
- 200+
- Towns
- Village
- Waterbodies
- Interstate, US and State Hwy

Source: Warren County NY GIS May 20, 2015





## IV. PATHWAYS TO PROGRESS

### Common Themes

Considering all of the pathways, a number of common themes emerge. These overarching findings influence the final recommendations and help the Adirondack Gateway Council Board to set priorities and decide on the best approach to advance opportunities across the Region.

The common themes include:

- **Economic Development is the Intersection of the Pathways:** Simply put, without a stable job in an industry that pays family-sustaining wages, residents will never have a sustainable life even if their housing is affordable, services and telecommunications are available, and transportation is reliable. The Region needs to move forward on all pathways, but has to keep its eye on the value generated by local companies and opportunities for job creation.
- **Quality of Life Matters:** Again and again, stakeholders across the board identified their enviable quality of life and diversity of urban and rural housing choice as perhaps the most important attribute. Maintaining vibrant places with rich amenities means conserving farmland, shaping growth by infrastructure and transportation spending, creating and maintaining recreation that links places, and monitoring health trends. Affordable broadband and reliable cellular coverage to every community in the Region is a critical path priority.



Photo: Pepe Productions

*Business park is airport accessible & shovel ready.*

- **The Jobs/Housing Balance Drives Decision Making:** The need for housing, transportation, healthcare, education, and other services that are accessible, affordable, and located where people need them to be influences residents' ability to gain and maintain employment. It should influence local priority setting and spending on public improvements.
- **Focused Investment in Existing Communities Pays Off:** One of the HUD livability principles argues that concentrating uses in clusters, ideally walkable city neighborhoods, villages, and hamlets, has multiple benefits such as reducing automobile dependence, improving access to goods and services, encouraging Main Street revitalization and small business growth, as well as consolidating any pockets of need for enhanced telecommunications. This approach also saves on the cost of municipal infrastructure.



Dwell-BANKER'S  
PRIME PROPERTIES

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DAVIDSON

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BREWERY





# SUSTAINABLE ECONOMIC DEVELOPMENT

This pathway focuses on developing a business base that is both efficient and equitable. A genuinely sustainable economy will exist in the AGC Region when all communities are financially viable and environmentally sound and all residents have access to opportunity.

The AGC Region offers an affordable alternative compared to similar areas and nearby markets, but deficiencies in broadband and cellular services, infrastructure, and workforce preparation take the edge off of that competitive advantage. Across the nation and around the world, communities are also investing in education, job training, infrastructure, and policies to attract companies, so the AGC Region must stay sharp and continually adjust to changing dynamics. Some large companies have made major commitments to the Capital Region. They are bringing more jobs with good salaries, but if local residents lack the advanced and specialized training needed by these companies, they will be passed by. If companies cannot find the workforce, business environment, and resilient infrastructure to grow here, they will direct future investment elsewhere, costing this Region not only direct job creation but significant potential secondary impacts. The full report is available at: [www.agcny.org/economic-development](http://www.agcny.org/economic-development).

Photo: Pepe Productions

## K-12 Schools Front Line Job Trainers

The President of SUNY@Adirondack in Queensbury, Kristine Duffy is worried that students are not prepared to enter college classrooms. At an event called ‘Stand up for Upstate Schools,’ she spoke about the need to adequately fund public education, calling it the “most critical investment we can make in our communities.”



Photos: SUNY Adirondack

*Kristine Duffy speaks with SUNY students.*

Mike Russo, the GLOBALFOUNDRIES Senior Manager of United States Government Relations and Regulatory Affairs, also spoke. The company has encouraged communities and school districts to enhance K-12 programs, including expansion of International Baccalaureate programs, identifying them as an important component in attracting workers from around the world who are interested in the company’s growing job base.

## Key Findings for Sustainable Economic Development

### There are Many Positive Demographic Trends

In addition to all of the demographic indicators reported in the other pathway strategies, the economic development evaluation looked more closely at a few key variables. The Region is growing conservatively overall. Incomes are increasing, especially at the wealthier end of the range, but too many people in too many communities still face poverty and unemployment. The largest population gain was in the 45-65 year old group. These workers are entering their peak earning years and have disposable income that can be captured locally. The trend showing that retail sales per capita for Warren and Washington Counties exceeds the State of New York’s average may be evidence of this spending pattern.

Commercial and industrial real estate values in the AGC Region are affordable by major market standards. Though improvements are needed to the local transportation systems, especially with regard to transit and freight movement, access to markets in the United States and Canada is efficient through the interstate highway system. Within a one-day drive of the Region are almost 54 million people, or 17% of the United States’ market. In Canada, 46 cities and towns including the cities of Montreal, Ottawa, Quebec City, and Toronto are within a day’s drive, encompassing 7.8 million Canadians, or 23% of the total Canadian market.



Photo: Albany Business Review 2012/All Rights Reserved



Photo: www.careers.crbard.com

*CR Bard and AngioDynamics, medical device manufacturers, are among the major employers in the Region.*

## Economic Analysis Identified a Range of Strong Business Opportunities

The business opportunity analysis (Section V: Economic Opportunities) established seven primary industry group targets including Education, Healthcare, & Social Assistance; Tourism & Recreation; Professional & Business Services; Information; Manufacturing; Retail Trade; and Transportation & Warehousing. Due to the unique nature of local farming a special category is reserved for Agriculture, Forestry, Fishing, & Hunting, which cannot be measured by traditional employment concentration alone. Secondary targets which may represent opportunity but are less of a priority include Construction, Financial Activities, Other Services & Unclassified, Mining & Utilities, and Wholesale Trade. From these larger groupings of industries, focus areas for the Adirondack Gateway Council Region are Health Care Products & Services, Consumer Products Manufacturing, Professional & Business Services, Specialty Retail, Logistics & Distribution, Tourism & Recreation, and Agri-

business. The primary strategies to advance those industries address agri-business, manufacturing, workforce and education, and marketing and incentives. These industries offer opportunities for workers of all ages and some include small business components that can be located in villages or hamlets as well as urban neighborhoods. Although business opportunity analysis does not evaluate public sector jobs, the Adirondack Gateway Council understands that public sector government employment is the single largest employment category, and it is expected to employ 10,500 people by 2022.

## Workforce Support is a Bottom Line Requirement

It's not reasonable to expect entry level workers and those in need of retraining to access jobs in emerging industries (which typically pay higher wages) without a bridge to equity and access to safe and decent affordable housing, reliable childcare, available transportation, healthy food and quality health care. Reducing these barriers is, simply put, a moral imperative and also an



## Advice for Employees & Economic Developers

In 2013, when Joseph Raccuia, former CEO of Finch Paper, bought Morcon Tissue in Greenwich, Washington County, he made investments to increase productivity and product quality. The company worked with State and local officials to bring fiber optic cable to the facility, which dramatically improved their IT capabilities. Speaking about his employees, he remarked to the Post Star that “We have an outstanding workforce here in New York and we know how a new facility will positively impact our business.” Like many other business leaders, he mentioned the need for a progressive business climate, affordable taxes, the support of the State for retention as well as attraction and the need for affordable energy.

The company anticipates 20 new hires as a result of the upgrade, and Mr. Raccuia offered this advice to job seekers: “Show your perspective employer that you can be versatile, that you’re a team player, that you have ideas and energy and enthusiasm that can help move the business or organization forward. Look for your dream job but be prepared to accept a position that isn’t everything you dreamed of. Embrace it and learn from it. If you’re learning something every day, you’re moving yourself forward and you will find success.” His request of the Region’s economic development leaders is to remember existing companies, focus on retention even if it may not be as glamorous as new business, concluding “To thrive, we need both.”

urgent need for the Region’s employers, as expressed in interviews, surveys, and focus groups.

The need for a globally competitive workforce has never been more important. Workers must be well educated, have access to specialized training, and be adaptable as businesses and industries continually innovate to take advantage of changing market opportunities. The Region cannot remain competitive unless it makes a considerable commitment to improving workforce preparation. Whatever the target industry is, the need for skilled workers is a given and it is reflected in the regional planning surrounding the AGC Region. It is consistent with the work of the New York State Empire State Development (ESD) and the Capital Region REDC to advance curricula in science, technology, engineering, and math (STEM) by integrating Smart Scholars Early College High School (ECHS) programs or Pathways in Technology Early College High School (P-TECH) into local schools. Expansion of an International Baccalaureate Program (IB) (which prepares students to live and work in a rapidly globalizing world) in area schools has been identified by local companies as a smart move as they try to attract international talent. Coordinating local efforts with the emerging partnership between GLOBALFOUNDRIES, the Center for Economic Growth (CEG), and the Tech Valley Connection for Education and Jobs, and the newly merged SUNY College of Nanoscale Science and Engineering and SUNY Albany Institute of Technology (recognized as leading colleges across the world for nanotechnology) is a major opportunity. The Adirondack Gateway Council, SUNY@Adirondack, and economic development



partners are well integrated into these efforts, and opportunities exist to participate more actively, especially at the K-12 level.

## Companies Expect a Responsive Business Climate and Leadership

Both existing and targeted businesses expect an attractive business climate with strong pro-business leadership and professional economic development organizations, and the Adirondack Gateway Council is helping to fill that role. The Adirondack Gateway Council works with EDC of Warren County, Washington County Economic Development, the Center for Economic Growth, and the Capital Region REDC and State and Federal legislators. The advocacy agenda for the Region is broad. It must be successful in the competition for State broadband support. Leaders must work closely with traditional economic powerhouses in agriculture and manufacturing to integrate entrepreneurial thinking and innovation, add value to current products and envision new ones. Communities need considerable help to build a competitive physical infrastructure by extending water and wastewater to development sites, providing redundant utilities and broadband, and operating a transportation system that can efficiently move people, goods, and freight.

## Quality of Life is an Economic Amenity

Quality of life is now a key determining factor in site selection. The Region's scenic resources, rural character, and agricultural lands and access to the Adirondack Park, cultural venues, and events in the urban core such as the Glens Falls Civic Center (a multipurpose

## Gracenote



Photo: [www.facebook.com/PoweredByGracenote](http://www.facebook.com/PoweredByGracenote)

*Gracenote employs 400 people in the Region.*

Gracenote, a subsidiary of Tribune Media Company, with 400 employees located in Queensbury, New York, is the latest in a long line of entertainment information companies in the AGC Region stretching back to TV Data in 1956 and Torrington Data in 1980. The merger of Gracenote and Tribute Media Company assembles one of the largest sources of music and video entertainment metadata in the world. The industry standard for music and video recognition, Gracenote's database features descriptions of more than 180 million tracks and TV listings for 30 countries. TRIBUNE is one of the country's leading media companies, operating businesses in broadcasting, publishing, and interactive media.

## Local Companies Buying Local



Photo: www.commonrootsbrewing.com

*Common Roots partnered with a local machine shop.*

Local companies like Common Roots Brewery in South Glens Falls turned to a local machine shop when they needed custom distilling vats for their craft brewery. Fronhofer Design, located along Cossayuna Lake since 1980, is poised to manufacture a line of products to craft breweries. After the prototype was completed the brewery contracted for four more fermenters, which they hope will double their production from 1,500 barrels this year to 3,000 barrels next year. If all goes well they will expand the business, perhaps creating five new jobs. When local companies buy local and partner with local businesses they multiply the value of their sales and share in the success of the industry they share.

arena), Wood Theater, Hyde Museum, developing Park Street Theater, World Awareness Children’s Museum, Hudson River Falls Theater, Adirondack Folk School (Lake Luzerne), and Lake George Festive Space, are critical amenities that can be improved by regional planning and careful targeting of development. If people can “connect,” advancing the Adirondack Gateway Council’s creative economy will boost small business development, fill hamlet storefronts, and revitalize historic buildings, and stretch progress from the greater Glens Falls area. Promoting arts, culture, and tourism assets, and focusing support on institutions and organizations that promote arts-related businesses that make productions possible is also important.

### Staying on the Map Takes Good Marketing

New York State offers a number of opportunities to support and expand existing companies and attract new ones through NYS Consolidated Funding Applications, funding opportunities through NYS ESD, Global NY, enhanced EB-5 program, and Start-up NY (where SUNY@Adirondack already has an approved plan focused on sustainable agriculture, technology, and nursing). Marketing efforts like “I love New York” and Taste NY create opportunities for agriculture and the growing craft beverage industry. Renewable Heat NY is building the market for high efficiency, low emissions wood-fired heating systems – new uses for the Region’s timber stocks.



## “Just” Perfect for Glens Falls



Photo: Pepe Productions

*Just Beverages will repurpose a historic church building in downtown Glens Falls as a bottling plant.*

Drew Fitzgerald, a Glens Falls native, thought “Just Beverages” was just what the City needed, and he worked to bring his Los Angeles based start-up to the AGC Region.

**Just Beverages**, working with EDC of Warren County, recently announced that it would be locating its first bottling plant in a converted 14,500 square foot historic church building in downtown Glens Falls. Repurposing and reusing the building is consistent with their sustainability focus.

The company COO Jim Siplon said they were “looking for a community that is open to new ideas, but small enough to care about a small start-up like us,” and Glens Falls fit the bill. The taste and quality of water in the Southern Adirondacks didn’t hurt.

The company produces food and beverages, including bottled water that promotes good health and wellness. It utilizes innovative packaging made from renewable resources, contributing to a smaller carbon footprint, and is working with local schools and SUNY@ Adirondack to pilot sustainability education for students.





# HEALTHY COMMUNITIES & AGRICULTURE

The healthy communities and agriculture pathway focuses on developing opportunities for growth in local farming and strategies to address health concerns. It builds on the scenic beauty, conserved open spaces, and natural environment that make the Region desirable and marketable as a business and residential location. This pathway combines goals of preserving the environment, increasing recreation amenities, improving people’s health and well being, and growing the agricultural economy that can produce and distribute fresh food to all communities. The preservation of farms and working farmland could not be more critical to protecting rural character, an amenity that is important to the residential development that underpins the local tax base in most communities. That same residential development opportunity, however, puts prime agricultural lands at risk – and once gone, farmland is lost forever. More collaboration between farmers, businesses, consumers, and the Region’s public and private institutions is needed to conserve working landscapes that are at the heart of a beautiful and healthy community. The full technical report can be found at: [www.agcny.org/agriculture-health](http://www.agcny.org/agriculture-health).

Photo: Pepe Productions



## Cold Weather Grape Breakthrough

Photo: Ledge Rock Hill Winery



*New grape varieties can withstand colder winters.*

Ledge Rock Hill Winery, in Saratoga County's Town of Corinth, is making more consistent-quality red wine thanks to the emergence of cold weather grape varieties developed at Cornell University and the University of Minnesota. The grapes are cultivated to withstand colder winters and shorter growing seasons, which until now have produced inconsistent yields and quality that has hampered the branding of the State's red wine. Gary Alcorp, owner of the winery, hopes the AGC Region can capitalize on the enormous growth of vineyards across New York and the nation. In 1980 the State had 35 wineries. Today there are over 500 and New York is the third highest producer in the nation.

## Key Findings for Healthy Communities & Agriculture

### The Region's Agricultural Lands and Working Farms are at Risk

Within the AGC Region, prime agricultural lands, or lands with rich soil ideal for growing food, are tempting targets for new development. Washington County added eight new farms between 2007 and 2013 and at the same time lost almost 13,500 acres of land in active farming. Warren County experienced an increase of 31 new farms during the same period, resulting in nearly 1,000 acres of new farmland. Both Counties experienced a decrease in the average size of farms. The loss of farmland is a statewide trend that can be attributed to improvements in technologies and an increasing profitability of small and family owned farms. Helping these farmers maintain viable operations will be an important part of ensuring a safe, affordable, and accessible food supply. The SUNY@Adirondack focus on sustainable agriculture and strategic investments by the Capital Region REDC help accomplish this goal. All too often, it is much easier for a farmer to sell property to developers, in part because succession planning to connect new farmers with farmers preparing for retirement has not been widely available. Integrating a community-based food system into land use decision-making, using local Comprehensive Plans and County Agriculture and Farmland Protection Plans, can conserve land for generations to come.



## Improving Food Access and Distribution Adds Value

Although the idea of buying locally grown food is not new, the movement has picked up momentum in recent years and thrust the words “local food” into the headlines. While the AGC Region is relatively well served with its distribution to grocery stores and farmers’ markets, most all of these destinations require access by automobile. Meetings with local farmers and social service providers found that while access to healthy foods is good, many people don’t know how to make meals from fresh food. Only 6 of the 23 school districts within the AGC Region participate in farm-to-school programs. On average, these schools spend over \$100,000 each year on “local” food products, representing a significant opportunity to generate revenue from broader participation. At a local level, the 35-year-old Glens Falls Farmers Market, the Fort Edward Farmers Market, and markets across the Region are an important part of offering healthy food to the urban and suburban residents; supporting the Region’s small-to medium-scale farms; building community; and creating a destination that brings people to downtowns, hamlets, and villages, which leads to spending at other shops and restaurants. Efforts are underway to find a year round location for the Glens Fall’s market.

## Enhancing Competitiveness and Linkages to Markets Would Help Local Farms Succeed

Many of the farmers in the AGC Region are shipping their raw products out of the Region for processing. Developing a food hub within the Region could be an asset to both the farming community and the local

## Farmers Market on Wheels

Jan and Jeff King own the 100-year-old King Brothers Farm in Schuylerville, Saratoga County. Their “farmers market on wheels” delivers a wide range of locally produced products, including their own milk, yogurt, beef, cheese, and eggs to 500 customers between Halfmoon and Queensbury. In the summer of 2015 they are opening the first farm-based milk bottling company in Saratoga County and will produce and bottle half and half, cream, milk, condensed milk, and chocolate milk.



Photo: King Brothers Farm

They expect the expanded operation will create as many as 15 jobs in the next three years. Bottling and distributing their own milk gives them better control over pricing and protects them from the wide fluctuation in national milk prices farmers endure when selling to national processors. “People have been very receptive to what we do,” Jan King said. “I think they appreciate knowing that when they are buying their milk it comes from our farm, they are supporting a local business and they really enjoy doing that as well as having a great quality, great tasting product.”



## The Region's Ski Areas are Growing



Photo: Gore Mountain Ski Resort

*Gore Mountain, the closest large mountain to the Albany Capital District, attracts skiers from all over the east.*

Gore Mountain, in Warren County's North Creek, is known as the home of some of the most skiable acreage in New York, boasting four peaks, 107 trails, 2,537 vertical feet, and 15 lifts including the high-speed eight-passenger Northwoods Gondola. The mountain attracts skiers from all over the east. As the closest large mountain to the Albany Capital District it boasts access to a large population within a two-hour drive time.

Gore Mountain is one of the three ski areas owned by the State of New York and operated by the Olympic Regional Development Authority (ORDA). Gore Mountain brings in more than 230,000 visitors per year to the

Region. The State of New York has invested \$9 million over the past two years to install a new high-speed detachable quad chairlift that offers guests a smoother, faster, and more reliable ride to the mountaintop. For more information about the company see: [www.goremountain.com](http://www.goremountain.com)

In addition, West Mountain Ski Area in Queensbury recently invested \$250,000 in energy-efficient lighting, making it easier to see at night. They are also improving their ticketing system for the tubing park. For more information on the company see: [www.westmtn.net](http://www.westmtn.net)



## Celebrating the Region's Heritage and History

economy. Evaluation of using freight to distribute products from the AGC Region's "foodshed" also warrants consideration. By combining food processing, commercial kitchen facilities, distribution, warehousing, packaging, retail and wholesale of agricultural products, education, and other elements, the food hub could integrate the business sector and connect regional agricultural producers with residents, restaurants, and value-added producers. Food co-ops, like the Village Store Co-op in Cambridge and an emerging Food Co-op in Glens Falls, offer community-gathering centers and affordable access to healthy foods. Other co-ops in the Capital Region in Albany, Gloversville, Niskayuna, and Galway are not conveniently located to the residents and farmers of the AGC Region.

### Opportunities Exist to Brand the Region's Farm Products

Branding could help to create consumer demand, giving producers leverage in negotiations with large buyers. Farmers understand that marketing is critical to success but they lack the time and financial resources to move forward. New efforts are underway in the Adirondack Park to better promote emerging tourism sectors like agri-tourism, eco-tourism, geo-tourism, and heritage tourism. All of these niche markets are appropriate to the AGC Region, but as a largely rural place with ample natural landscapes attractive to visitors, it is ideally suited to agri-tourism. Packaging farm visits with opportunities to explore the revitalizing urban center in Glens Falls, for example, creates the authentic experience many visitors, but especially millennials, seek.

The Lakes to Locks Passage Scenic Byway runs through the AGC Region, linking northeastern New York to southern Quebec in Canada. The byway unifies the interconnected waterway of the upper Hudson River, Champlain Canal, Lake George, and Lake Champlain and has been called North America's first "super-highway." The programs that the Lakes to Locks Passage provides unify the corridor as a single destination. Lakes to Locks is a New York State Scenic Byway, a National Scenic Byway, and an All-American Road. The byway extends from the AGC Region to the border crossing at Rouses Point on land and water. The waterway route continues north into Canada to connect with the St. Lawrence River.

Thirty-two Waypoint Communities have been designated to "meet and greet" the Lakes to Locks Passage visitor. Community museums and attractions serve as Heritage Centers. Nearly every community has a driving, biking, or walking tour. The distinctive influence of French, English, and Dutch settlers is still evident today in the communities along the rivers, waterfalls, and lakeshore harbors. As a companion, the First Wilderness Scenic Byway promotes the Region's historic role as an important southeastern access point to the "Endless Forests" of New York's Adirondacks. For more information see [www.lakestolocks.org](http://www.lakestolocks.org) and [www.firstwilderness.com](http://www.firstwilderness.com).



Photo: Pepe Productions

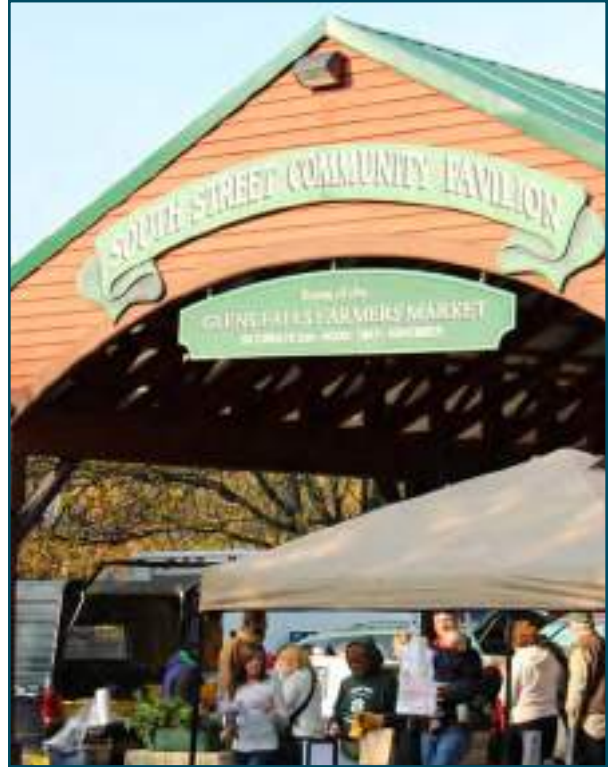


Photo: Pepe Productions

The Glen's Falls Farmers Market has offered healthy foods to the area's residents for 35 years.



Photo: Elan Planning, Design, and Landscape Architecture

Feeder Canal Trail on Pruy'n's Island in Glens Falls, NY.

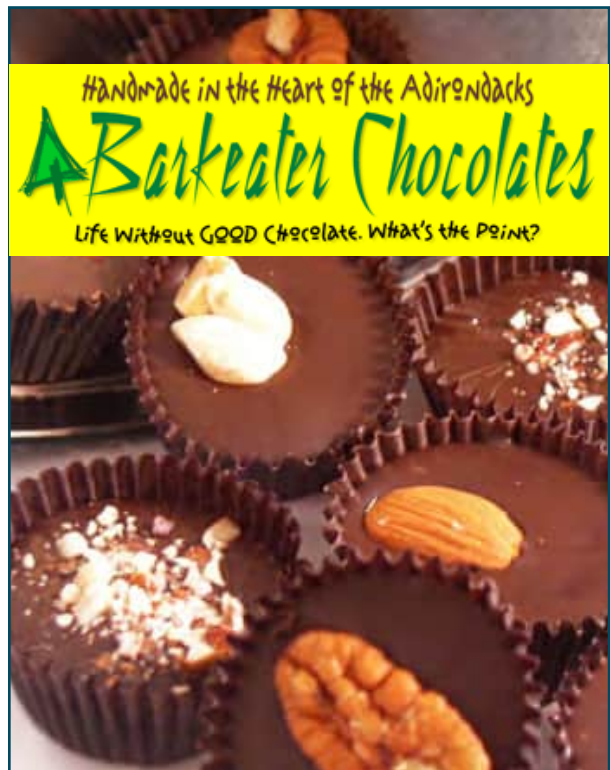


Photo: www.barkeaterchocolates.com

Barkeater Chocolate is based in North Creek, NY.



Photo: River Street Planning and Development

*Helping farmers to maintain viable operations is critical to ensuring a safe, affordable, and accessible food supply.*

## Expanding Trails and Recreation Resources Will Make the Region Healthier

Throughout community engagement for all five pathways, participants discussed opportunities to connect people more closely to the natural environment using a comprehensive system of linked trails for hikers, bikers, bird watchers, equestrians, snowmobilers, cross country skiers, and many other sports enthusiasts. Each of these amenities contributes to making the Region healthier and also builds on the Adirondack Park's international reputation as an outdoor sports destination, generating visitors and customers for local lodging and hospitality establishments. Connecting to the transportation pathway, healthy communities require multimodal alternatives that allow people to build exercise into daily activities or walk safely to school.

While many trails within the AGC Region are located in the State Forest lands of the Adirondack Park, there is a growing network of dedicated trails from the Lake George Region south into Glens Falls, Queensbury, South Glens Falls and Moreau, and west into Washington County along the Feeder Canal. Continued development of a trail plan for the Region could close the gaps in the existing network and make broader connections to State and national trail systems. The improvement of existing parks and development of new parks that are accessible to residents of all ages and abilities is an opportunity. These amenities are free and fully accessible to the Region's lower income residents.

Adirondack Gateway Council collaboration with Lakes to Locks Passage Inc. of Crownpoint, NY, an organization that supports and promotes the scenic byway in the Adirondacks and in southern Quebec in Canada, is an opportunity.





# ACCESS TO OPPORTUNITY, HOUSING, & FAIR HOUSING EQUITY

This pathway to progress focuses on Regional housing and fair housing equity. It increases access to opportunity, which HUD describes as “jobs, transit, affordable housing, good schools, and other infrastructure.” This pathway is a bridge between the overall sustainability plan and the Adirondack Gateway Regional Combined Housing, Transportation, and Fair Housing Equity Assessment, 2015 (FHEA). The FHEA involves a range of analyses, is shaped by extensive community engagement, and addresses principles identified by HUD. HUD recognizes that the creation and/or maintenance of affordable neighborhoods depends upon State, Regional, local government, and agency decisions about where to locate infrastructure and services. HUD is particularly interested in assisting communities to focus investments in infrastructure in neighborhoods that have been previously redlined and disinvested. The full FHEA and all appendices are available at [www.agcny.org/housing-transportation](http://www.agcny.org/housing-transportation).

Photo: Pepe Productions





Photo: Pepe Productions

*The Adirondack Park covers over half the AGC Region.*

The pathway responds to that HUD guidance by providing a framework to adjust the “jobs/housing balance” where employment opportunities are accessible and generate adequate wages for residents to afford a sustainable quality of life in the Region’s urban and rural communities. For lower income residents, achieving this balance requires distribution of employment opportunities across the Region, reasonable commuting times with reliable transportation, and affordable housing. Access to employment, proper training, and family-sustaining wages will make it possible for other needs to be met.

The housing and fair housing equity pathway coordinates policies, removes barriers to private-public cooperation, leverages funding, and increases effectiveness to plan for future growth, while enhancing the unique characteristics of all communities. The FHEA provides an opportunity for diverse stakeholders in the Region to develop a candid and broadly shared assessment of residential opportunities. Municipalities and Regional entities have identified objectives and priorities for future investments to enhance equity and access to opportunity and are addressing the needs of communities facing

the greatest challenges. The Adirondack Gateway Council understands how big picture public investments in infrastructure shape development patterns and they know which communities have faced underinvestment of key amenities. The partners have developed a strategy through the FHEA that ensures low-income communities and vulnerable populations including the homeless, low income, elderly, veterans, and mentally/physically impaired households can be more self-sufficient.

## Key Findings for Access to Opportunity, Housing, & Fair Housing Equity

### The Adirondack Park Offers Unique Opportunities and Challenges

The majestic Adirondack Park and a large swath of the New York State Forest Preserve covers over half of the AGC Region, though it is home to only one-quarter of its population. The Park is a major tourism draw, attracting



an estimated 7-10 million tourists annually, many from the 84 million people living within a day's drive. The Gateway Region can capitalize on being a main entry point, expanding the influence of the Greater Glens Falls area, including Lake George and Queensbury, which already provide extensive tourism support services, retail, and amenities for visitors. While tourism employs many entry level and unskilled workers, wages tend to be low and career ladders short. The Park's density-based regulatory structure conserves millions of acres of rural lands and natural resources, and shapes the scale of development. A growing percentage of seasonal homeowners bring wealth to the area, but retirement market demand can drive the price of land upward, making it extremely difficult for year round residents and organizations that need or develop affordable housing to find affordable properties and sites.

## Income and Poverty Shape How and Where People Live

Although the Region is growing and overall wages are rising, especially among the highest income earners, long-term and situational poverty determines where and how people live. Poverty exists in pockets in many communities in the Region – both urban and rural. Though overall cost of living is lower compared to other New York State Regions, it outpaces the incomes and benefits available to residents earning the lowest incomes, including veterans, large families, young families, the elderly, and disabled. Housing, utilities and energy, food, health care, the cost of an education, and basic transportation continue to increase. Across the Region, combined transportation and housing costs use half of a family's income, which is especially burdensome for single people and

# Adirondack Park 101

At six million acres, the Adirondack Park is the largest park and the largest National Historic landmark in America - larger than Yellowstone, Yosemite, Grand Canyon, Glacier, and the Great Smoky Mountains combined. Unlike these National Parks, however, 130,000 people live full time in the Adirondack Park's 102 towns and villages and over three million acres have been privately held for generations. Today over 60% of this pristine natural area, or almost 3.4 million acres, are conserved by some form of resource protection, with over 2.4 million acres in "forever-wild" State Forest Preserve and 800,000 acres preserved by various conservation easements. Although half of the AGC Region communities lie within the Park boundary, only 25% of the AGC Region's residents live "inside the blue line," referring to the blue boundary line used on State maps to identify the New York State Forest Preserve in the North Country and the Catskill Mountains.

The Park's scale can be daunting: it crosses 12 counties, 119 school districts, and 132 zip codes. It boasts 3,000 lakes, 30,000 miles of rivers and streams, and 2,300 miles of trails. Its great scenic beauty and environmental resources have produced a strong outdoor recreation tourism economy and natural products industry that remain industry targets today. Policy and regulation of land uses and density of development for the Park is administered by the Adirondack Park Agency and defined in The Adirondack Park State Land Master Plan, State Land Map, and the Adirondack Park Land Use and Development Plan. The management of the State Lands is carried out by New York State Department of Environmental Conservation.



## Affordable Housing Partnerships

The AGC Region responds to the need for affordable housing for both renters and owners.

- The **City of Glens Falls Housing Rehabilitation Program** assists both owner and renter occupied housing with grants to improve housing conditions. The program gives preference to residents who are frail seniors or disabled or to properties that require emergency repairs or have code violations.
- The companion **First Time Home Buyers Program** helps to close the gap so that lower income residents can own a home. The program has helped over 150 families since 2000, with funding from New York State and US Department of Housing and Urban Development (US HUD).



*Habitat for Humanity has built 25 homes in Glens Falls with the help of volunteers.*

- **Habitat for Humanity** of Northern Saratoga and Warren and Washington Counties' mission is "to provide simple, decent and affordable housing in partnership with families in need." Operating in Glens Falls since 1991, the organization has built 25 homes with the help of volunteers, including the "Partner Family." Families who are currently living in substandard housing and cannot obtain a mortgage through standard means may qualify. Selection is based upon need, ability to make monthly payments, and willingness to volunteer time and energy to Habitat's work. For more information, see [www.glensfallshabitat.org](http://www.glensfallshabitat.org)

In 2014, the Adirondack Pub & Brewery in Lake George donated 100% of its Oktoberfest ticket sales to support Habitat's work. The event features beer from across New York State and features live music, traditional German style food, costumes, and games.

Adirondack Pub & Brewery is a full functioning brewery in the heart of Lake George Village, with all craft-brewed beers brewed, bottled, and canned on premise using the finest malt, hops, yeast and water, since 1999. For more information, see [www.adkbrewery.com](http://www.adkbrewery.com)



low income households who struggle daily, making hard choices between paying the rent and putting gas in the car, buying food or filling prescriptions.

## Changing Age Trends Will Shape Programs, Services, Labor Force, and Growth

Half of the Region's population (at median age of 43 years) are entering their peak earning years, but are older than State and country median age by about five years. The decline in young families and children (born and raised in the Region) will influence enrollment at local schools. The larger millennial generation including those in their twenties, both current residents and those to be attracted, represents a growing entry-level labor pool that may require training in order to access employment. Some entrepreneurs are "coming home" and starting restaurants like Morgan & Co. and Just Beverages in Glens Falls. Retaining and growing the number of young families helps to support the rapidly expanding elderly population, since families are the front line caregivers for many seniors, especially those in the oldest age groups. More than half of the Region's households are retired and on fixed incomes, creating new and different needs for housing and transportation, health care, and support programs and services at the community scale.

## Investment is Occurring Almost Everywhere, but at Very Different Scales

The Region is rapidly changing, which represents opportunities for investment and challenges to family and workforce stability.

The diversity of environments it offers (rural, suburban and urban) is both an asset and a challenge. Millennials are interested in the area, especially the small city lifestyle offered in the Glens Falls area. They are seeking a more affordable life and are leaving other metropolitan areas and moving in. Dozens of community based development projects, addressing shelter, health, drinking water and wastewater, communication, transportation, recreation, and brownfield redevelopment are on the drawing board, and the Region is increasingly successful in nominating priority projects through the Regional Economic Development Councils for funding. Housing and health investments are distributed throughout the outlying settlements where need is great, particularly for medical care.

## Housing, Transportation, and Utility Costs Drive Location Affordability

Housing stock is aged, which reflects a supply of historic homes for restoration, but means housing may be expensive to purchase and maintain, and subject to high energy costs. Nearly two-thirds of the Region's housing was built prior to adoption of new building codes in the 1980s. Lower income homeowners are significantly cost-burdened, spending more than a third of their income on their mortgage and less than one in five families can afford to own a home. Nearly 30% of residents are struggling renters, and one in two low and moderate-income families pay nearly fifty cents on the dollar for rent alone. At the same time, the number of new residential units, mostly market rate and located in the suburbs, grew by 15% between 2000 and 2013 (a pace faster than the State as a whole).

## Niche.com and NERDWALLET Study Millennial Job Seekers

Niche.com recently identified the best towns for young professionals in New York based on the number of millennials, job opportunities, and access to bars, restaurants, and affordable housing. A high ranking indicates that a town attracts millennials with an affordable, diverse community and lots of things to do. Glens Falls ranked number three on the list behind White Plains and Albany.

Another recent survey released by Nerd Wallet ranks Glens Falls 30th among 153 communities in New York State as a “Best Place for Millennial Job Seekers.” Millennials currently make up 23% of the city’s population - only Cohoes (16th), Albany (19th) and Saratoga Springs (20th) in the Capital Region ranked higher. Both studies offered key takeaways including that:

- While housing is affordable in upstate cities, “big city” wages are not yet widely available;
- Millennials choose to be close to colleges; Four upstate communities in the top 10 are college towns including Geneva (3rd), Ithaca (4th), Cortland (7th), and Fredonia (10th); and
- They like flexibility in transportation options. Nearly all highly ranked suburban areas had public transportation.

For more information see: [www.nerdwallet.com/blog/cities/best-places-millennial-job-seekers-york-2015/](http://www.nerdwallet.com/blog/cities/best-places-millennial-job-seekers-york-2015/) & <https://local.niche.com/rankings/towns/best-places-for-young-professionals/s/new-york/>

## Availability of Subsidized Housing is Not Keeping Up With Demand

Community efforts have been unable to keep up with the growing need for affordable shelter across the Region. With just over 150,000 people, there are fewer than 2,000 units of project-based housing and just under 600 HUD Section 8 Vouchers through the Glens Falls Housing Authority. Rural areas face very limited housing choice, especially for protected classes such as people with disabilities, elders who need accessibility modifications, and larger families. There are no vacancies in many subsidized rentals, extensive waiting lists, and very slow turnover. It can take more than a year, possibly two, for a family to move into a more affordable unit. Housing advocates report that the expanding number of elders on fixed income who can no longer live independently may wait 18 months to find an affordable apartment anywhere in the Region. The quality of affordable housing and the need to coordinate code compliance and public health concerns are a priority. An accurate inventory of developable land and infill sites and local development and design standards would encourage affordable housing at a multi-family scale. Housing rehabilitation programs to meet even basic housing quality standards cannot keep up with demand and the need is particularly urgent to replace aging manufactured homes.



## Fluctuations in Federal and State Housing Funding Slows Improvements to Housing Supply

In recent years, a decline in federal and State resources to support housing construction has made it harder to expand supply in the Region. The City of Glens Falls' status as a HUD Community Development Block Grant



Photo: Pepe Productions

*Glens Falls Housing Authority senior housing.*

Entitlement Community is still an asset, but decreasing formula-based funding levels and reductions in support for community-based housing organizations result in diminished capacity at the municipal and nonprofit level. Changes in federal and State underwriting regulations for capital investment requires an even higher level of sophistication in order to fund, construct, and successfully operate new affordable housing developments.

## SCA Funds Student Environmental Projects

SCA in Glens Falls produces the Tork brand of napkins, towels, tissue, and wipe products used in a range of commercial settings, including office buildings, restaurants, schools, and health care facilities. Locally, SCA employs nearly 400 people between its fully integrated mill in South Glens Falls, a converted facility in Greenwich, and a distribution center in Saratoga.

The company regularly hosts tours for local middle school students, helping them to see that there are good job opportunities close to home. In addition SCA offers an Environmental Education Grant Program for K-12 schools and nonprofit organizations that support sustainability projects which encourage students to identify environmental issues in their communities and propose solutions. Schools and nonprofit organizations are invited to apply for grant funding up to \$5,000. SCA has awarded nearly \$53,000 in environmental education grants to 23 schools in upstate New York. Past local grants have funded a variety of environmental education initiatives such as the study of water flow and sediment in streams, recycling projects, and climate specific vegetable gardening projects.

Photo: Pepe Productions



*High quality housing is essential at all price points.*

## Public Policy Affects the Availability of Affordable Housing

High quality housing at all price points is essential to the Region's economic future. Local and State land-use regulations are critical to protect vital resources like forest products and scenic values appealing to tourists, especially in the Adirondack Park, yet they may unintentionally create barriers to affordable housing. Community leaders report that in some cases, regulatory compliance can push development costs for affordable housing to the tipping point where the projects become infeasible. The integration of affordable units into residential development through the use of inclusionary zoning is an opportunity, and the Adirondack Park Agency is considering ways to integrate more cluster development into local projects to conserve open space and reduce the cost of infrastructure to support new homes.

## There is Regionwide Disparity between Housing Costs and Income

Incomes are not keeping pace with the costs of housing and households are paying a larger and larger percentage of their income towards shelter. Rental costs are rising and fixed retirement incomes are not keeping pace with rents. Second home development in the lake and resort towns of Warren County are pushing up housing prices and pricing out low and moderate-income households. Washington County's housing prices are generally more affordable, but the real estate market in the County is rapidly changing with newcomers drawn by what they consider to be reasonable sales prices.

## Replacement of Aging and Deteriorating Manufactured Homes is Critical

Although the percentage of residents living in manufactured homes is low overall, those living in older manufactured homes, some built before HUD standards for housing quality, face some of the Region's worst housing conditions. In the Region's rural areas, where land was once less inexpensive, locating a manufactured home on a parcel of land was the only affordable home ownership option. The AGC Region communities are working to help residents to replace substandard and dilapidated units with new ENERGY STAR qualified manufactured housing.



Photo: Pepe Productions

*The real estate market in Washington County is rapidly changing.*



Photo: Pepe Productions

*The quality of affordable housing is a priority in the Region.*



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# MULTIMODAL TRANSPORTATION

This pathway to progress addresses the enhancement of a multimodal transportation system across the Region that meets the needs of residents of all ages and abilities. The FHEA found that transportation costs are typically the second-biggest budget item for most families. As part of HUD’s access to opportunity principles, this pathway looks for ways to provide more transportation choices and timely access to employment centers, educational opportunities, services, and other basic needs, and to increase mobility and lower the combined cost of housing and transportation. The Adirondack Gateway Council is communicating these findings to businesses, municipal leaders, policymakers, and developers to help them make more informed decisions about where people should live, work, and invest. The full report and appendices are available at: [www.agcny.org/housing-transportation](http://www.agcny.org/housing-transportation).

While available and affordable transportation is a bottom-line imperative for workers to be able to access stable employment, the pathway is also key to maintaining a quality of life. Choice of modes is a clear expectation of the millennial generation, who like to choose the most practical approach (driving, public transit, biking, or walking) for each trip. Car sharing, bike sharing, walking, and car ownership will all play a part in the multimodal network, but public transportation is ranked highest as the best mode to connect by younger people. Many lower income families appreciate the affordability and reliability of transit. Young workers like the opportunity to multi-task and socialize online while traveling. They also appreciate that public transportation protects the environment by reducing pollution and vehicle use – consistent with recommendations from the Capital Region Sustainability Plan and the Adirondack/Glens Falls Transportation Council (A/GFTC).

Photo: Greater Glens Falls Transit





Photo: Pepe Productions



*Communities in the Region vary in their walkability.*

## Complete Streets and Walkability

The National Complete Streets Coalition reports that “regardless of age, ability, income, race, or ethnicity, all people ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation.” In downtown Glens Falls, streets such as Hudson Avenue and Glen Street earn a walk score of 75 and are rated as very walkable, where most errands can be accomplished on foot. Other communities in the AGC Region do not rate nearly as well with walk scores for Hadley (11), Queensbury (11), and Argyle (7) reported as automobile dependent. To learn more about walk scores see: [www.walkscore.com](http://www.walkscore.com)

## Key Findings for Multimodal Transportation

### The Region Is Highly Automobile Dependent

The mountainous geography and low population density of the area leaves limited alternatives to car use in large parts of the Region. In the past fifty years, alternatives were established in the urban core of the Greater Glens Falls area. While transit is available in the most populated areas, many residents in the countryside still rely on their car, without regard to gas prices or travel distances. Over three-quarters of residents drive alone to work. Carpool use is fairly low and varies considerably between communities. Some agencies and employers have identified the lack of reliable transportation as a barrier to worker recruitment and retention.

### The Region Benefits from an Existing Multimodal Transportation System

The Adirondack Gateway Region takes strength from its existing, in-place multimodal transportation system, which is operated by a variety of public and private organizations in the greater Glens Falls area as well as in the Capital District to the south. Amtrak service from Fort Edward and Saratoga Springs connects the region to national and international destinations. The A/GFTC ridership for all transit services has steadily increased over the past 26 years. Lack of funding, distributed demand, and high operating cost for transit have shaped the compactness of this system to



serve areas of highest population density. Adirondack Trailways, Greyhound, and several taxis serve the Region. Van- or car-based senior transport services exist in several townships. Many residents, especially seniors, rely on friends and family for transportation. In the urban area and some suburbs, hamlets, and villages some sidewalk systems do exist.

According to Adirondack Gateway Council's 2014 survey of service providers, at least 15 agencies and non-profit organizations provide "mobility" services to their consumers. The Adirondack/Glens Falls Transportation Council (A/GFTC) reports that "although these services are not truly public in that they are only available to limited segments of the population or specific clients, they do serve particular mobility needs for specific groups and often operate in areas where sustained public transit is not feasible."

### Access to Opportunity Regarding Transportation is Limited

Transportation providers are collaborating to maintain the quality and variety of transportation resources that do exist across the Region. They believe that opportunity exists to increase the efficiency, range, and coordination of human services transportation. In order to reach the outlying communities of the Region, local governments at all levels need to develop financially sustainable systems that address the unmet transportation needs. New financial assistance and operating capital will be necessary to jump-start a second-generation transportation system that serves most, if not all interests and provides comprehensive transportation choices.



Photo: Pepe Productions

Fort Edward train station.



Photo Creighton Manning Engineering LLP

Centennial Circle, a five-leg roundabout in Glens Falls.



Photo: Pepe Productions

North Creek Free Shuttle service.





# COMPREHENSIVE BROADBAND, INFRASTRUCTURE, & BROWNFIELD REDEVELOPMENT

This pathway evaluates the availability of broadband infrastructure and information services, infrastructure, and brownfield redevelopment opportunities that support economic development. A digital divide is occurring across the nation, across New York, and in the AGC Region: a division between the mostly urban areas that have access to high speed, affordable broadband service and those, mostly rural, areas that do not. The AGC Region may offer the attractive and affordable quality of life businesses seek, but it will only be a suitable place for investment if there is access and choice in broadband connectivity. The Council is clear that support for broadband is the progressive path, as important as paved roads and reliable utilities, and that this reality should inform Regional planning. Universal access will also make it possible to attract telecommunication intensive businesses such as high tech industries and back office support.

Photo: Pepe Productions



Photo: Pepe Productions

*The region is well served by an interstate highway system connecting to major northeastern U.S. and Canadian cities.*

Twenty-first century businesses and residents expect 21st century infrastructure, and this pathway focuses on delivering it to every business and every resident in the AGC Region. They expect well-maintained roads and bridges, dependable utilities, clean water, and reliable wastewater. And they expect to connect – by cell phone and to the Internet - all the time and everywhere. Homebuyers will choose where they live based on connectivity. Successful models of providing healthcare, education, and job training remotely are working elsewhere, but for the AGC Region’s rural communities to have access, high speed broadband must be available to the providers on the receiving end. Without these emerging opportunities, low and moderate income residents will continue to spend more money than they can afford on transportation to reach the support and services they need.

Recent progress, including a grant to help Warren County improve emergency radio communications, may also give businesses in the Lake George and Warrensburg areas access to more high-speed Internet service. A radio tower will be equipped with a transmitter to

improve the County’s problematic emergency radio communications system. Adirondack Gateway Council has been undertaking meetings with the area’s emergency services personnel within Warren, Northern Saratoga, and Washington Counties to explore other potential collaborations to share or co-locate equipment. The Town of Thurman in Warren County gained national attention for its use of unused space on the UHF dial to provide Internet access – an alternative approach to reach “the last mile” in some rural communities. The newly expanded Connect NY Program along with federal funding opportunities within the United States Department of Agriculture (USDA) and Federal Communication Commission are available, and the Adirondack Gateway Council will be seeking grant funding from those sources and others in 2015.

The full reports for these pathways can be found at [www.agcny.org/broadband-resources](http://www.agcny.org/broadband-resources) and [www.agcny.org/sewer-infrastructure](http://www.agcny.org/sewer-infrastructure) and [www.agcny.org/economy-infrastructure](http://www.agcny.org/economy-infrastructure).



## Key Findings for Comprehensive Broadband, Infrastructure, & Brownfield Redevelopment

### Broadband Serves Much of the Region, but Rural Areas Have Significantly Less Coverage

Research on this pathway details availability of existing broadband infrastructure including fiber optic and coaxial cable locations. It identifies cell site locations, occupants, and wireless service providers as well as central office locations and wire center boundaries. Telecommunications and broadband service providers and the services they provide have been inventoried. A needs assessment documented the Region's broadband needs and identified entities that might be interested in filling the gaps including service providers, wireline and wireless broadband providers, and enterprise customers. An outline was developed that demonstrates the potential partnerships and forms the basis to seek incentive funding from State and federal sources.

The Region is well served with broadband along the major traffic corridors and in the cities and villages. The City of Glens Falls and Town of Queensbury have access to at least two high-speed broadband providers with competitive access widely available. Services along the Route 9 corridor are of consistent capacity and quality with comparable areas statewide. Outside of these more populated areas in the Region there is much less

coverage. These areas would reap rewards from additional investment in diversified fiber and/or wireless broadband service, particularly in the northeastern and northwestern portions of the Region. Thurman's recent experience points out some challenges facing many of the AGC Region's Adirondack Park communities, including prohibitions on siting communications towers and challenges to wireless technologies that require line of sight in heavily forested and mountainous areas.

### A Variety of Providers and Technologies are Available

Broadband is delivered by a number of competing providers using different technologies and infrastructures. The primary owners of broadband infrastructure include Verizon, Frontier, and Time Warner; one competitive local exchange carrier (Windstream); and two independent fiber network providers (Primelink and FirstLight). There are 25 cell towers in the Region and 10 public safety towers. The broadband providers are delivering service to homes, businesses, and other organizations at varying degrees of access, performance, and cost. Most service is delivered by land or wire lines of copper, coaxial cable, and fiber optic cable. Wireless based broadband technology utilizing strategically placed towers is also available in some locations, usually outside of the Adirondack Park.

### The Lack of Broadband in Rural Communities Limits Access to Opportunities

Broadband communications have transformed the way people communicate, congregate, live, and prepare for work. At a time of

## New Technologies Hold Promise for Rural Communities

Many rural AGC Region communities provide little or no municipal water or wastewater, which is a significant challenge for both residential and commercial development. The cost of building and operating conventional systems, especially sanitary sewers, is cost prohibitive and long distances from existing urban systems make connection equally expensive.

New technologies that are known as decentralized wastewater treatment can be an affordable and “green” alternative. They avoid large capital, operating, and maintenance costs; are sustainable; protect water quality and community health; use land efficiently; and preserve greenspace – consistent with the Adirondack Gateway Council’s livability principles.

A variety of options are available, from enhanced onsite septic systems to treatment units that collect, treat and discharge waste to either surface waters or the soil. They can serve industrial or institutional facilities, clusters of homes or businesses, and entire communities. The Town of Wilmington in the Adirondack Park is pursuing a decentralized system in support of a hotel project and has initiated important conversations with the Adirondack Park Agency and NYS DEC regarding permitting.

increasing globalization and technological dependence, failure to adequately prepare students will limit their ability to compete for jobs. High-speed broadband has the ability to deliver more knowledge to more students at a lower cost and at more flexible times than traditional teaching methods. These are critical enhancements for rural schools if their students are to stay competitive in the face of declining State assistance and increasing local budgets.

Broadband also makes telehealth and quality emergency services possible. It can provide significantly improved, cost-effective access to quality healthcare including home-based rehabilitation and health monitoring devices to the Region’s fast growing senior population. This allows seniors to age in place, living anywhere they choose, and still stay connected with family, services, and support. Broadband allows disabled people more ability to communicate through sign language using webcams. Visually impaired people can use “screen reader” programs and users of Telecommunications Relay Services can use Video Relay Services to communicate more easily with voice telephone users. All of these technologies reduce isolation for rural residents.

### There is a Need to Create a Technology Led Culture

The creation of a technology led development culture will require that the community as a whole understands the need to attract and retain compatible technology companies. Whether through formal commissions or volunteer committees including businesses, private citizens, municipalities, healthcare, and educational representatives, more



## Salt Summit Being Planned

The Jefferson Project is a collaboration between Rensselaer Polytechnic Institute, IBM, and The Fund for Lake George to understand the lake's past, present, and future. Its recent publication called "The State of the Lake: Thirty Years of Water Quality Monitoring on Lake George," identifies it as one of the most monitored water bodies in the world.

At an upcoming meeting at Darrin Fresh Water Institute, presenters will use the giant panel of high-resolution screens in its data visualization laboratory to show participants how science and technology can solve the problems that threaten the lake, from salt levels to water clarity to invasive species. The Post Star reports that "Equipment on display will include an acoustic doppler current profiler, a sensor probe, the plankton cam, a lake-coring barge, food-web sampling equipment and a tributary station that monitors tributary characteristics."

The report found that the salt level in the lake has tripled over three decades, due in part to road salt runoff. Many municipalities have responded by agreeing to lessen the amount of salt that is spread on local roads. Institute researchers hope to create an annual summit called "Salt: Halting the Acid Rain of Our Time," with the first conference being planned for the fall of 2015.

stakeholders need to be engaged as advocates for the extension of fiber infrastructure and broadband to underserved and unserved areas. Adirondack Gateway Council is in the midst of meeting with service providers in efforts to address and resolve issues within the Region and communities. Like many regions, the Adirondack Gateway Council will need "carrots" to entice expansion of services. Through the use of grants, tax programs, low interest loans, Right of Way, franchise agreements, and Regional assets such as tall buildings and tower space, the Council can work with the service providers to promote access and competitive services, and leverage funding from State and federal partners.

### The Region Has Completed a Comprehensive Assessment of Infrastructure

The Economic Development Corporation of Warren County and the Adirondack Gateway Council collected input from key Regional municipalities, businesses, and leaders regarding the state of infrastructure. The top five infrastructure concerns relate to roads, bridges, energy transmission, wastewater/storm water/drinking water, and telecommunication and broadband. The cost of improvements, deteriorating condition of facilities, reduction in funding available from State and federal agencies, lack of capacity to meet local cost share, and the length of various approval processes are concerns across the board. Partners identified other concerns including:

- **Roads:** Interstate 87 (Northway) rated well in recent plans but concerns exist about deteriorating physical conditions, lack of capacity, and ongoing maintenance of



## Hudson Avenue Mixed-Use Development

Photo: The Galesi Group & Bonacio Construction



14 Hudson Ave will be a mixed-use downtown anchor.

Recently the City of Glens Falls formed a public/private partnership to redevelop a vacant property at 14 Hudson Avenue as a 151,000 square foot mixed use downtown anchor. The \$28.0 million project includes a five story building. The first two floors offer contemporary retail, commercial and office space. The upper stories will accommodate up to 90 market rate apartments. In addition, an \$8.0 million parking garage with just over 500 spaces will be constructed to answer the call for significantly expanded parking to support the City's revitalizing urban core.

other roads in the Region. Leaders worry about the shift in NYS DOT policy to focus more on preservation projects rather than comprehensive improvements. Specific road improvements needed include four miles of Dix Avenue within the Glens Falls City Line, through Queensbury, in Washington County, and the Town of Kingsbury.

- **Bridges:** Leaders are concerned about deteriorating conditions of the 103 bridges within Warren, Washington, and Northern Saratoga Counties that have been classified as being “structurally deficient” or “functionally obsolete.” While these bridges are not considered unsafe by NYS DOT, they require repairs or modifications to restore condition or improve functionality.
- **Energy Transmission:** Concerns for energy transmission (including physical condition of power grid, gas/oil pipeline, solar and wind) include lack of service, coverage, and capacity; susceptibility to storms; the need for redundant energy services in technology and industrial parks; and the need for a Regional energy plan that educates businesses and residents about incentive programs.
- **Wastewater-Stormwater-Drinking Water:** Concerns include the age of drinking water systems, lack of capacities for wastewater, need for upgrades in urban areas and service extension to suburban and rural areas (where more development is occurring), and the need for more coordinated regional planning.
- **Telecommunication and Broadband:** Data show that communities in northern Warren County, Northern Saratoga County,



and areas within Washington County are significantly unserved or underserved by modern telecommunications infrastructure. There is need for more competitive service offerings in the greater Glens Falls Region and, like utility services, for redundant and multiple services requested by companies located in area technology and business parks.

- **Bicycle and Pedestrian Issues:** Local plans find bike and pedestrian facilities to be insufficient and, in some cases, in need of safety improvements. There is growing support for bike paths along roadways, designation of share-the-road markings (sharrows), and pedestrian connectivity at the local level, all of which will provide free alternatives to car use for some trips.

View the full report at:  
[www.agcny.org/files/public/economy-infrastructure-enhancements-booklet.pdf](http://www.agcny.org/files/public/economy-infrastructure-enhancements-booklet.pdf)

## The Strategic Expansion of Wastewater Infrastructure Will Enhance Commercial and Residential Development

The Adirondack Gateway Council has studied existing conditions and projected growth in the Region's communities, performed a needs assessment, and identified recommendations for the technical and economic feasibility of taking a regional approach to wastewater collection and treatment. The evaluation found that to accommodate the projected sanitary sewer needs, new collection and conveyance infrastructure is generally needed along Route 9 in the Town of Moreau; throughout the

## ReCharge NY Powers Family-Owned Firm



Photo: New York Power Authority

*Recharge NY has helped the company to grow.*

Hollingsworth & Vose, a family-owned firm since 1956, employs 150 people at sites in Easton, New York. The company is a global leader in the supply of technically advanced engine, high-efficiency and liquid filtration materials, battery separator materials, and industrial specialty paper. In 2013 the company began participating in the ReCharge NY program, which is run by the New York Power Authority. Val Hollingsworth, the company's president and CEO, reports that added competitiveness from affordable energy helps the company to remain successful and grow in the AGC Region, and enables them to make significant infrastructure and equipment upgrades as well as energy efficiency enhancements in facilities in Easton and Greenwich. "The success of Hollingsworth & Vose illustrates the possibilities of adapting traditional industry to evolving technology," said Laura Oswald, Washington County's Director of Economic Development.

Photo: Pepe Productions



103 bridges in the Region are "structurally deficient."

Photo: Pepe Productions



Brownfield on Bay Road in Queensbury, NY.

Photo: Pepe Productions



Solar panels in the hamlet of Chestertown.

Villages of Fort Edward and Hudson Falls; along Dean, Vaughn, and Wait Roads in the Town of Kingsbury; and along Dixon Road and Main Street/ Corinth Road/ Carey Road in the Town of Queensbury.

The analysis included a review of Smart Growth principles that each community could incorporate to maximize efficiencies, minimize costs, and otherwise conserve resources including engaging the community, using existing facilities, and focusing infrastructure in existing centers. The phased improvements that have been identified are estimated to cost \$102 million. They include 36 miles of collection and conveyance piping, 14 pump stations, and more than \$20 million of process improvements at the Glens Falls and Washington County Sewer District No. 2 Wastewater Treatment Plants. An \$800,000 NYS DOS Government Efficiency grant was awarded to the City of Glens Falls on behalf of several of the communities to study and complete preliminary engineering for the regional sanitary sewer system within the southern area of the AGC Region.

## Remediating Brownfields in the Region is Underway

The Adirondack Gateway Council Region is the recipient of federal and State funding for brownfield planning, assessment, and job training. Many initiatives, including those of the EPA's Brownfield Program are very consistent with the HUD sustainability initiatives. They focus on environmental justice, revitalizing brownfield properties, mitigating potential health risks, and restoring economic vitality. The programs engage residents affected by economic disinvestment, health disparities, and environmental contamination.



Seven communities within the AGC Region (the Town of Corinth, the Town of Hadley, and the Village of South Glens Falls in Saratoga County; the City of Glens Falls and the Town of Chester in Warren County; and the Village of Hudson Falls and the Village of Whitehall in Washington County) formed a working coalition known as the Hudson River-Adirondack Redevelopment Coalition. The Coalition received a \$600,000 EPA Brownfields Assessment Grant to conduct environmental assessments and reuse evaluations of abandoned properties to attract clean industry, high-technology supplier and service businesses, and entrepreneurs seeking to invest and create high-wage jobs within the Region. In addition, the City of Glens Falls received a grant of nearly \$200,000 from the NYS DOS under the Brownfield Opportunity Area (BOA) program to initiate land use and property redevelopment planning associated with vacant and underutilized properties on South Street, Broad Street, and Warren Street corridors with opportunities to undertake feasibility and marketing studies for these corridors.

To further the training of residents, the City of Glens Falls was also awarded a \$200,000 Environmental Workforce Development Grant from the EPA to assist unemployed and under-employed individuals to obtain good-paying jobs in the environmental field, with a particular emphasis on the assessment and cleanup of brownfield sites and hazardous waste sites. Two rounds of classes have been completed and 43 residents have been trained to date, with the final training class to be completed in 2015. The program represents a major milestone for the Region by coordinating various disparate job training programs and partner agencies, including the NYS DOL, to focus on a comprehensive and unique environmental-based curriculum sought after

by specific companies and Regional employers. To date more than three-quarters of graduates from the first class have obtained employment.

## Electric Rates are Currently Competitively Priced

Electricity rates in the AGC Region through National Grid are affordable when compared to suppliers serving other markets, especially in the price for small commercial operations and small industrial users. There is not 100% redundancy and some major users report uneven distribution and energy spikes that require continual equipment upgrades. Natural gas is available in the Greater Glens Falls area, but the customer base is not large enough for National Grid to consider extending service beyond Warrensburg in Warren County. Many rural communities rely on propane. Since natural gas is not likely to be extended and the cost of electricity is rising in New York State (45th most expensive out of 50 states) the opportunity to explore use of renewable energy sources may become a necessity.

The City of Glens Falls was recently awarded two grants from NY-SUN to develop a solar farm with 49 ground panels in the Town of Queensbury on 10-15 acres of city owned land. The project will decrease the city's energy cost, saving up to \$4.8 million over 20 years, by permitting the City to receive credits for the energy it produces. This project is part of a NYS initiative to substantially increase the amount of energy produced through solar power. Funding is provided through NYS Energy Research and Development Authority's (NYSERDA) Competitive Photo Voltaic Program. Additionally, the Town of Moreau received a similar NYSERDA solar grant, where new infrastructure is estimated to save \$34,000 per year for 20 years. Warren County is also examining solar options with NYSERDA.



## V. THE PATHWAYS INTERSECT: ECONOMIC OPPORTUNITIES

The identification of business opportunities, goals, strategies, and actions across all pathways is informed by demographic profiling, community and employer dialogues, advancement of existing and ongoing local efforts, as well as industry cluster analysis. No one source tells the whole story. Target Industry Cluster Analysis; the identification of Strengths, Weaknesses, Opportunities, and Threats; and development of seven key Principles For Livability help to refine recommendations and suggest priorities.

### Business Opportunity Analysis

Business opportunity analysis helps to understand patterns of growth or decline in private sector employment. Clustered industries are interconnected businesses and support networks in specific geographic areas. Groups of industries are more competitive and efficient because they contribute to shared supply chains, transfer technologies, and grow a workforce with specialized skills - ideally those skills that can be adapted to multiple employers, providing for job choice and upward mobility. The industries' ability to export goods and services outside of the Region and abroad increases their direct sales and investment, with spinoff value for communities. Understanding the range of jobs and wages in each industry helps to hone in on the opportunities for low and moderate-income residents and identify the specialized training that may be required to make them strong candidates for employment. Targeting industries that have the highest possibility of creating or saving the greatest number of jobs is the overall goal of the analysis.

Photo: Pepe Productions

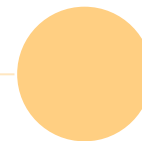


Photo: Pepe Productions

*Business opportunity analysis helps to identify emerging trends among small businesses.*

Cluster analysis evaluates private sector employment. Information about farm workers is included in the analysis. While the pathway research does evaluate public sector employment, it is not reflected in the cluster analysis. Public sector employment includes municipalities at all levels (including corrections) and public education. The Adirondack Gateway Council recognizes that the public sector is dominant in the Region, employing one out of six workers, and is expected to grow to 10,500 workers by 2022. Maintaining this base while growing the private sector will buffer the Region from traditional highs and lows in government jobs over time.

Cluster analysis helps to identify emerging trends among small business, though it doesn't distinguish important components like the extraordinary contributions of the creative class or employment in arts and cultural industries. Other business opportunities will continue to be advanced by the sheer commitment and tenacity of AGC Region's residents, such as the growth in family and boutique farms, despite what any statistics say. The approach does not account for

unique local circumstances, for example, that the regulations in the Adirondack Park control density of development outside of designated hamlets and will affect where and how much an industry is likely to grow.

In determining which clusters to target, the Adirondack Gateway Council considers three things: the size of the companies, the rate and scale of growth, and how private sector employment is concentrated in the Region when compared to New York State (the "location quotients (LQs).") The clustered industries are likely to have competitive advantage, be more easily promoted, and are reinforced by local and Regional economic development initiatives, including the Capital Region Regional Economic Development Council. The Adirondack Gateway Council also recognizes that companies in other industries, like paper manufacturing, are of such legacy value that sustaining them is critical, despite statistical findings or potential job losses. See detailed information about the full cluster analysis at [www.agcny.org/economic-development](http://www.agcny.org/economic-development).

# Adirondack Region College Graduates Want to Stay in Region and Start Businesses

A recent survey by the Adirondack Association of Towns and Villages (AATV) found “reasons for optimism as the Region embarks on a strategy to inspire entrepreneurship.” The survey of 300 recent graduates from area colleges and universities found that nearly 70% considered looking for a job in the region and many would consider starting a business in the Region, which the AATV considers a “clear indication that young people are interested in making their homes in the area if the right career and business opportunities exist.” The survey was commissioned to gain insight into how the Adirondack Region is

a premium on: inspiring entrepreneurship among people who crave the healthy lifestyle available in the region; cultivating sustainable land-based businesses; and improving the region’s connectivity through improved internet and cell phone access, helping Adirondack entrepreneurs do business anywhere in the world.”

Brian Towers, President of AATV and Supervisor of the Town of Wells in Hamilton County, commented that “Students who choose to go to college in the Adirondack Region are prime candidates to remain or become year-round residents and business leaders...They love the Adirondacks’ natural beauty, tremendous recreational amenities and small, safe communities, and most of them plan to live in a rural area. They want to live here, and there is a real opportunity for local governments and organizations across the region to work with them to help them realize their dreams. The students are spot-on that good-paying jobs are central to a sustainable Adirondack economy and sustainable Adirondack communities.”



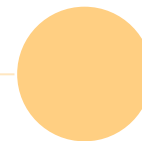
Photo: SUNY Adirondack

Many area graduates consider seeking jobs in the Region. perceived as a place to live and build a career in the eyes of the next generation of business and community leaders. Clarkson University, North Country Community College, Paul Smith’s College, St. Lawrence University, SUNY Adirondack, SUNY Plattsburgh, and SUNY Potsdam graduates participated.

These findings reinforce the AGC Pathways to Progress strategies and link the Council’s approach to economic and community development with those of its neighbors in the rest of the Adirondack Park to the north. AATV writes that “The survey findings reinforce the wisdom of the ADVANTAGE Adirondacks economic development strategy unveiled late last year by the Adirondack Partnership, a coalition of local governments, nonprofits, business organizations, colleges and universities, and other Adirondack region organizations, including AATV. This strategy puts

## Key findings from the study include:

- Nearly 70% of graduates considered looking for a job in the Region, including over 80% who lived locally year-round and 60% who lived elsewhere.
- They are more inclined to start their own business within the Region (34%) than outside (30%).
- Over half would prefer to live in a rural setting, compared to 40% who prefer the suburbs and 10% who prefer a big city.
- Most liked the area’s natural beauty and open space, outdoor recreation and safe communities (50%).
- They feel the Region must develop well-paying jobs; year-round cultural, social, and entertainment options; and improved internet and cellular coverage to attract young workers.
- Next steps include bringing in more businesses (37%), protecting the environment and open space (33%), and improving cultural and entertainment options.



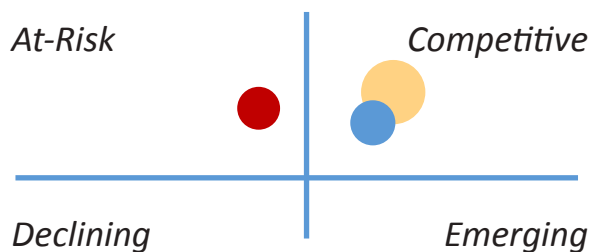
## Reading the Location Quotient Chart

The chart that follows depicts the dynamics of the targeted Regional clusters on three levels:

- 1. How concentrated will an industry in the AGC Region be when compared to the State?** The vertical Y-axis estimates how jobs will be concentrated in the Region in 2022. The level of job concentration is referred to as the “location quotient” or LQ. As a benchmark, a location quotient of 1.0 means that employment in the Region is concentrated at the same level as the State of New York as a whole.
- 2. How much change in job concentration is there likely to be in each industry?** The horizontal X-axis shows how much change there is projected to be in the concentration of jobs in each industry (LQ) from 2013 to 2022.
- 3. How many jobs are there likely to be in each industry?** The bubble labeled with each industry name forecasts the relative size of employment in each cluster in 2022 – bigger bubbles mean more jobs. The large red circle represents the amount of public sector employment projected in the Region in 2022.

Each quadrant of the chart represents the specific way a cluster is changing:

- **Upper Left Quadrant:** The industry is “at risk” of losing power and influence;
- **Lower Left Quadrant:** The industry is “declining” and in danger of becoming unsustainable;
- **Upper Right Quadrant:** The industry is “competitive” and currently dominant; and
- **Lower Right Quadrant:** The industry is “emerging” but may not yet have critical mass.



Fourteen clusters are summarized on the table above. The industries that could be targeted by the AGC Region are highlighted. In order of opportunity the clusters are:

- Education, Healthcare, & Social Assistance
- Tourism & Recreation
- Professional & Business Services
- Information
- Manufacturing
- Retail Trade
- Transportation & Warehousing

Due to the unique Regional nature of farming and agricultural products, a special category of targeted industries is reserved for Agriculture, Forestry, Fishing & Hunting, which cannot be measured by traditional employment concentration alone. The secondary clusters, which are less of a priority, include:

- Construction
- Financial Activities
- Other Services & Unclassified Industries
- Mining & Utilities
- Wholesale Trade



## AGC Region Industries - Location Quotient Chart

### All Industries 2013-2022

Description	AGC 2022 Empl	AGC 2022 LQ	AGC 2013-2022 LQ Chg	LQ Impact Factor	Target Industry
Agriculture, Forestry, Fishing & Hunting	497	2.4	0.2	1.6	■
Construction	2,748	1.2	-0.1	4.6	
Education, Healthcare & Social Assistance	10,367	0.6	-2.3	193.7	■
Financial	1,896	0.5	0.5	6.1	
Info	1,418	0.9	2.5	33.2	■
Mining & Utilities	495	2.2	2.1	15.0	
Manufacturing	7,340	2.7	-0.2	27.7	■
Other	2,438	0.9	-0.2	4.0	
Professional & Business	4,383	0.6	2.5	83.3	■
Retail	8,484	1.4	0.3	26.0	■
Tourism & Recreation	7,789	1.3	1.0	86.7	■
Transportation & Warehousing	1,795	1.2	1.0	19.7	■
Wholesale	1,320	0.6	1.7	17.6	
Government	10,530	1.2	0.4		
<b>Total</b>	<b>61,499</b>			<b>19.7</b>	

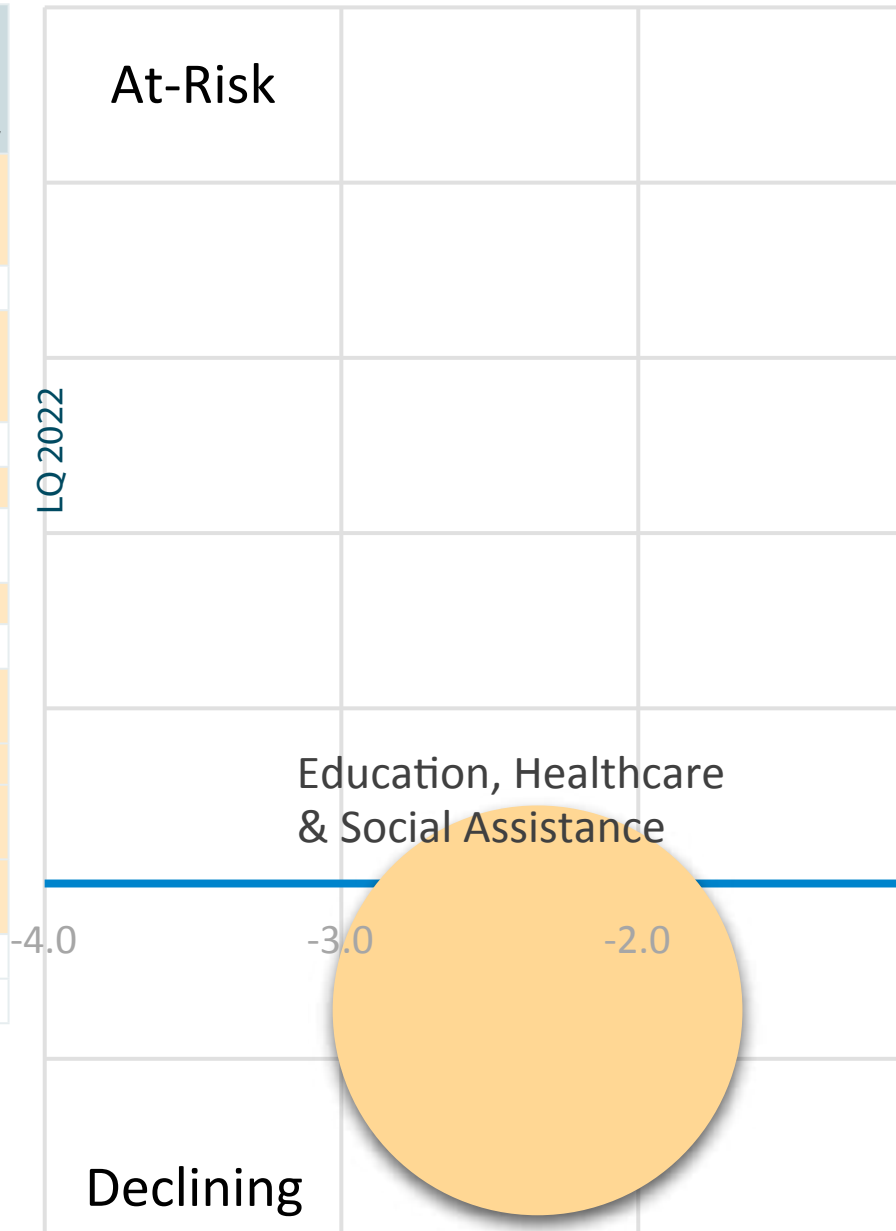
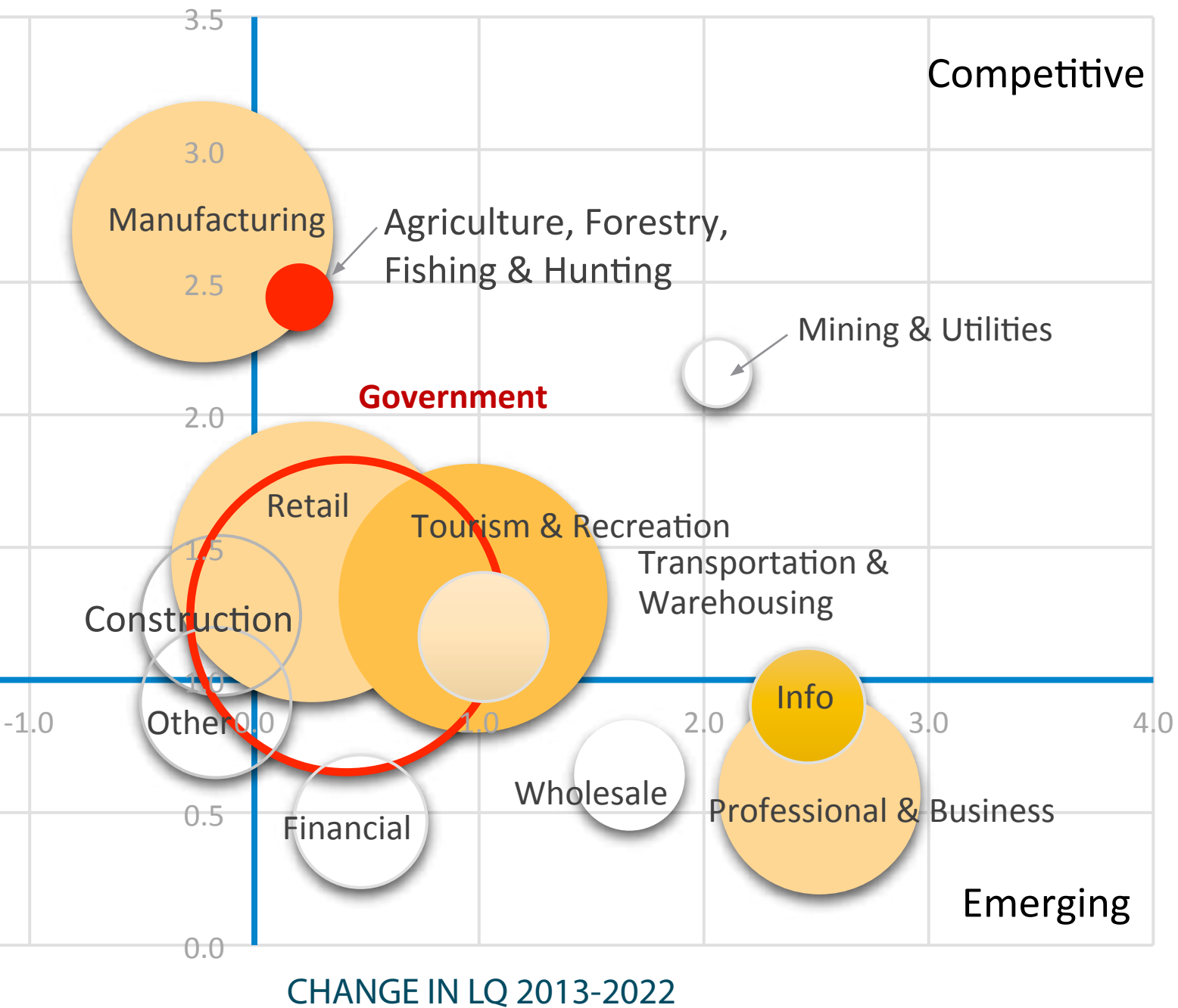


Chart generated by DCG Corplan Consulting.



## The AGC Region's Major Employers:

### HEALTH CARE:

- Glens Falls Hospital (2,800 employees)
- Hudson Headwaters Network (650 employees)



Photo: Pepe Productions

Glens Falls Hospital.

### MEDICAL DEVICES:

- AngioDynamics (865 employees)
- CR Bard (900 employees)

### PAPER INDUSTRIES:

- Finch Paper (700 employees)
- SCA Tissue (420 employees)
- Irving Tissue (330 employees)
- Morcon Tissue (90 employees)

### INFORMATION:

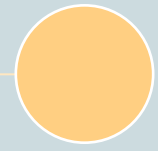
- Gracenote (400 employees)

2013, just over 55,000 people worked in the AGC Region in all sectors (public, private, non-profit, and farm). By 2022, total employment is expected to rise to over 61,000 jobs. The eight target industry categories (highlighted) are forecasted to add at least 5,200 new jobs in the Region by 2022, or 83% of the total expected 6,250 new jobs.

These opportunities are significantly enhanced by the location of GLOBAL FOUNDRIES immediately to the south of the Region. The company will soon employ 3,600 permanent workers and thousands of construction workers, including 2,000 plumbers who are working on site at Fab-8, many from Glens Falls Plumbers and Steamfitters Local 773.

## EDUCATION, HEALTHCARE, & SOCIAL ASSISTANCE

This industry is projected to grow by over 1,600 jobs by 2022, representing 25% of all job growth in the Region in that timeframe, the largest sector behind public employment. Targeted industries within this group are ambulatory care, including offices of medical professionals, outpatient care centers, and laboratories; and nursing and residential care facilities, including care for people with special needs, seniors, and those with substance abuse problems. Since Glens Falls Hospital and Hudson Headwaters Network are the major providers of these services, in addition to providing a wide range of hospital-based care, this is welcome news for the Region that will be advanced by SUNY@Adirondack's focus on nursing.



## TOURISM & RECREATION

Industries in this group, a bread-and-butter cluster for the Region, are forecasted to grow by nearly 1,500 workers by 2022 with lodging and amusement & recreation as the leading factors for growth. Targeted industries within the sector that are growing more competitive include food services and drinking places, covering special food services, drinking places (alcoholic beverages), restaurants and other eating places; accommodations, including recreational vehicle parks and recreational camps; amusement, gambling, and recreation industries, including amusement parks (like Six Flags); and arcades and other recreation industries. The industries in this group that are beginning to show signs of growth (and are critical to creative place making and hamlet and village revitalization) include performing arts, spectator sports, and other performance activities. Businesses that are at risk of becoming less viable, but of similar importance to tourism development, are museums, historical sites, and similar institutions. Opportunities to collaborate with initiatives including the Lakes of Locks Passage and First Wilderness Scenic Byway can advance growth in cultural and heritage businesses. The development of a casino in the City of Schenectady could also draw a pool of new visitors and create hundreds of new jobs.

## PROFESSIONAL & BUSINESS SERVICES

The industries in this group are forecasted to gain over 700 jobs by 2022, becoming significantly more dominant in the Region. Targeted industries within this group are: administrative and support services, including office administration, business support,

# The Adirondack Health Institute

The introduction of the Adirondack Health Institute (AHI) headquartered in Glens Falls, expands Regional collaboration across nine counties among health care and social service providers, and addresses rapid changes and challenges facing the sector. AHI is a joint venture of Adirondack Health, Glens Falls Hospital, Hudson Headwaters Health Network, and University of Vermont Health Network – Champlain Valley Physicians Hospital who provide services across nine counties and 700,000 people. It has secured over \$37 million in funding for rural health care planning, information sharing, case management, workforce training, and other performance enhancements to improve the health of the Adirondack Region.

The Institute coordinates planning, recruiting, clinical programs, outreach and management of grant supported programs, and should help the industry to grow. With representation on the New York Rural Health Council, the AHI also makes policy and programmatic recommendations to the New York State Department of Health (NYS DOH). With an anticipated gain in number of employees, a range of social assistance services provide a critical role in meeting the needs of disenfranchised people, and represents a competitive but not immediately prioritized sector.

## A Father of the American Amusement Park



Photo: Pepe Productions

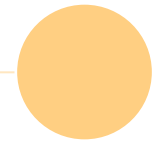
*Great Escape Six Flags Amusement Park in Queensbury, NY.*

Charley Wood, another of the Region's self-made millionaire entrepreneurs, is considered by some to be a father of the modern amusement park. In 2004, when he died at age 90, "10 years after doctors ordered him to stop riding his own roller coasters," the New York Times shared his story.

After serving for over three years in World War II, Mr. Wood visited Knott's Berry Farm in Southern California and "imagined an amusement park based on Mother Goose rhymes. He invested his life savings and hammered nails himself to create it," naming it Storytown USA when it began in 1954 (one year before Disneyland opened). The attraction was the Adirondack's second amusement park, following North Pole village, near Lake Placid, which opened in 1949. Mr. Wood went on to offer a cluster of entertainment activities in the Lake George area, including other amusement parks, all or parts of at least a dozen resorts, restaurants, hotels, a classic car museum, a wax museum, and more, according to the NY Times.

The Region's public television station WMHT recently announced that it will be filming a documentary about Mr. Woods and the history of Storytown as well as his philanthropic commitment to the Region in health care, the arts, and assistance to children in need. With the actor Paul Newman, he founded the Double "H" Hole in the Woods Ranch, in Lake Luzerne, NY, for children with cancer and blood-related diseases.

When he was interviewed by The Capital District Business Review, Mr. Wood said his plans were always simple: "I just wanted to own places that people had a good time at." In 1983, Storytown USA was renamed the Great Escape. In 1994, the Comet was added as the first of seven roller coasters, and many enthusiasts consider it to be one of the best wooden roller coasters in the world. In 1996, the Great Escape became a branded Six Flags Amusement Park and a water park and hotel were added on site.



security services, and building maintenance; and professional and technical services such as legal, accounting, architecture, computer systems design, management and scientific consulting, and advertising and public relations. These sectors include some creative class industries that draw younger entrepreneurs. The attraction of younger professionals will be easier with ongoing local investment in amenities like parks and trails, revitalized Main Streets, and access to greener products and locally sourced food.

## INFORMATION

The industries in this cluster (including companies like Gracenote in Queensbury, employing 400 local residents) produce and distribute information, cultural products, and data. They are technology based and focus on communicating and processing information. A number of the business opportunities employ millennial knowledge workers with a strong preference for revitalized small cities, local food, outdoor recreation, and green products. The main industries are in publishing, including software publishing, traditional publishing, and publishing exclusively on the Internet; motion picture and sound recording; broadcasting, including traditional broadcasting and broadcasting exclusively over the internet; telecommunications; web search portals; data processing; and information services. The sector is expected to contribute almost 230 new jobs in the AGC Region by 2022. Growth targets include news reporting and archival service, data storage, streaming video and audio content, as well as wired and wireless telecommunications. The companies in these industries attract younger and technologically adept workers who can help address concerns about loss of younger workers and inspire schools to adopt STEM curricula to ready local young people for employment.

## MANUFACTURING

These industries are foundations of the Region's economy and those at risk require direct attention and incentives to stop decline and protect the family-sustaining wages many have offered for decades. Manufacturing, as a group of industries, is projected to gain a modest 240 jobs by 2022. Those industries that remain competitive include manufacturing medical devices, electrical equipment and appliances, furniture, wood products, plastics and rubber, and fabricated metal products. Industries that are declining or at risk include some of the Regions' historic powerhouses, including manufacturing of paper, chemicals, textiles, and apparel. Important emerging areas such as beverage manufacturing suggest synergy with the agricultural industry in areas like maple syrup and craft beverages despite the general underperformance of food manufacturing in the Region.

## RETAIL TRADE

Retail industries are forecasted to increase by almost 650 employees, becoming only marginally more dominant. A number of industries in this group are competitive, including building materials, garden equipment and supply dealers, clothing and accessories stores, food and beverage stores (including grocery stores), and gasoline stations and motor vehicle and parts dealers. Industries at risk include sports and hobby stores. Emerging candidates such as clothing and accessory stores may include recreation and outdoor outfitters for the Adirondack Park visitors. Smaller local grocery stores may not have sufficiently competitive pricing compared to large retailers such as Walmart, Hannaford, and Price Chopper, which are projecting limited growth. Lack of transportation for some

## David Sheridan: Argyle's Catheter King

In a 1988 article titled "Catheter King," Forbes magazine said: "David Sheridan is a throwback to an earlier age when a man without a formal education could tinker and invent his way to a fortune, as Edison or Ford did."

As World War II approached and access to reusable catheters manufactured in France was uncertain, David Sheridan partnered with a graduate of Rensselaer Polytechnic Institute and invented the modern "disposable" plastic endotracheal tube now used routinely in surgery.

After the war, Sheridan moved to a farm in Argyle in Washington County and before long he pioneered processes to make catheters from extruded plastic cheaply enough to be disposable, which helps prevent infection. Forbes quoted Mr. Sheridan as saying: "I always figure that if it can be done, I can do it, and if I can't do it, it can't be done."

In 1987, the man who never attended high school received an honorary doctorate in science from Albany Medical Center for his innovations in medical devices. When he died in 2004, at age 95, he held over 50 medical instrument patents and had started and sold four companies that provided nearly 1,000 jobs to generations of women and men in Argyle, and created an industry that grew to include six major medical instrument manufacturers employing 3,300 people in the Region.

residents will make accessing these larger retail opportunities challenging. Outside of the City of Glens Falls, the suburbs and the retail outlets along Route 9 in Queensbury are the major concentrations of retail.

## TRANSPORTATION & WAREHOUSING

Industries in this group are forecasted to grow by over 200 employees to about 1,800 persons by 2022, with warehousing & storage and support activities for transportation as leading factors for growth. The industries in this group support activities for air, water, road, and freight transportation; warehousing and storage, including farm product storage; and both general and specialized freight trucking. Public transit, typically provided by public agencies like the Adirondack/Glens Falls Transportation Council or Capital District Transportation Authority, are not captured in this evaluation of private sector transportation companies.

## AGRICULTURE, FORESTRY, FISHING, & HUNTING

Despite the fact that agriculture and its related industries were not identified as high performing, they are a target for the AGC Region because of emerging trends, strong Regional commitment, and targeted academic support (especially at SUNY@Adirondack), as well as selection of the industries by EDC of Warren County, Washington County Economic Development, and Capital Region REDC as a priority industry. The greatest opportunities are likely to be in logistics, value added food processing, and warehousing and distribution of farm products.



## Highest Quality Milk in The State

Battenkill Valley Creamery, in Salem, New York, produces the “Highest Quality Milk in NYS” and is the first farmer/producer/bottler in NYS to win recognition from Cornell University’s Department of Food Science. The Creamery, owned by Donald and Seth McEachron, has been processing and bottling milk since 2008 and super premium ice cream since 2009. Their products are all natural and 100% traceable, and a great example of the AGC Region’s growing value-added agricultural movement.

## A Sweeter North Creek

Driven by growing demand, Barkeater Chocolate in North Creek, NY opened a new factory and retail store to build on their successful web and wholesale business. The co-owner of the company, Deb Morris, said that they expanded to produce, package, and store their growing inventory. The need for improved distribution and production facilities to add value to the Region’s growing food industry, perhaps in a cooperative Food Hub, is a recommendation of the Healthy Communities & Agriculture Pathway to Progress.

## AGC is a Sweet Region

Sugarhouses abound in the AGC Region and they are becoming a big part of the area’s reputation for local food and agri-tourism. From the Up Yonda Farms Environmental and Education Center in Lake Placid, to the Town of Thurman’s Maple Days with sugarhouse and farmhouse tours and the growing Maple Valley Farm in Corinth, the Region’s reputation as a sweet destination is growing. NYS is also getting in on the act, sponsoring Maple Week and marketing through the Taste NY campaign. Despite the difficult winter in 2015, NY’s maple syrup producers reached its highest level of production in 71 years, producing over 601,000 gallons of syrup from more than 2.3 million taps. New York’s yield was up over 10%, helping the State remain the nation’s second-ranking producer, behind only Vermont, which produces nearly 1.4 million of the 3.5 million gallons of syrup produced nationwide each year.



Photo: Sally Feihel

Mike Hill serves pancakes at Thurman Maple Days.

## Argyle Cheese Factory Helps Bottom Line

With the extremely high quality milk from its 50-cow herd, the Argyle Cheese Factory in Washington County makes yogurt, cheese, cheese spreads, cheesecakes, gelato, and buttermilk, including some in recyclable/returnable/refillable glass containers. The Cheesemaker, Marge Randels, says that they pursued this path to generate a more stable and reliable income and self-sufficiency. Their products are available at farmers markets across the AGC Region and at local retailers.



## The Arts and Entertainment Gateway to the Adirondacks



Photo: Pepe Productions

*The annual Adirondack Balloon Festival draws nearly 150,000 people to the Region over four days.*

The Region is a growing center for arts and culture, offering theater, museums, historic sites, an annual balloon festival and many events at the Glens Falls Civic Center. Both residents and tourists enjoy these assets, which attract nearly one million visitors each year. These assets compliment the Region's strong outdoor recreation base with a growing reputation for golf, zip lining, mountain biking, and white water rafting. The Gateway Region's assets include:

- **Charles R. Wood Theater** – Opened in 2003, this theater on Glen Street in Glens Falls rehabilitated a former Woolworth store and is now the home of the summer-long Adirondack Theatre Festival. The

theater is named for the founder of The Great Escape theme park, Charles Wood.

- **Fine Regional Museums** - The Hyde Collection is a world class museum of European, American, and contemporary art. The principal collection is presented in its original domestic context as a private collection in a beautiful mansion in Glens Falls. The Chapman Historical Museum celebrates the History of Glens Falls, Queensbury, and the Southern Adirondacks. The World Awareness Children's Museum is an interactive, hands-on museum designed for children and their families with a mission to inspire curiosity and foster understanding and appreciation of worldwide cultural



diversity. The Slate Valley Museum in Granville, New York celebrates the history and culture of the quarrying community that was established along the New York-Vermont border in the 1800's. Many of the Slate Valley quarries are still in operation, producing most of the colored roofing slate sold throughout the United States today.

Photo: Pepe Productions



The renovated Crandall Public Library is LEED certified.

- **Crandall Public Library** - The library, based in the City of Glens Falls, serves the Region and has operated continuously since 1893. It has served as the Central Reference Library of the Southern Adirondack Library System for nearly 60 years. 598,935 people visited the Library physically and virtually in 2014. The library recently undertook a \$18.8 million library renovation and expansion project. It was awarded LEED Certification and named the Best Library Construction/Renovation Project by the New York Library Association's Public Library Section.
- **Adirondack Balloon Festival** - In the early 1970's a balloonist from Vermont shared the idea for a Regional festival with Glens Falls' residents, including Walter Grishkot, and the Adirondack Balloon Festival was born. The event has drawn international exposure and built relationships with cities

like Saga, Japan and Gatineau, Quebec. The event draws nearly 150,000 people over four days and has been named one of the Top 100 events in North America and received accolades from the Weather Channel and the Food Network.

- **Fort William Henry** - Constructed in 1755, Fort William Henry commanded the



Photo: Pepe Productions

Ice hockey at the Glens Falls Civic Center.

- southern end of Lake George as a British outpost to protect the colonies farther to the south and to serve as a launching site against the French-held northern end of the lake protected by Fort Carillon during the French and Indian War. The Fort offers an interactive approach, introducing visitors to the sights and sounds of the day. It sponsors numerous events annually including the Silver Moon Intertribal Pow Wow and events to mark the surrender of the fort in 1757 and the Battle of Lake George.
- **Glens Falls Civic Center** - Glens Falls Civic Center is a nearly 5,000 seat multi-purpose arena located in downtown Glens Falls, New York, that serves as the home of the Calgary Flames affiliated Adirondack Thunder hockey team. The center hosts annual events sporting events, concerts, rodeo and many other community events.



Photo: Pepe Productions

*Plumbers and Steamfitters Local 773 in Glens Falls.*

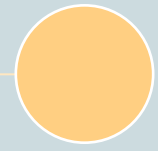
## The Power of Fab 8

GLOBALFOUNDRIES is a \$4.6 billion leading-edge semiconductor manufacturing facility located at the Luther Forest Technology Campus in Saratoga County, NY, just south of the AGC Region's border. The company recently announced that it will add 600 jobs at the Malta semiconductor plant, known as Fab 8, by the end of 2015. This will add to the current base of 3,000 employees. In addition, another 3,000 construction workers are employed at the Fab 8 site at the current time. A new National Grid electricity substation was built to ensure Fab 8 has enough power when it's completed, underscoring the need for infrastructure and utility enhancements to make the AGC Region viable. "We use a lot of power," Mike Russo, Senior Manager recently said. "We use quality power. We need to have a resilient system."

The initial projection of 1,200 jobs a few years ago was welcome news in the Capital Region and AGC Region, but the company has far surpassed that goal and is now "the most advanced facility in the world," with \$15 billion invested in Fab 8 so far. With GLOBALFOUNDRIES' arrival, community colleges and engineering schools and the Albany-based Center for Economic Growth have ramped up programs to train everyone from cleanroom technicians to engineers and scientists. The jobs pay well: a cleanroom technician can make \$45,000 or more, while engineers can earn \$95,000. Last year the company reported other economic impacts including:

- 20,000+ new construction jobs, including local companies like Rozell Industries, Haun Welding Supply, Gross Electric, and Miller Mechanic, among others;
- 15,000 indirect jobs created by the spinoff effect;
- \$338 million plus payroll;
- Over \$50 million in paid local taxes; and
- \$5 million invested in community development foundations.

In response to this opportunity, the Glens Falls Plumbers and Steamfitters Local 773 has constructed a complete and operational clean technology facility within their training complex, offering the ability to train workers directly for jobs at GLOBALFOUNDRIES as well as medical device industries in the Region. Creating a workforce training connection to SUNY@Adirondack is underway and is consistent with the college's START-up NY technology initiative.



## Traditional Manufacturers Retool for Success



*Finch Paper in Glens Falls is undergoing a \$20 million modernization project that will help sustain local jobs.*

Paper manufacturing in the AGC Region is retooling and innovating to sustain well-paying jobs.

- **Finch Paper** in Glens Falls received \$1 million in assistance from New York State's Empire State Development to assist with a \$20 million modernization project that will help sustain 625 jobs. Finch paper has committed private funds of \$4.7 million. The company is working to reduce its overall cost structure and increase competitiveness. For more information about the company see: [www.finchpaper.com](http://www.finchpaper.com)
- **Irving Tissue's** (maker of Scotties Tissues) completion of a \$150 million expansion, creation of 30 jobs, and retention of nearly 270 jobs is a great boost for the Region. The company will construct three new buildings and install state-of-the art machinery that will enable it to complete the entire tissue manufacturing process at a single site, for the first time in Irving's history. According to the New Brunswick tissue-manufacturing company's president, Robert Irving, "Irving Tissue has invested more than \$250 million in Fort Edward" since it bought the plant in 1996. The Fort Edward location is Irving Tissue's only plant in New York. For more information about the company see: [www.irvingconsumerproducts.com](http://www.irvingconsumerproducts.com)

## Renewable Wood Energy Grows

Photo: Pepe Productions



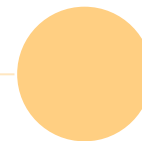
Wood pellet production is growing within the Region.

Duke and North Carolina State Universities' researchers report that wood pellet production increases forest area, stimulates forest investment and jobs, and reduces greenhouse gas. Throughout the AGC Region's Adirondack Park communities, the production of wood pellets is growing, and State incentives like Renewable NY are helping to increase awareness of this local sustainable energy supply. Though the Adirondacks do produce high value timber for building materials and furniture, lower value wood is more common, as are manufacturing byproducts suitable for pellet production. The Adirondack Gateway Council advocates expansion of clean and renewable energy from biomass as another strategy to encourage investment and expansion in rural communities, creating healthier places in the face of a changing climate.

### Strengths, Weaknesses, Opportunities & Threats

The analysis of the strengths, weaknesses, opportunities, and threats in the Region is based on community input, survey results, cluster analysis, technical reports, and observed conditions. The pathway recommendations act on the SWOT analysis by:

- **Pursuing Opportunities that Capitalize on Strengths.** An example is fostering population growth by marketing to millennial newcomers seeking a less expensive and recreation-oriented location to raise families;
- **Overcoming Weaknesses to Pursue Opportunities.** An example is seeking opportunities to manufacture products in rural areas for companies that want to be close to raw materials, such as the wood products industry;
- **Determining Ways In Which Strengths Can Be Used to Reduce Vulnerability to External Threats.** An example is marketing the AGC Region as a lower-cost alternative to other Capital District submarkets to attract new businesses, especially in emerging sectors;
- **Establishing a Defensive Plan to Prevent Weaknesses from Being Susceptible to External Threats.** An example is working with Regional farmers to create a food hub that enables value added processing and more efficient and affordable distribution.



STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> <li>• Council Leadership, Abilities &amp; Capacities to Expand</li> <li>• Alignment with REDC</li> <li>• Collaborative Spirit</li> <li>• Scenic Beauty/Open Space</li> <li>• Adirondack Park/Tourism</li> <li>• Recreation Resources</li> <li>• Strong Healthcare</li> <li>• Good Schools</li> <li>• Low Crime Rates</li> <li>• Push for Rural Broadband &amp; Cellular Service</li> <li>• Affordable Real Estate</li> <li>• Growing Number of Farms</li> <li>• Growth in Income</li> <li>• Higher Retail Sales</li> <li>• State &amp; Federal Support</li> <li>• Regional Customer Base</li> <li>• Revitalizing Urban Core</li> <li>• GLOBALFOUNDRIES</li> <li>• Nanoscience</li> <li>• Medical Device Manufacturing</li> <li>• Paper Industry</li> <li>• Support by Federal, State, &amp; Local Representatives</li> <li>• SUNY@Adirondack</li> <li>• Lake George Internationally Recognized</li> <li>• Hudson River</li> <li>• Ski Venues: Gore, West, &amp; Willard Mountains</li> <li>• History of Region &amp; Attractions</li> <li>• Ample Water Supply</li> <li>• Interstate 87 Northway</li> <li>• Visitors from NYC, Boston, Canada</li> <li>• Market Proximity: NYC, Boston, Canada</li> <li>• Long Time Canadian Tourist Destination</li> <li>• Revitalization Greater Glens Falls Area</li> <li>• Not Boom or Bust Economy</li> <li>• No Local Business/Income Tax</li> <li>• Proximity to the Capital Region</li> <li>• Skilled &amp; Productive Workforce</li> </ul>	<ul style="list-style-type: none"> <li>• Broadband Gaps</li> <li>• Cellular Gaps</li> <li>• Agricultural Distribution</li> <li>• Seasonality of Tourism</li> <li>• Rural “Brain Drain”</li> <li>• Missing Rural Services</li> <li>• Rural Public Transport</li> <li>• Land Constraints</li> <li>• Scale &amp; Travel Distances</li> <li>• Funding Infrastructure</li> <li>• Affordable Housing</li> <li>• Cost/Rent Burden</li> <li>• Low STEM K-12 Grads</li> <li>• Lack K-12 Programs (IB)</li> <li>• Need Advanced Skilled Employees</li> <li>• Depend on Public Jobs</li> <li>• Uneven Growth</li> <li>• Lack of Agricultural Processing</li> <li>• Cost of Transportation</li> <li>• Few Export Industries</li> <li>• Need to Expand Sewer</li> <li>• Lack of Hotels/Conference Center</li> <li>• Limited Land for Development Due to APA Land Use Restrictions</li> <li>• State Tax Structure</li> <li>• Lack of Industrial/Retail Property-Sales Tax Base in Certain Areas of AGC Region</li> <li>• Multiple Layers of Local Governmental Units</li> <li>• Lack of Meaningful Mandated Relief Reform for Local Governments</li> </ul>	<ul style="list-style-type: none"> <li>• Millennial Generation</li> <li>• Creating Jobs</li> <li>• Growing Population</li> <li>• Local Food Movement</li> <li>• Untapped Recreation</li> <li>• Planned Infrastructure</li> <li>• Second Homeowners</li> <li>• More College Grads</li> <li>• Specialized Training</li> <li>• Lower Cost of Living</li> <li>• Wood Products &amp; Pellets</li> <li>• Wood Biomass Fuel</li> <li>• Global NY</li> <li>• Capital Region Tech Valley Growth</li> <li>• Taste NY</li> <li>• Complete Streets</li> <li>• Brownfield Reuse</li> <li>• Creative Economy</li> <li>• Companies Expanding</li> <li>• Shovel Ready Parks</li> <li>• Start Up NY at SUNY@Adirondack</li> <li>• Freight &amp; Passenger Rail</li> <li>• Waterways</li> <li>• College of Nanoscale Science &amp; Engineering/SUNY IT</li> <li>• Medical, Hospital and Primary Care Training &amp; Education Center</li> <li>• County Airport</li> <li>• Develop Buildings for Industrial Sites</li> <li>• Expansion of Outlets/Retail Destinations</li> <li>• Barge Canal</li> <li>• Alignment Between Worker Training &amp; Jobs</li> <li>• Alternate Energy Options</li> <li>• Greater Connectivity Among the Region’s Parks, Trails, Bicycling Routes</li> <li>• Develop Venture Capital Fund</li> <li>• Arts &amp; Entertainment Venues: Glens Falls Civic Center, Hyde Collection</li> <li>• Develop International High School Diploma Program</li> </ul>	<ul style="list-style-type: none"> <li>• Higher Median Age</li> <li>• Aging Population</li> <li>• Fewer Young Workers</li> <li>• Diminishing Funding for Affordable Housing</li> <li>• Increasing Complexity of Affordable Housing Development Process</li> <li>• Income Polarity</li> <li>• Limited Infrastructure</li> <li>• Jobs/Housing Balance</li> <li>• Cost &amp; Rent Burden</li> <li>• Transitioning Markets</li> <li>• APA Regulations</li> <li>• Land Prices</li> <li>• Risk to Farmland</li> <li>• Legacy Industry Risk</li> <li>• Worker Training</li> <li>• Access To Wholesalers</li> <li>• Energy Costs</li> <li>• Need for Road &amp; Bridge Repairs</li> <li>• Water Quality of Lake George &amp; Surrounding Waters</li> <li>• Invasive Species</li> <li>• Changes in NYS DOT Public Improvement Projects</li> </ul>

## Nano Expansion Far From Complete

A responsive business climate - including both business-friendly leadership and infrastructure - is critical to growth. It creates what major companies in the AGC Region and Capital Region, like IBM, GLOBALFOUNDRIES, and General Electric call the "whole business ecosystem." Mark Little, Senior Vice President and Director of GE Global Research and GE's Chief Technology Officer recently said, "Whenever we make a decision about putting anything anywhere, we look at the whole world." Thomas Caulfield, Senior Vice President and General Manager of GLOBALFOUNDRIES' Fab 8, said that "in manufacturing, [infrastructure] is everything," adding that expanding Colleges of Nanoscale Science and Engineering in Albany "created the ecosystem." With the acquisition of IBM's semiconductor manufacturing business, GLOBALFOUNDRIES now has a corridor that goes from Burlington, VT, site of one IBM fab, through the Capital Region to East Fishkill, the location of IBM's other fab. The AGC Region is a center point along that technology corridor.

## Foundations for Growth: Livability Principles

The Adirondack Gateway Council has built upon HUD and the Partnership for Sustainable Communities' six livability principles to integrate the five pathways to progress and build a strong foundation for growth. The AGC Region's livability principles are:

### Principle One: Lead, Collaborate, and Leverage Resources

The Adirondack Gateway Council is a highly successful coalition to lead growth in the Region, strike new partnerships, and strengthen cooperation between community organizations. Businesses, municipal leaders, and economic development organizations recognize the need for a strong business climate, many sources of support for companies, and improving linkages to the Capital Region Tech Valley immediately south of the Adirondack Gateway Council. They are advocating for better alignment between State and federal policies and funding to remove barriers to collaboration, leverage grants, and increase the accountability and effectiveness of all levels of government to plan for future growth. In response to this principle the Region will:

- Cultivate strong leadership;
- Brand the AGC Region and get the message out;
- Be a leader in Capital Region and North Country Regional strategic planning;
- Advocate for financing and assistance for Regional initiatives;
- Balance the population: support seniors and attract young families;
- Promote compatible land management;
- Provide excellent municipal

- infrastructure and services;
- Push hard on extension of broadband to every community; and
- Protect the environment and become more resilient.

## Principle Two: Promote Equitable and Affordable Housing

Expand location and energy efficient housing choices for people of all ages, incomes, races, abilities, and ethnicities to increase mobility and lower the combined cost of housing and transportation. In response to this principle the Region will:

- Monitor compliance with the FHEA;
- Concentrate housing in existing centers;
- Develop a range of senior housing;
- Adaptively reuse buildings;
- Address homelessness and provide housing for people with special needs;
- Meet the housing needs of the Region's poorest residents; and
- Expand the mix of housing.

## Principle Three: Provide More Transportation Choices and Modern Infrastructure

Develop safe, reliable, and economical transportation choices that decrease household transportation costs, reduce dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health. Improve and expand essential municipal infrastructure for water, wastewater, and drinking water for planned development. Repair and maintain roads and bridges and invest in broadband and improved cellular service to reach every community in the Region as a bottom line requirement for sustainability.

## Hoppy Day in Hebron

The Misty Bleu Farm will be the new home to R.S. Taylor and Sons Brewing Company in Hebron, Washington County. In addition to growing hops they will brew craft beer and operate a taproom and small restaurant. They want the farm and brewery to be a year round destination and plan to offer cross-country ski trails that take advantage



of the farm's scenic beauty including a creek and waterfall. Richard Taylor, the farmer and brew master said, "We want this to be a destination site for people to come and spend the afternoon. They can come and have a beer, get a bite to eat and actually see what goes into what they are drinking. You can't truly appreciate a good beer until you know what goes into it – see, smell, feel the hops. You start to see that it's not just a product in a glass, but something that comes from the ground."



## Success Owed to Talented Workforce

Photo: © 2014 Glens Falls Chronicle. All rights reserved.



*Telescope Casual Furniture CEO Kathy Juckett.*

Telescope Furniture in Granville, Washington County, is a fifth generation, family-owned business since 1903 that manufactures outdoor patio furniture. The company started in New York City and moved to Granville in 1921. The company says “The rural Washington County site offered acres of woodlands, but also hard working laborers and railroads to support our new facility.”

They have continually made renovations to the nearly one million square foot facility along with concentrated efforts in research, development, engineering, and unique manufacturing processes.

The company reports that “Much of Telescope’s success is owed to the talented and skilled work force that takes pride in their craftsmanship, and the professional sales force who work tirelessly to ensure every customer’s expectations are exceeded by their Telescope experience.” The company employs over 300 people.

In response to this principle the Region will:

- Provide truly multimodal transportation;
- Build complete streets;
- Promote biking;
- Extend and link trails;
- Institute AGC Regional buy and build local programs;
- Improve infrastructure; and
- Redevelop brownfields.

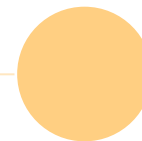
### Principle Four: Invest in Quality Places and Existing Communities

Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, and suburban. Target investment toward existing communities through strategies like transit-oriented and mixed-use development and land recycling, recognizing one size does not fit all. Steer investment to increase community revitalization, improve the efficiency of public works initiatives, and safeguard rural landscapes. In response the Region will:

- Revitalize urban cores, hamlets, and village centers;
- Enable telework;
- Promote telemedicine;
- Know that quality of life is an economic development amenity; and
- Achieve the right mix of uses in community centers to make them sustainable.

### Principle Five: Create Healthy Communities and Preserve Farms

Offer the amenities and support programs to improve community health. Understand the role agriculture and agri-business plays



in the Regional economy and help farmers to efficiently produce, distribute, and promote their products. Understand that farmers are stewards of the Region's open space and scenic beauty and use all means available to carefully integrate residential development without placing important farmland at risk. In response to this principle the Region will:

- Use land use planning to conserve farmland;
- Provide comprehensive and responsive health care and education;
- Build trails and parks;
- Encourage innovation;
- Market the farms' products to local, Regional, and national outlets; and
- Eat local/serve local food at schools and restaurants.

### Principle Six: Train and Support a Competitive Workforce

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other worker needs. Provide easily accessible and affordable workforce training for workers of all ages and abilities in formal classroom settings and on the job. Target industries with family-sustaining wages and strong career ladders. Align preparation and training more closely to specific business needs, especially in emerging fields and targeted clusters where skills are transferrable between companies to enable upward mobility. In response to this principle the Region will:

- Provide specialized training;
- Expand STEM preparation;
- Use distance learning to diversify school programming;
- Focus on basic skills and work

readiness;

- Coordinate training programs;
- Integrate returning veterans;
- Support business and labor organizations; and
- Leverage the arts.

### Principle Seven: Enhance Economic Opportunities, Entrepreneurship, and Innovation

Create jobs, and grow and diversify the business base as part of the larger Capital Region Tech Valley brand. Reward entrepreneurial thinking and innovation in small and large companies. Target industry sectors with job generating potential and provide focused attention to shore up legacy manufacturers. Educate the public that businesses have many choices of locations both in the State and elsewhere and that the strength of the business support infrastructure can make or break the Region's potential. In response to this principle the Region will:

- Work to meet the financial needs of the Region's companies;
- Build on the nearby Tech Valley brand;
- Develop specific retention and recruitment strategies for each target industry;
- Use incentive programs with due diligence;
- Grow small and micro businesses;
- Coordinate training programs at all levels;
- Support Woman/Minority/Veteran businesses;
- Collaborate widely;
- Target emerging industries;
- Support traditional manufacturers; and
- Use alternate energy and reduce fuel costs.



## VI. RECOMMENDATIONS

### Charting a Course to Implementation

The research summarized in this strategy underscores recommendations and helps to determine how housing, transportation, infrastructure, marketing, and economic development resources should be allocated over the short and long term. It establishes the undeniable need to expand broadband and cellular access to as many people in the Region as possible and improve and maintain a modern infrastructure to create compatible growth. It provides a framework for workforce training and job preparation and supports business integration throughout the entire supply chain. It focuses on quality of life in the AGC Region, improvement of affordable housing, protection of agriculture, and conservation of open spaces and scenic beauty that drive tourism. To be sustainable, the strategy is flexible enough to respond to changing markets and emerging opportunities. It identifies an implementation approach through which the Adirondack Gateway Council can update the Region's community members about progress and make mid-course changes to take advantage of new opportunities.

Photo: Pepe Productions

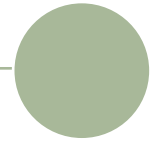


Photo: Pepe Productions



*An emerging people-and-place-based will economy create an enviable and equitable quality of life in the Region.*

## Adirondack Gateway Region Vision

### Vision Statement

**Our Pathways To Progress Support Our People In A Unique Place And A Progressive, Productive, And Prosperous Region.**

Over the next twenty years, the Adirondack Gateway Region will promote a more equitable, sustainable, and resilient Region through partnerships with stakeholders and collaboration across federal, State, County and local governments. Our five pathways intersect, creating vibrant cities, villages, and hamlets. The emerging people-and-place-based economy creates an enviable and equitable quality of life where:

- Our **economic development** approach captures more of the growth and job creation in the AGC Region and in the Capital Region Tech Valley to the south, and distributes products and services both locally and globally. We enjoy an adaptable and competitive workforce and strong educational partnerships that offer a path to family-sustaining wages for every resident.
- Our **healthy communities and farms** take advantage of our strategic location, scenic beauty, and working landscapes for local food production, growing agriculture, and enhanced recreation that yields healthier, cleaner, and greener communities, attracting residents and visitors.
- Our neighborhoods offer **housing and services** that are affordable, accessible, and coordinated for people of all ages and abilities, including those with special needs. We strike a successful and equitable balance between safe and affordable housing, available jobs, and access to high quality education and healthcare.
- Our **transportation system** is affordable, reliable, and fully multimodal, with expanded transit and complete streets. It takes us where we want to go, when we want to go there.
- Our technology-led development culture delivers **essential broadband** and cellular coverage to a majority of our communities, as well as **infrastructure enhancement** that advances business growth, **reuses brownfields**, and promotes compatible affordable residential development.

## PATHWAY GOALS & STRATEGIES



### PATHWAY: Sustainable Economic Development Goals and Strategies Recommendations

See technical report with detailed recommendations at [www.agcny.org/economic-development](http://www.agcny.org/economic-development)

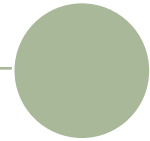
**VISION:** *Our economic development approach captures more of the growth and job creation in the AGC Region and the Capital Region’s Tech Valley and distributes products and services both locally and globally. We enjoy an adaptable and competitive workforce and strong educational partnerships that offer a path to family-sustaining wages for every resident.*

#### **Goal 1: Provide A Full Range Of Support To Manufacturing Companies That Are The Backbone Of The Region’s Economy.**

- a. Support manufacturers that use locally sourced wood, stone, ceramics, natural fibers, and nutraceuticals.
- b. Target industrial park marketing to high tech, R & D, and ramp-up tenants in advanced materials.
- c. Support the medical device manufacturing industry.
- d. Support technology transfer with paper companies in areas like packaging, filtration, clean-room supplies, fibers, etc.
- e. Recruit new vendors that support local sourcing of materials and services for technology companies.
- f. Develop opportunities for warehouse buildings.
- g. Promote use of freight rail.

#### **Goal 2: Retain And Grow An Educated And Adaptable Workforce With Specialized Skills In Targeted And Emerging Industries.**

- a. Recruit new workers including “millennials” and others seeking a less expensive recreation-oriented lifestyle.
- b. Continue to revitalize urban cores that attract younger professionals and families seeking small safe communities to live and work in.
- c. Expand business incubators targeting healthcare, hospitality, and information technology.
- d. Establish small telecommuting call centers that offer flexible hours and reduce travel distances including job training for telecommuting employment opportunities.
- e. Work with higher education to graduate more “knowledge workers.”
- f. Work with K-12 schools to improve young workers’ interpersonal skills and work readiness.
- g. Consider developing International Baccalaureate high school diploma program.



## PATHWAY: Sustainable Economic Development Goals and Strategies Recommendations

### Goal 2: Retain And Grow An Educated And Adaptable Workforce With Specialized Skills In Targeted And Emerging Industries...(continued)

- h. Develop a specialized “Grey Collar” labor force with unique technology skills in target industries.
- i. Focus training to retain the largest labor force possible in the Region’s rural communities.
- j. Encourage and assist further collaboration/partnership between Glens Falls Hospital and Hudson Health Headwaters Network.

### Goal 3: Market The Region’s Many Attributes And Use Incentives To Attract New Investment.

- a. Encourage specialty retail and outfitters and manufacturers of outdoor gear/apparel/ equipment to reinforce the “Adirondack Gateway” image.
- b. Market the AGC Region as lower-cost alternative to other Capital District submarkets.
- c. Utilize selective and appropriate State and federal incentive programs to assist companies and essential service providers.
- d. Pursue broadband/cellular funding opportunities in collaboration with telecom/ broadband providers to expand coverage.
- e. Promote production and use of solar, wind, geothermal, and wood biomass. Design and promote a "Green Energy" brand affiliation with the Adirondacks.

## Garnet Company’s LEED Certified Headquarters

**F**or more than 130 years, family owned **Barton** has worked to achieve its vision “To be the global leader in the garnet abrasives industry, providing the highest quality and most innovative abrasive solutions and service.” Today, Barton’s Glens Falls headquarters shows their commitment to environmental stewardship. The company transformed a three-story brick structure built in 1865 into a visionary green office building. The U.S. Green Building Council certified the building as LEED Platinum, the Council’s highest ranking.

Beginning in 1878, Barton’s operation included mining and milling garnet for the sandpaper industry. Today it mines garnet throughout the Adirondacks. Because of its ever-sharp

crystalline structure Barton garnet quickly became the world standard for sandpaper applications. Today the company produces the world’s highest quality garnet abrasives for waterjet cutting, coatings removal, surface preparation, and other specialized applications. Its garnets are harder, heavier, and more durable abrasives that cut faster and recycle efficiently, significantly increasing productivity while reducing consumption and cost to handle, collect, and dispose of the material. The company works closely with waterjet cutting equipment manufacturers to ensure that their products respond to changing needs.

For more information about the company see: [www.barton.com](http://www.barton.com)



## PATHWAY: Healthy Communities & Agriculture Goals and Strategies Recommendations

See technical report with detailed recommendations at: [www.agcny.org/agriculture-health](http://www.agcny.org/agriculture-health)

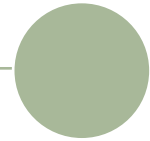
**VISION:** *Our healthy communities and farms take advantage of our strategic location, scenic beauty, and working landscapes for local food production, growing agriculture, and enhanced recreation that yields healthier, cleaner, and greener communities, attracting residents and visitors.*

### Goal 1: Improve Food Access And Distribution.

a.	Establish a Regional Food Policy Council.
b.	Enhance food accessibility.
c.	Promote food nutrition and preparation education.
d.	Develop a strategic marketing program.
e.	Work with local governments to develop land use patterns, densities, and designs that foster safe and efficient multimodal routes to neighborhood centers with healthy food options.
f.	Improve participation in Regional Farm-to-School programs.
g.	Establish a year-round farmers market in downtown Glens Falls and Fort Edward and promote all of the Region’s farmers markets.

### Goal 2: Enhance Competitiveness And Linkages To Markets.

a.	Enhance efficiency and competitiveness for small- to medium-sized farms. Coordinate with local farmers to promote the 20 farmers markets.
b.	Promote a Regional “Food Hub.”
c.	Promote a new logistics sector focused on fresh and frozen foods and wholesale and distribution.
d.	Explore the feasibility of creating a Regional Food Cooperative.
e.	Develop a coordinated marketing plan for agriculture in the Region.
f.	Promote the Region’s proximity to New York City, Boston, and Canadian markets and other Capital District submarkets, with potential overseas, for export potential of agricultural and manufactured products.
g.	Encourage all local comprehensive plans to include statements and policies that support local food systems.
h.	Support recent NYS Cider Regulations and funding for the industry at the federal level.
i.	Examine the feasibility of expanding freight rail and waterways for “foodshed” distribution.
j.	Support SUNY@Adirondack Community College’s focus and programs in sustainable agriculture and agri-business.



## PATHWAY: Healthy Communities & Agriculture Goals and Strategies Recommendations

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### Goal 2: Enhance Competitiveness And Linkages To Markets...(continued)

- k. Support local farmers through partnerships with Cornell Cooperative Extension, Hudson Valley Agriculture Development Corporation, and New York State and federal agencies.
- l. Facilitate the connection between retiring farmers and next-generation farmers.
- m. Develop an Agri-Tourism Program with a focus on introducing Regional farms to residents and visitors.

### Goal 3: Be A Healthy Region With A Diverse Array of Recreation Resources.

- a. Continue local bicycle paths, making linkages into the Adirondack Park and Statewide bikeways, and collaborate with Lakes to Locks Passage, the Feeder Canal Alliance, First Wilderness Scenic Byway, the New York State Canal Corporation, NYS Department of State, NYS Parks and Recreation, Regional recreation committees, Warren County Safe and Quality Bicycling Organizations (WCS QBO).
- b. Support communities to improve and expand parks.
- c. Continue bike paths and pedestrian walkways including art and historical trails to improve connectivity between communities.
- d. Promote and protect local waterways and lakes and address invasive species.
- e. Enhance existing trail network by closing gaps and making appropriate Regional connections.

## Gateway Region Craft Beverages

Support for craft brewing of beer, wine, spirits, and cider has the attention of New York State. TASTE NY markets State food and beverage products, producers, and processors. NYS Farm Legislation passed in 2012 gives local distillers who use NYS grown goods the same rights as wineries to sell at farmers markets, and operate tasting rooms or retail shops. In the southern Adirondacks, Lake George is

home to the Adirondack Pub and Brewery. Coopers Cave Ale Company and Davidson Brothers Restaurant and Brewery are located in Glens Falls. Davidson Brothers operates the “Hoppy Trails Brew Bus” that takes patrons on brewery tours throughout the Region. The Adirondack Regional Chamber of Commerce received a nearly \$170,000 grant to develop technology applications in support of the trail.





## PATHWAY: Access to Opportunity, Housing, & Fair Housing Equity Goals and Strategies Recommendations

See technical report and detailed recommendations at: [www.agcny.org/housing-transportation](http://www.agcny.org/housing-transportation)

**VISION:** *Our neighborhoods offer housing and services that are affordable, accessible, and coordinated for people of all ages and abilities, including those with special needs. We strike a successful balance between safe and affordable housing, available jobs, and access to high quality education and healthcare.*

### Goal 1: Advance Access To Opportunity.

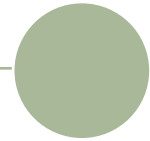
- a. Achieve better case management, better partnerships, and better integrated planning.
- b. Give priority to aging initiatives to address the fastest growing Regional demographic trend.
- c. Develop alternatives to existing policies in order to enhance resources, apply different approaches, and institute new thinking.
- d. Improve income to keep pace with the cost of living.
- e. Honor AGC Region independent lifestyle and cultural preferences.

### Goal 2: Improve And Expand Affordable Housing Choices.

- a. Invest throughout the Region with funding assistance from federal, State, private foundations, and private contributions, in the development of compatible scale, permanent, good quality, affordable, and workforce rental housing for a broad range of intended users.
- b. Promote home ownership.
- c. Intensify investment in existing housing stock through home repair.
- d. Expand emergency, transitional, and supportive housing options at a compatible scale.
- e. Support existing partnerships to improve service networks and attract public investment in rural places and the urban core.
- f. Expand comprehensive and flexible wraparound services and interventions that stabilize occupancy, prevent homelessness, and promote independent living.

### Goal 3: Align Community Investments And Codes To Encourage Affordable Housing Development.

- a. Continue to invest, improve, and expand the range of properly scaled affordable housing for the young and the old, from shelters to rental properties and single-family homes, to continuum of care in hamlets, villages, and the Glens Falls area.
- b. Improve capacity to win funding resources and advocate for expanded State and federal financial resources and incentives for housing.
- c. Consider more coordination and collaboration for code compliance.



## PATHWAY: Access to Opportunity, Housing, & Fair Housing Equity Goals and Strategies Recommendations

### Goal 3: Align Community Investments And Codes To Encourage Affordable Housing Development...(continued)

- d. Consider different forms of inclusionary zoning with interested communities.
- e. Invest in community infrastructure. Make supportive investments in rural and suburban communities and the urban core to create a pro-housing environment.
- f. Engage stakeholders including local officials, Planning Boards, developers, builders, real estate professionals, and others to facilitate affordable housing development.



## PATHWAY: Multimodal Transportation System Goals and Strategies Recommendations

See technical report with full recommendations at: [www.agcny.org/housing-transportation](http://www.agcny.org/housing-transportation)

**VISION:** *Our transportation system is affordable, reliable, and fully multimodal, with expanded transit and complete streets. It takes us where we want to go, when we want to go there.*

### Goal 1: Advance Transportation Planning And Evaluation.

- a. Conduct transit-integration scenario planning including location of housing along transit routes.
- b. Troubleshoot policy restrictions and find ways forward.
- c. Evaluate ridership trends and make course corrections.
- d. Collaborate with Greater Glens Falls Transit System, area Metropolitan Planning Organizations including Adirondack Glens Falls Transportation Council and the Capital District Transportation Committee, area DPW departments, area planning boards, neighboring transit provider Capital District Transportation Authority, and NYS and U.S. Departments of Transportation.

### Goal 2: Advance Transportation Improvements.

- a. Ramp up a comprehensive, real-time, human services-based transportation network.
- b. Deploy a Regional ride clearinghouse.
- c. Select consensus-based pilot projects to build successful enterprises.
- d. Update the transport infrastructure system.
- e. Provide for a safe transport experience for all users by using a complete streets approach, where appropriate, to planned improvements as funding permits.
- f. Improve passenger rail service, along with greater options for passengers arriving and departing from area train stations.
- g. Expand freight usage in the Region.
- h. Improve roads and bridges, as funding permits.



## PATHWAY: Comprehensive Broadband, Infrastructure, & Brownfield Redevelopment Goals and Strategies Recommendations

See technical reports with detailed full recommendations at [www.agcny.org/broadband-resources](http://www.agcny.org/broadband-resources) and at [www.agcny.org/sewer-infastructure](http://www.agcny.org/sewer-infastructure)

**VISION:** *Our technology led development culture delivers essential broadband and cellular coverage to a majority of our communities and infrastructure enhancement that advances business growth, reuses brownfields, and promotes compatible affordable residential development.*

### Goal 1: Create A Technology Led Culture That Educates And Builds Strategic Partnerships.

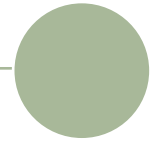
- a. Create, in conjunction with EDC of Warren County, Washington County Economic Development Corp, SUNY @ Adirondack, SUNY College of Nanoscale Science & Engineering, and area Workforce Investment Boards, a technology led development culture to educate citizens, public leaders, and policy makers about telecom issues and concerns, and about the broadband industry and its economic importance to existing and new businesses.
- b. Maintain and update the Interactive Broadband Tool and educate economic development organizations and other stakeholders about the use of the tool.
- c. Coordinate Regional telecom efforts with other Regions such as North Country Regional Economic Development Council.

### Goal 2: Expand Access To Traditional And Emerging Broadband Infrastructure.

- a. Investigate and consider fiber builds to areas where broadband does not exist. If possible, create a fiber ring by connecting the northern and southern routes.
- b. Develop a plan to deploy advanced Gigabit broadband in the Region.
- c. Work with the telecom industry to identify and resolve Regional issues and concerns.
- d. Continue to meet with individual providers to resolve specific community issues.
- e. Work with existing and new service providers to develop a multi-County plan.
- f. Collaborate with NY Connect, ESD, USDA, Federal Communication Commission, and County, State, and federal legislators to achieve results under all goals.

### Goal 3: Expand Regional Capacity To Advance Broadband Expansion.

- a. Develop a formal plan to market focus sites around existing high bandwidth areas.
- b. Identify and pursue telecom and broadband grants and other funding opportunities.
- c. Partner with County information technology departments to help “sell” the Region from a technology/telecom standpoint.
- d. Use grants, low interest loans, tax programs, right of way, franchise agreements, and Regional assets such as tall buildings and tower space to entice expansion of services.



## PATHWAY: Comprehensive Broadband, Infrastructure, & Brownfield Redevelopment Goals and Strategies Recommendations

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### Goal 4: Plan And Evaluate Municipal Sanitary/Wastewater Treatment Projects.

- a. AGC and consortium within AGC consisting of City of Glens Falls, Town of Queensbury, Town of Moreau, Village of South Glens Falls, Town of Kingsbury and Washington County Sewer District No. 2, and Lake George communities, along with rural areas, to examine funding opportunities which include innovative waste water disposal process, along with other waste water infrastructure improvements such as separation, storm and sanitary lines, infiltration issues, construction of new sanitary and storm lines, with submittal to NYS for CFA 2015, and other State and federal agencies.
- b. Develop an asset management plan for long-term operations and maintenance in the City of Glens Falls. Complete GIS mapping of entire collection system and prepare a collection system cleaning and rehabilitation plan.
- c. In the Village of South Glens Falls, evaluate the need to expand the main pump station to increase its hydraulic capacity.
- d. Pursuant to Washington County Sewer District No. 2 in the Village of Hudson Falls, complete a study of inflow and infiltration (I&I) in the village.
- e. Determine an approach to extend sewer service to the proposed developments immediately adjacent to the Village of Hudson Falls along Dix Avenue, Route 4, Route 35, and Dean Road in the Town of Kingsbury.
- f. In the Town of Moreau, evaluate the need for a pump station and related infrastructure to the north of the industrial park.
- g. Examine the use of alternative and decentralized solid waste disposal systems in rural areas of the AGC Region.

### Goal 5: Expand And Extend Sewer To Support Development.

- a. In the Town of Queensbury, extend the existing sewer to the west of Interstate 87 on Corinth Road to reach the Main Street/ Corinth Road corridor and the industrial park along the Hudson River. Install a pump station at the intersection with Carey Road. Expand infrastructure from the industrial park to convey projected flows to the GFWWTP as a combination of gravity and force main sewers with a pump station.
- b. Extend infrastructure to convey flows from the proposed industrial and residential developments including the industrial park along the Hudson in the eastern part of the Town of Moreau.
- c. In the Town of Kingsbury, construct a nearly two-mile long sewer in the northwestern portion of the Town, which would convey flows from proposed development.
- d. Construct a new sewer to connect the Irving Tissue plant to the existing collection system in the Village of Fort Edward. Construct new sewers from the proposed community area at the southern point of Rogers Island. Add other required infrastructure and utilities, and examine the potential of NYSERDA's grants such as Prize NY at the site.

## PATHWAY: Comprehensive Broadband, Infrastructure, & Brownfield Redevelopment Goals and Strategies Recommendations

### Goal 5: Expand And Extend Sewer To Support Development...(continued)

- e. In the Town of Fort Edward, construct a new sewer to the proposed development just east of the Village of Fort Edward; and construct new sewers to the proposed developments within the swath of land between the Village of Hudson Falls and the Village of Fort Edward.
- f. Construct a system of gravity sewers, force mains, and sewers to the two large residential developments identified southeast of the industrial park in the Town of Moreau.
- g. Identify and submit NYS Consolidated Funding Application and other requests as appropriate to NYS Department of Environmental Conservation (NYS DEC), NYS Environmental Facilities Corporation (NYS EFC), and US Environmental Protection Agency (US EPA).

### Goal 6: Address Other Identified Municipal Concerns.

- a. Advocate for expanded funding for infrastructure improvements from NYS DEC Engineering Grants, NYS EFC grants, NYSERDA Programs, NYS DOS grant, HUD programs, and USDA.
- b. Advocate streamlining of regulatory review actions and timeframes at all levels.
- c. Refocus NYS DOT priorities on comprehensive road improvements.
- d. Prioritize and advance upgrades to “structurally deficient” or “functionally obsolete” bridges.
- e. Improve and expand business class energy transmission including physical condition of the power grid, gas/oil pipeline, and availability of solar and wind energy sources.
- f. Increase resiliency of utilities and reduce susceptibility to storms.
- g. Provide redundant utilities in business and technology parks.
- h. Educate businesses and residents about utility incentive programs.
- i. Evaluate and address concerns related to the age of drinking water systems.
- j. Expand bicycle and pedestrian facilities and overall connectivity, including bike paths along roadways and designation of sharrows to increase safety.

### Goal 7: Redevelop Vacant, Underutilized Brownfield Sites.

- a. Investigate, advocate, and apply for infrastructure funding from various federal funding sources: EPA Brownfield grants, including Risk Assessment, Job Training, Brownfield Revolving Fund, Clean up, Area Wide Planning, Economic Development Administration, USDA, and from New York State Department of Environmental Conservation: Brownfield Cleanup-BCP, Environmental Restoration Program-ERP, Brownfield Opportunity Area, and Empire State Development Corporation (ESD).

## Advancing Opportunities and Measuring Progress

The Economic Development Pathway is the nexus that makes future housing, agriculture, infrastructure, and family-sustaining wages possible. Dollars and cents matter today – to the State, the Adirondack Gateway Council, the business community, the municipalities, and to economic development partners. Businesses track every penny, as do municipalities delivering services to residents – whether it is spent on heat, housing development, job training talent and labor, buildings, or taxes. Firms are merging, moving, consolidating, and changing business models to gain advantage. Some require urban areas and others enjoy rural locations. Workers at every rung on the corporate ladder are telecommuting and can work anywhere they want as long as the telecommunications infrastructure is available. Families and companies look around the world for the best overall PLACE to locate and expand their base of operations. They consider community quality of life a locational asset. Once the numbers have been crunched, the planning is complete, and strategy is printed, it is how the Adirondack Gateway Council and all of its implementation partners take action on all of these issues across all five pathways to progress that will create jobs and prepare people to take advantage of them.

The Adirondack Gateway Council will guide, advocate, and act as a catalyst in implementation of the Adirondack Gateway Sustainability Initiative: Pathways to Progress. The Adirondack Gateway Council is a respected facilitator of collaboration between a diverse set of stakeholders, both within and outside of the Region, including municipal organizations and boards, State and federal agencies and funders, educational and research institutions,

## New Opportunity for Brownfield Reuse



Photo: Rob Yasinsac/www.hudsonvalleyruins.org

*The former GE plant in Fort Edward.*

Some 300 tons of toxic PCBs left behind at a former grocery store in Fort Edward (that was once part of the General Electric plant) are being cleaned up under a State-approved plan. Once cleared, the land will be developed for commercial uses. The cleanup is being done by the Town of Fort Edward and a private developer who plans to build a new grocery store on the site. The property is among 800 acres in Fort Edward that are part of a State Brownfield Opportunity Area. This New York State program assists communities and property owners to clean and reuse idled sites using a combination of financial assistance, marketing support, and access to State tax credits.

## Glens Falls Americade Motorcycle Rally

Photo: VisitLakeGeorge.com



*Americade motorcyclists gather in Lake George.*

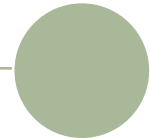
For over thirty years, more than 50,000 motorcyclists have gathered in Lake George for the week-long event known as Americade – identified as “the world’s largest multi-brand motorcycle touring rally.” Initially held in Ruidoso, New Mexico the event was known as “Aspencade” in honor of a festival celebrating the aspen trees’ changing colors. A decade later, a Lake George local named Bill Dutcher began planning and advocating to move the rally to Lake George. Initially, Roaring Brook Ranch served as the social and demo headquarters, and the Glens Falls Civic Center played host to the TourExpo tradeshow. By the mid 1980’s the renamed “Americade” had grown into a national-level event. There are attractions for riders and non-riders alike, from tours through Vermont and other scenic destinations to whitewater rafting and hot air ballooning, and the event is truly family-friendly.

and nongovernmental organizations. It focuses on the big picture policy and advocacy efforts alongside the implementation partners who will deliver programs and projects at the community level that increase access to opportunity in the communities. The Adirondack Gateway Council is already working as part of multi-organization and multi-municipal collaborations on issues of importance to the Region as a convener that can bring together the talents and resources of partner groups to accomplish Regional priorities.

The Adirondack Gateway Council has produced the *Pathways to Progress* technical research that will be incredibly important to its core partners and the other collaborators in each pathway as they secure funding and technical assistance. The Council members will continue to have a key role to play in maintaining lines of communication, aligning interagency initiatives, and educating residents and businesses about opportunities and emerging trends. Through strategic alliances with stakeholders in each pathway, the Adirondack Gateway Council will maintain and expand relationships with funders at all levels as described in the pathway recommendations and in each technical report at [www.agcny.org](http://www.agcny.org).

To guide implementation the Adirondack Gateway Council will:

- Continue to build awareness of the Pathways to Progress Sustainability Initiative, and engage stakeholders in its speedy implementation;
- Advocate with funders to advance various Regional projects;
- Build local capacity in community-based implementation organizations to leverage funding including identifying matching funds and ways to cover local



- cost share, especially on infrastructure projects;
- Provide technical assistance and education to communities as they increase their focus on sustainability;
- Broker statewide, inter-state, and global opportunities for export of the Region's goods and services;
- Expand efforts to cooperatively market and brand the Gateway Region;
- Monitor compliance with the Pathways to Progress Sustainability Plan and the FHEA;
- Communicate success and share the "good news" through the Adirondack Gateway Council website and events; and
- Evaluate project feasibility and emerging opportunities and make mid-course corrections to the strategy to stay on the right course.

Each pathway technical report includes an implementation section. Those reports can be viewed at [www.agcny.org](http://www.agcny.org). The Adirondack Gateway Council will work with a core group of organizations as an ad hoc committee of the larger Council focused on operationalizing recommendations across all of the five pathways to progress (housing, infrastructure, transportation, farms and healthy communities, and economic development.) The core group includes members who helped develop the reports, including:

- Local and County planning agencies;
- Warren County Economic Development Corporation;
- Washington County Economic Development;
- SUNY@Adirondack;
- The Capital Region Economic

Development Council;

- School districts; and
- The Adirondack/Glens Falls Transportation Council (A/GFTC).

The Adirondack Gateway Council (AGC) where feasible will seek a lead role in many of the goals outlined. AGC will undertake efforts to secure funding for this administrative lead role through federal, State, and foundation resources and where feasible obtain any required State enabling legislation to provide assistance and services to municipalities and organizations in this region. Additionally, AGC will also serve to assist and guide the efforts of other organizations and community projects. The Adirondack Gateway Council is undertaking direct support of various programs and projects that are described in detail in the preceding Goals and Strategies Section, including the following key initiatives:

- Advancing research and service provider partnerships in anticipation of a major funding application to New York State in the Fall of 2015;
- Leading implementation of the U.S. Environmental Protection Agency Phase 1 Environmental reviews of community sites throughout the region; and
- Working to advance the Healthy Communities and Agriculture pathway through examination of potential sites for an expanded year-round farmers market in downtown Glens Falls.

In addition to the core group, each pathway will be encouraged to form an ongoing working group if no regional framework that currently exists has identified key collaborators.



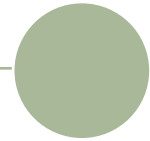
## PATHWAYS TO PROGRESS KEY COLLABORATORS – SEE [WWW.AGCNY.ORG](http://WWW.AGCNY.ORG) FOR ADDITIONAL PARTNERS

Economic Development		Healthy Communities & Agriculture	
<p><b>Regional Economic Development Groups:</b> Capital Region Economic Development Council, EDC of Warren County, Washington County Economic Development, Center For Economic Growth, Lake Champlain-Lake George Regional Planning Board, and North Country Economic Development Council.</p>	<p><b>Major Employers:</b> Glens Falls Hospital, Hudson Headwaters Health Network, Angio Dynamics, CR Bard, Finch Paper, SCA Tissue, Irving Tissue and Morcon Tissue, Gracenote, Glens Falls National Bank, and GLOBALFOUNDRIES.</p>	<p><b>Local County Departments:</b> Soil and Water Conservation, Social Services, and Farm Bureaus.</p>	<p><b>Farm Support Groups:</b> National Farm to School Network, Tri- County NY Transitions Initiative, Hudson Valley Farmlink Network, and NYS Farm Bureau.</p>
<p><b>Workforce Development &amp; Education:</b> Saratoga-Warren-Washington Workforce Investment Board, NYS Department of Labor, SUNY @Adirondack, EPA Job Training Program, Glens Falls Plumbers and Steamfitters Local 773, and College Of Nanoscale Science Engineering and SUNY Albany Institute of Tech.</p>	<p><b>Quasi-public Organizations:</b> EDC of Warren County, Washington County Economic Development, LDCs and IDAs, Chambers of Commerce.</p>	<p><b>Education Resources:</b> Cornell Cooperative Extension, SUNY@ Adirondack, local schools, USDA, NYS Department of Agriculture.</p>	<p><b>Nonprofit Organizations:</b> Area farmers markets, area food banks, food coops, Meals on Wheels, Senior Citizen Organization, school districts, and State agencies.</p>



Photo: Behan Communications

*Finch Paper in Glens Falls, New York.*



Affordable Housing	Transportation	Infrastructure, Broadband, & Brownfields	
<p><b>Municipal Organizations:</b> Departments of Social Services, Aging and Disabilities, Fair Housing, Veterans, Public Housing Authority, and Health; Glens Falls Housing Authority; Glens Falls Community Development Office; EDC Warren County; Warren &amp; Washington County Planning; and NYS Office of Housing &amp; Community Renewal, Housing &amp; Urban Development (HUD).</p>	<p><b>Metropolitan Planning Organizations:</b> A/GFTC, the Greater Glens Falls Transit Authority, the Capital District Transportation Authority, NYS DOT, and US Federal DOT.</p>	<p><b>Service Providers - Waste Water:</b> Water and waste water municipalities, districts, and AGC Consortium waste water.</p>	<p><b>Broadband Cellular Providers:</b> Municipal IT, area emergency service organizations, including area police agencies, education facilities, libraries, schools, health care and consumers, EDC Warren County, Washington County, Empire State Development Corporation, NY Broadband Program Office, Development Authority of the North Country, and North Country Economic Development Council.</p>
<p><b>Nonprofit Partners:</b> Warren-Hamilton County Action Agency, Greater Glens Falls Senior Center, NAACP, YMCAs, faith-based organizations, Tri-County United Way, North Country Ministeries, and Greater Glens Falls Youth Center.</p>	<p><b>Transportation Businesses:</b> Area taxi companies, Regional bus carriers, Adirondack Trailway, and the Floyd Bennett Airport in Warren County.</p>	<p><b>Service Providers - Brownfield:</b> Adirondack Upper Hudson River Brownfield Redevelopment; Glens Falls Brownfield Opportunity Areas; area, federal, State agencies; property owners; NYS Department of State; NYS DEC; Environmental Facilities; NYSERDA; US EPA; County DPW's; Lake George Park Commission; Capital Region Economic Development Council and subcommittees on roads, bridges, rail, cell-broadband, waste water, and water.</p>	<p><b>Utility Providers:</b> National Grid, solar companies, economic development organizations, consumers, Public Service Commission, Capital Region Economic Development Council, NYSERDA, alternative energy, organizations, and advancing wood biomass.</p>
<p><b>Housing Organizations:</b> Saratoga-North Country Continuum of Care, Adirondack Emergency Community Chaplains, Housing Assistance Council, Waite House - Youth at Risk, Adirondack Vietnam Veterans Housing, Catholic Charities, Family Services, and Conkling Center.</p>	<p><b>Nonprofit Transportation Providers:</b> Senior citizen transportation providers, medical answering services, family services, and Conkling Center (formerly Eddy Group).</p>		<p><b>Roads, Bridges:</b> County Department Public Works, NYS DOT, USDOT, Adirondack Glens Falls Transportation Council (MPO), and area government officials.</p>

## You Can Come Home Again

When Stephen and Rebecca Butters, both chefs, wanted a less hectic life, Rebecca's father, a local attorney enticed them to come home. Both trained chefs, they opened Morgan & Co. restaurant, that operates in a restored mansion in downtown Glens Falls. The building was rehabilitated by local contractors and local art hangs on the walls.



Photo: www.morganrestaurant.com

*Morgan & Co. operates in a restored mansion.*

They have joined local organizations like the Chamber of Commerce and promote their restaurant through Regional efforts like "Taste of the North Country." They show cartoons on Saturday morning to attract young families to brunch. They offer another in an increasing number of "cool and authentic" places that are attractive to the growing millennial population – a critical base to maintain and grow younger workers.



Photo: Pepe Productions

*Ed Bartholomew, CEO of the Adirondack Gateway Council.*

### Measuring Progress

Over the next year the Adirondack Gateway Council will set realistic and attainable benchmarks for the pathways to progress and will work with the community organizations implementing the goals and strategies to track accomplishments. Performance measuring helps evaluate the state of the Region's economy, as well as the effectiveness of the strategy and its implementation. Regular benchmarking against the Region, surrounding regions, and against comparable regions will be an important component of the ongoing work.

The Adirondack Gateway Council will tirelessly ask and answer two key questions: "How are we doing?" and "What can we do better?"

*Dedicated to the hardworking and independent thinking residents of Warren, Washington, and Northern Saratoga Counties.*

## ADDITIONAL PARTICIPANTS IN THIS PROJECT

- **Empire State Development Corporation:** Howard Zemsky, President & CEO; Kenneth Adams, former President & CEO; and Arnold Will, Acting Director
- **Center for Economic Growth:** Michael J. Hickey, interim President & CEO and Michael Tucker, former President & CEO
- **Capital Region Economic Development Council (CREDC):** James J. Barba, Co-Chair; Dr. Robert J. Jones, Co-Chair, President of University at Albany; Bill Hart, Washington County Representative; Vice President, Contoller Irving Tissue Inc.; Omar Usmani, CREDC Representative & Executive Partner, Aeon Nexus Corp; Andrew Meader, Warren County Representative, Director of Corporate Alliances, Six Flags/Great Escape; and Debabrata Mukherjee, PhD, Warren County Representative, President & CEO, Finch Paper
- **Pepe Productions, Glens Falls**
- **Warren County Tourism:** Kate Johnson, Former Director; Gene Merlino, Chairman Tourism, Supervisor Lake Luzerne; and Peter Girard, Creative Director
- **National Grid:** William Flaherty, Regional Director; Katie Newcomb, Lead Economic Developer; and Linda Hill, former Lead Economic Developer
- **Numerous Not for Profit Organizations and Associations,** as noted in the Housing Transportation Report

## CONSULTANTS

- **Agriculture & Healthy Communities:** Elan Planning, Design, & Landscape Architecture
- **Broadband/Cell:** ECC Technologies
- **Economic Development:** DCG Corplan Consulting
- **Housing & Transportation:** Dr. Ann Ruzow Holland
- **Infrastructure & Brownfield Reuse:** Barton & Loguidice
- **Pathways to Progress Plan Development:** River Street Planning & Development
- **Public Engagement:** Peter J. Smith and Company
- **Website Design/Development:** AdWorkShop
- **Graphic Design:** Room One Planning & Design

## STAFF

- Jackie Squadere and Crystal Lawrence

Thanks to EDC Warren County, City of Glens Falls/Glens Falls Local Development Corporation, and Glens Falls Industrial Development Agency for their in-kind services throughout this grant process.

