



TOWN OF EAST GREENBUSH: LAND USE PLAN UPDATE AND ZONING STUDY

August 2006

Prepared by: Erdman Anthony, Inc. and Behan Planning Associates, LLC



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Planning Community Futures

Overview: Background and Public Process



Introduction

The Town of East Greenbush's last comprehensive plan was completed in 1993, and remains a significant resource for the community now and in the future. The town has updated many aspects of its 1993 comprehensive plan as recently conducted separate corridor and resource studies. However, changes and growth within the community and the region precipitated the town board's interest in reviewing the plan's land use component to ensure that it is in harmony with the community's future land use vision for East Greenbush. The members of the public who participated in meetings, submitted written comments, and who responded to the town-wide survey echoed this interest and support for the town to continue to enhance East Greenbush's sense of community and sense of place.

This land use plan update and zoning study is focused on land use resources and produces a useful culmination of town-wide and specific area land use and zoning recommendations. It provides a summary of the existing conditions and issues pertaining to the town-wide land-use vision, as checked with the 1993 Town of East Greenbush Comprehensive Plan. This study offers a refined land use element of the com-

prehensive plan, as well as provides practical planning and zoning recommendations at the town-wide level and for specific focus areas.

In addition to this initiative, the town has completed a series of important planning studies that were considered in the preparation of this report. These studies include a wealth of detailed information that should be further “mined” in the future as related to recommendations from this study at hand. The following studies have been completed for the Town of East Greenbush prior to the preparation of this report, and should be noted:

- Town of East Greenbush Comprehensive Plan (1993)
- Mill Creek GEIS (2001) for 500-acre area located west of I-90, between Route 151 and Third Ave Extension
- Town of East Greenbush Recreation Master Plan (2002)
- Town of East Greenbush Route 9 & 20 Corridor: Master Plan Final Report (2003)
- Town of East Greenbush NYS Route 151 Corridor Plan (2004)

Concurrently, the town is conducting a Route 4 Corridor Plan study with the Capital District Transportation Committee (CDTC) to determine and evaluate transportation improvements to this high-traffic corridor. This study is slated to be completed in 2006.

Thus, the importance and value of this plan is to describe clearly the land use vision that the community desires and supports for the future. Developing a synthesized town-wide land use vision will help local and regional decision-makers and investors in the community, both private and public, to understand the community’s vision, goals and land use concepts. A clear land use vision articulated by the town will help private developers understand their options and it will also help regional, state and federal entities to better assist the town in reaching its goals.

Public Process

The town board appointed an advisory committee to conduct the planning process with guidance from its consulting team of Erdman Anthony, Inc. and Behan Planning Associates, LLC. Members of the committee included: representatives from the planning board, the town planner, the town supervisor, the town highway superintendent, the zoning board of appeals, the county planner, and a representative from the Capital District Transportation Committee. Committee meetings were scheduled monthly during the planning process.



To kick-off the project, the consultants conducted a public presentation to the town board at a publicly-televised town board meeting in August 2004. The purpose of this presentation was to build awareness of the project within the community.

Two public workshops were held at Red Mill Elementary School to solicit input on various phases of the land use plan update: one on October 27, 2004 and one on November 17, 2004. The purpose of these meetings was to review existing conditions and brainstorm land use and zoning issues and opportunities. Workshop participants examined the town in sub-areas as follows: Route 9J,/Hudson River/Ridge Road; Rural East Greenbush; 9 & 20 in two sections; and Route 4 in two sections.



Further, a town-wide community survey was developed and mailed to landowners and residents in January 2005 to inform them of the ongoing project and broaden participation. About 5,000 surveys were mailed. Many consistent themes were echoed in the 1,184 survey responses received. The top concerns revealed by the survey were traffic problems, taxes, build-out of Route 4 and 9 & 20, a disproportional amount of vacant commercial buildings, and the rates of both residential and commercial growth. Residents generally felt positive about the convenience and options the town has to offer, the YMCA and library area of town, and the road improvements that have been made on Route 9 & 20. 65% of respondents feel that it is very important that natural resources be protected during development, and 72% feel that commercial design guidelines should be used to protect the aesthetics of the town. 76% of respondents believe pedestrian and bike trails and sidewalks need to be enhanced, specifically along the major corridors in town (Route 4, 9 & 20, 3rd Ave. Extension, etc.). Approximately half of the respondents live near Route 9 & 20, and over ¾ have lived in town for 10 or more years. Many people expressed appreciation in having the survey conducted. A sample of the survey questionnaire and a summary of the results is included in Appendix B.

Next, a public meeting was held on June 13, 2005 at the Genet School on the presentation of the draft land use plan concepts and recommendations. Following this third public meeting, a draft plan report was drafted for the committee's review. A public presentation was made to a joint meeting of the town planning board and zoning board on August 17, 2005. The planning board made a recommendation for the town board to adopt the plan. The town board formally accepted the draft plan/DGEIS on September 14, 2005. The draft plan document was made available to the public at the East Greenbush Community Library and the town clerk's offices at town hall.

The town board conducted a public hearing on the draft plan/DGEIS on October 12, 2005 at the Town of East Greenbush Town Hall at a regular town board meeting. A number of residents spoke about the plan, and primarily highlighted the need for the town board to follow-through and actually implement the plan to ensure the planning and zoning concepts and recommendations are acted upon. Residents are interested in design guidelines and also requested closer study prior to making changes to the Hudson River Waterfront and Route 9J. The Rensselaer County Bureau of Economic Development and Planning reviewed the plan as an advisory opinion, and determined that the plan does not have a major impact on county plans and supported the local plan, in a document dated November 7, 2005.

Use of this Plan

This town land use plan should be utilized as the basis for future town land use decision-making. The town's body of laws and regulations including subdivision regulations and zoning regulations should be evaluated and amended as needed to ensure compatibility with the intent of this document.

This plan is recommended to be re-evaluated within the next five to 10 years as needed to determine if it is still current with the community's values and goals.



Existing Conditions

Unique Locational Advantages

The Town of East Greenbush is situated along the Hudson River immediately south of the City of Rensselaer in Rensselaer County, New York. Its advantageous proximity to two of the region's major population and job centers, the cities of Albany and Troy, has in recent years made the town an attractive location for residential settlement. The town's total land area is about 24.29 square miles or 15,545 acres.

With the convenience of Interstate-90 and its exit in East Greenbush (Exit 9), and close proximity to exits in neighboring DeFreestville and Schodack, living in East Greenbush provides citizens with easy access to jobs in the Capital District – in downtown Albany, other regional state offices, the growing regional high-tech economy, and the multitude of educational institutions in the area.

In addition, the town is within minutes from the nearest Amtrak passenger train station in the City of Rensselaer, offering transportation options to the Northeast Corridor and the nation. It is possible to travel by Amtrak from Rensselaer to Manhattan in about two hours. The town is also a close drive to the Albany International Airport..

The town's western boundary follows the Hudson River -- a tremendous natural feature offering recreational opportunities and economic advantages, particularly with the town's small port facilities associated with the Port of Rensselaer. The long-term view of the river may offer future creative river front advantages.

According to Census 2000 data, East Greenbush's population is approximately 15,560; this is a change illustrating an increase in population by about 20.5% from the 1980 census population of 12,913 (Capital District Regional Planning Commission, 2000).

Recent Growth Trends and Patterns in East Greenbush

As mentioned in the previous section, one of the driving forces behind this study is the extensive amount of change that the town has been undergoing in recent decades, particularly in the form of new commercial and residential growth. East Greenbush's proximity and convenience to the state capital make it a desirable location to live, which has in turn driven the demand for new retail and commercial services within the town. Additionally, the town's proximity to downtown Albany and other technological centers in the region combined with its available open lands have also made it attractive for the expansion of technological and institutional development.

Commercial growth has been strong along Route 4, specifically at the town's border with North Greenbush, as well as near Exit 9 and the intersection of Route 4 with Route 151 (Couse Corners). A portion of this new growth has been in the form of "big box" or large-scale retail such as Wal-Mart, Target, and Home Depot. New commercial growth also includes shopping centers with a combination of food and retail services, as well as larger hotels and restaurants.

While new commercial growth has increased in focus on Route 4, particularly at Exit 9 and north of I-90, Route 9 & 20 has not received the same level of commercial pressure. How-



Panera Bread is one of East Greenbush's newest additions along the Route 4 corridor. This store is located in an existing strip mall and compliments several existing establishments.



Newer development along Huntswood Lane in the southern part of town, between Routes 9 and 20 and I-90.

ever, there are several new housing and commercial projects proposed for the 9 & 20 corridor in the future. Much of the existing lands along Routes 9 & 20 have the potential for development, with infrastructure and amenities on-hand and opportunities for nearby neighborhood connections.

Rural areas of the town have experienced growth in residential development in recent years, with the addition of several newer residential subdivisions along former country roads and farm fields. Residential development is being proposed at the edges of the residential zoning district (RB), with and without water and sewer service, in areas of town that have a more rural character than the traditional settlements that developed along Route 9 & 20 in the early 1900s.

Housing Trends

The majority of housing units in East Greenbush are single-family homes (5,086 of 6,576 total units, or 77% . Data from 2000 indicate that the median housing value for owner-occupied units is \$110,000, with the majority of homes ranging from \$50,000 to \$99,000. (Source: 2000 Census data and Capital District Regional Planning Commission estimates). However, the real estate market has heated up in the past five years and the median actual is expected to be significantly higher based on knowledge of sales values in other Capital District communities.



Aerial photograph of SUNY Albany East Campus, part of the new technological investment in the town.

According to the town's Building Department, there has been increased interest in multiple dwellings in the past few years. Multiple dwellings include duplexes, twin homes and town homes, for example, and are generally developed at more affordable rates than single-family detached homes. Additional interest in in-law apartments, again indicates a trend towards affordability and also hints to the town's potential demographic shift as the baby-boomer population begins to age. Filling the needs of these shifting demands will require potential zoning changes to allow for these types of uses within existing residential zoning districts, or in mixed-use neighborhoods.

New Technology and Economic Growth Opportunities

The Town of East Greenbush is one location in “Tech Valley” that is experiencing related growth in the technology sector. Located in eastern upstate New York, “Tech Valley” is a regional corridor of high-tech research and development, including several other focal areas.

A major face of change in town is the burst of growth at the University at Albany’s East Campus at the northwestern gateway to town. This campus is located at the town’s border with the City of Rensselaer, adjacent to the Clinton Heights neighborhood. Existing and new facilities are under construction for bio-technology research and development at the University at Albany’s (SUNY) East Campus Technology Park, located on the north end of Routes 9 & 20. New facilities are also under construction at the existing East Greenbush Technology Park located on Upper Mannix Road and Route 4, due east of I-90.

Immediately north of East Greenbush, on Route 4 in the Town of North Greenbush, is the Rensselaer Technological Park. This park is affiliated with Rensselaer Polytechnic Institute (RPI) in the City of Troy and focuses on the link between industry and education. Other nearby sites include the University at Albany’s (SUNY) NanoTech Center in the City of Albany, and the proposed Luther Forest Technology Park in the Towns of Malta and Stillwater.

East Greenbush has been actively seeking commercial and corporate offices development in and off of northern Route 4. Recent growth along Route 4 includes Albany International and the Health Association of New York State, for example. These corporate offices are located along the western side of Route 4 and enjoy scenic views of the town’s Mill Creek area, small hills, and a sweeping view of downtown Albany in the distance. Commercial retail growth along Route 4 also includes Holiday Inn Express, Cracker Barrel, and SEFCU, among others.

Community Infrastructure

Water and sewer is available primarily within the western/central part of town, west of I-90, and a very small area adjacent to and east of Route 4. The town’s public water supply is purchased from the City of Troy and serviced through the East Greenbush General Water District. The ultimate source of water is the Tomahannock Reservoir in the Town of Pittstown, east of Troy. This water source is supplied to the town of East Greenbush through facilities jointly owned by the town and the City of Rensselaer.

The Hampton Manor Water District serves residential communities through wells. Further study of the capacity of existing water supplies, as well as potential expansion of water services may be necessary to accommodate future residential demands within the town. Water district boundaries are illustrated on the Water District Boundaries Map (Appendix C).

Four major sewer districts serve the town: the General Sewer District, Hampton Manor Sewer District, Couse Sewer District and Third Avenue Sewer District and are noted on the Sewer District Boundaries Map (Appendix C). The town's sewage is treated at a secondary treatment facility located on the southern side of Route 9 & 20, near the town's border with the City of Rensselaer.

Transportation Patterns and Trends

Land use trends started shifting in East Greenbush with the construction of I-90, the regional highway that traverses East Greenbush and many other Rensselaer County towns. The creation of Exit 9 as a direct route between I-90 and the town's central area was important to residents and businesses. However, Exit 8 in DeFreestville is very close and Exit 10 in Schodack leads to Route 9 & 20, another route to reach East Greenbush.

Due to the I-90 exit and easy access, growth pressures are increasing along Route 4 in close vicinity of Exit 9 and northward primarily along the west side of Route 4 North. Corporate offices and highway commercial uses have been developed along Route 4, including a major regional commercial retail area at the intersection of Route 4 and Route 43 (Third Avenue Extension).

Major through roadways in town (historically and currently) include Route 9 & 20, Route 4, Route 151, Route 9J, and Route 43 (Third Avenue Extension). Town roads used for



Route 9 & 20

local and regional connections include: Elliot Road, Hayes Road, Phillips Road, Gilligan Road, Best Road, Sherwood Avenue, and Ridge Road.

Routes 4 and 151 have increased in importance to the town as a major corridor in relation to the I-90 corridor and the increasing importance of East Greenbush as a regional residential community and job center. Also, NYS 151 connects the City of Rensselaer through East Greenbush to Route 150 in the Town of Schodack. The town and state departments of transportation, with private landowners/developers and the East Greenbush School District, will be advancing recommendations of the previously completed Route 151 Corridor plan to improve pedestrian facilities and traffic management and overall pedestrian and vehicular safety.

The New York State Department of Transportation (DOT) has implemented some of the recommendations from the 2003 Town of East Greenbush Route 9 & 20 Corridor Master Plan related to transportation system improvements along Route 9 & 20. Specifically, improvements from the northern end of the corridor, south to the intersection with Route 4 have been implemented. These improvements were noted in the January 2005 community survey as the second-most liked feature in the town. The segment of Route 9 & 20 below Route 4 has yet to undergo improvements by DOT.

Notably, the unique, historic character and the town's vision to enhance a sense of place in "East Greenbush" in the vicinity of Hayes Road and environs, in the southern segment of Route 9 & 20 should be a key component of any design program for future transportation-related improvements.

Regional Trails Network

Route 4 is identified as a segment of the greater regional Hudson River Valley Scenic Byway. The designation is linked to the fulfillment of the scenic byway's corridor management plan. Additionally, Rensselaer County has identified several roadways in East Greenbush as part of the Rensselaer County Bicycle and Pedestrian Priority Network: Route 43 (Third Avenue Extension); Route 4; Route 9 and 20; Route 9J; and Route 151. This potential trail network is illustrated in the Environmental Features Map (Appendix C). Pedestrian and bicycle trail improvements are important to the community. Over 75% of community survey respondents indicated that they are in favor of bicycle and trail improvements.

Hampton Lake



Natural Setting

The town's picturesque and natural setting has enticed many people to live in East Greenbush. Streams and waterfalls, picturesque hills that afford panoramic views, parks, open space and farmlands are just a few of the town's many natural assets. The Environmental Features Map (Appendix C) illustrates the town's major streams, hills, wetlands, and parks, as well as scenic byways and potential pedestrian and bicycle connections. Additionally, the Topography and Slope Map (Appendix C) depicts the town's overall topographic patterns.

Hudson River, Streams and Waterfalls

The Town of East Greenbush enjoys extensive water resources including creeks, streams and waterfalls which flow into the Hudson River. The Hudson River is the largest water feature in the town, and forms the western border of town. Route 9J travels roughly parallel to the Hudson River. Papscanee Creek extends along the southern edge of the town parallel to and east of the Hudson River and forms a unique marsh habitat and island that provides important breeding and migratory habitat for birds and other wildlife.

Mill Creek is a major stream centrally located in town, and its tributaries flow through the town from east to west and enter the Hudson River at the City of Rensselaer. Several waterfalls are located along the creek and are valued by the local community. The Moordener Kill (north branch) flows through the southwest

portion of the town continuing through Schodack and eventually flowing into the Hudson River north of the village of Castleton-on-Hudson. This creek is a prominent feature flowing adjacent to the town park. The 13-acre Hampton Manor Lake is the central landscape feature upon which the Hampton Manor neighborhood was built. It includes a neighborhood park and lakeshore drive, and the lake provides fishing opportunities with stocked Largemouth Bass.

Wetlands and floodplains within the town generally correspond to water features, with a predominant pattern of wetlands occurring along the western portion of town adjacent to the Hudson River. The eastern portion of the Hudson's shoreline is part of an extensive marsh and creek system known as Papscanee Island Nature Preserve. Other isolated patches of wetlands occur along Mill Creek and Moordener Kill, especially in the western, more rural parts of town.

Scenic Ridges and Hills



Olcott Hill (on the left) and panoramic views of the Albany skyline.

The topography of the town has historically been a defining feature of settlement. The early roads such as Route 9 & 20, were laid out in the valleys and flatlands that are surrounded by gentle slopes and hills. Prominent hills within the town include Rysendorph, Olcott, Hallenbeck, Grandview, and Teller Hills.

Rysendorph Hill and Olcott Hill are in the western portion of town and form a visually interesting foreground to the backdrop of the Albany skyline that is visible from Route 4. Hallenbeck Hill is the primary feature of the town park and along with Moordener Creek, provides for a diverse and interesting setting. Grandview and Teller Hills are high points along a steep ridge that runs parallel to and east of the Hudson River.

Woodlands

Excepting the more developed portions of East Greenbush, a significant amount of the town's land area is composed of woodlands and forest cover. Woodlands extend throughout the town, especially in the undeveloped sections and the more rural (eastern) section of town, but also especially along the western hills (Grandview and Teller Hills) and their environs.

Parks and Permanently Protected Open Space

The town owns and operates a recently expanded East Greenbush Town Park, located on Town Park Road, off of Elliot Road along the North Branch of the Moordener Kill in the southern area of town. A town-wide Parks & Recreation Master Plan was completed by the town in 2002. Additional neighborhood parks are scattered throughout



Right: Aerial view of the Hudson River with Papscanee Creek and Island in the middleground.

the town, including Hampton Lake Park, Onderdonk Park, Ontario Park, Woodland's Eckman Park, and Prospect Heights Park. In addition, the Open Space Institute (OSI) and Rensselaer County own and manage the Papscanee Island Nature Preserve, about 150 acres and seven miles of trails along the Hudson River.

Farms and Farm Heritage

While much of the town's land area used to be comprised of active farms, farmlands are being converted to residential uses in many parts of town. Existing farms are concentrated in the rural area of town, mainly near and east of I-90. Best Berry Farm, located along Best Road, is one of the several diverse farm operations in the eastern portion of town; its products are sold in local farmers markets. Another example of East Greenbush's agricultural heritage is the horse farm located on Elliot Road. Active farms and agricultural lands also exist along the Hudson River waterfront area and along Route 9J in the southwest portion of town, including Webb Farms, which is located near the Hudson River waterfront. Gold Krest Farms operates a farm market on Route 9J.



***Top:** a picturesque barn along the rural Phillips Road; **Bottom:** Gold Krest Farm; **Left:** Becker's Farm.*



Notably, one greenhouse/farm operation located at the intersection of Phillips Road and Gilligan Road is close to expanding neighborhood development. Midway along Route 9 & 20 is Becker's Farms, providing a green respite from the extensive developments along a busy roadway (across from the Price Chopper/Columbia Plaza and Forest Pointe development). Other small, seasonal farm markets are located along Route 9 & 20. The neighboring towns of Sand Lake and Schodack have a more defined core of farmlands and agricultural activity.

History & Early Settlement Patterns

East Greenbush has its modern-day roots in agriculture, predominantly as a producer of grains and fruits.

The earliest settlements in the town were in the hamlets of Luther, Best, Couse Corners and East Greenbush. The East Greenbush hamlet at the southern end of Route 9 & 20, near the town's border with Scho-dack, was the most defined early settlement, with important buildings such as the Greenbush Dutch Re-formed Church, pictured right.

Most of the town's roadways were rural and connected farmsteads to the larger regional network. Columbia Turnpike was laid out as part of the original "Boston and Albany Post Road," in the early 1800's. This was an important regional highway with connections to Albany from the east, and served as a "farm-to-market" road, connecting the local farmsteads of the town with the more populated areas of the region. To understand its importance, until the completion of the Massachusetts Turnpike and the Berkshire Spur of the NYS Thru-way in the 20th century, Columbia Turnpike was the main route between Albany and Boston.

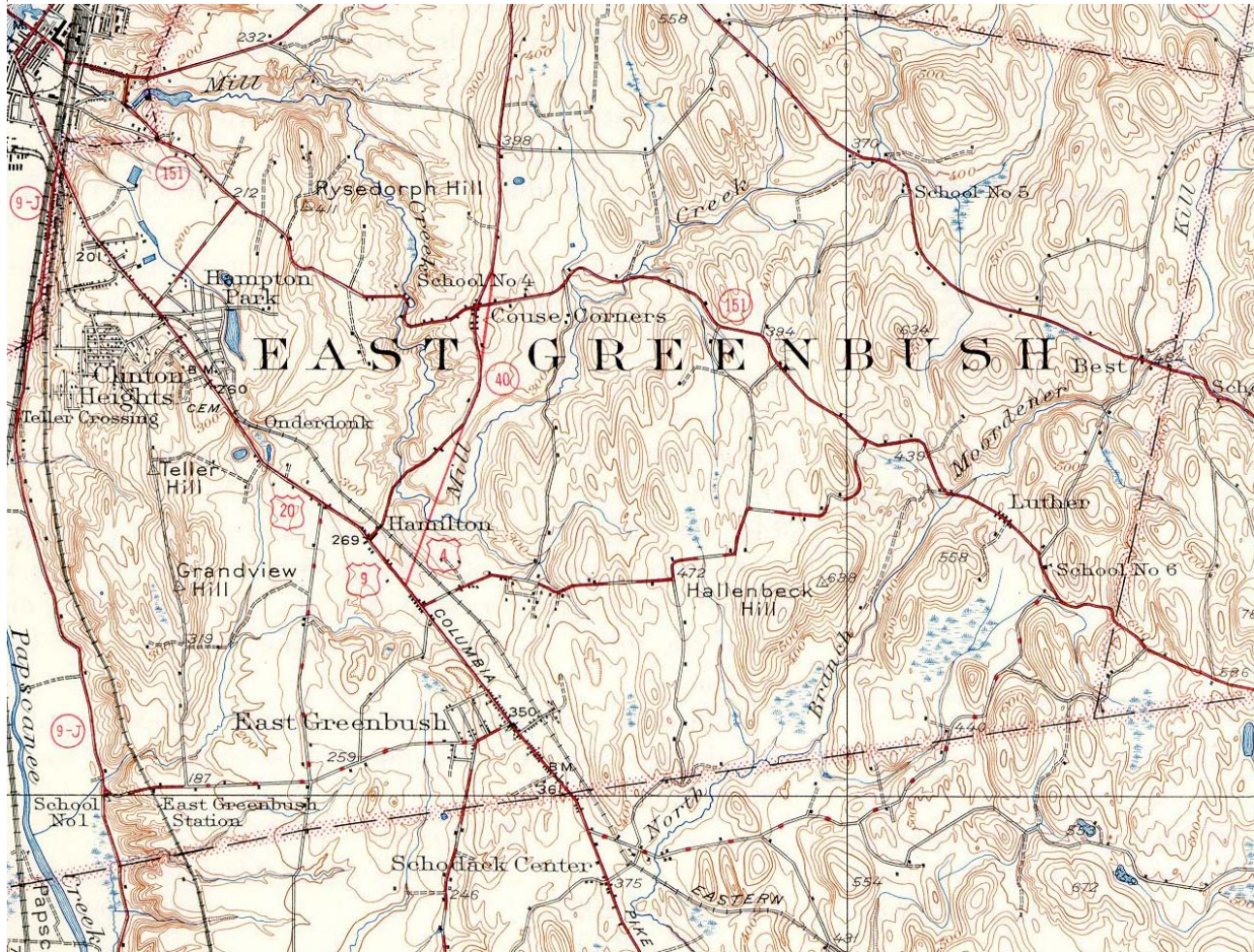
Keeping pace with the rest of the country, in the middle and latter portions of the 1900's the town's growth patterns became more suburban. Additional residential and commercial growth spread outward from Route 9 & 20, and later along Route 4 and its environs. The construction of I-90 and the subsequent road connections also contributed greatly to the more modern-day patterns of growth and settlement in East Greenbush. This changing pattern reduced Route 9 & 20's importance as a commercial corridor allowing Route 4 to attract interest due to its proximity to I-90's Exit 9. In more recent decades, highway-type businesses, and larger-scaled shopping centers have located along the roadway as it continues to grow in importance as a commuting corridor to downtown Albany and other focal points for Capital District jobs.



The Greenbush Dutch Reformed Church in the hamlet of East Greenbush is a significant building that adds to the unique sense of place.

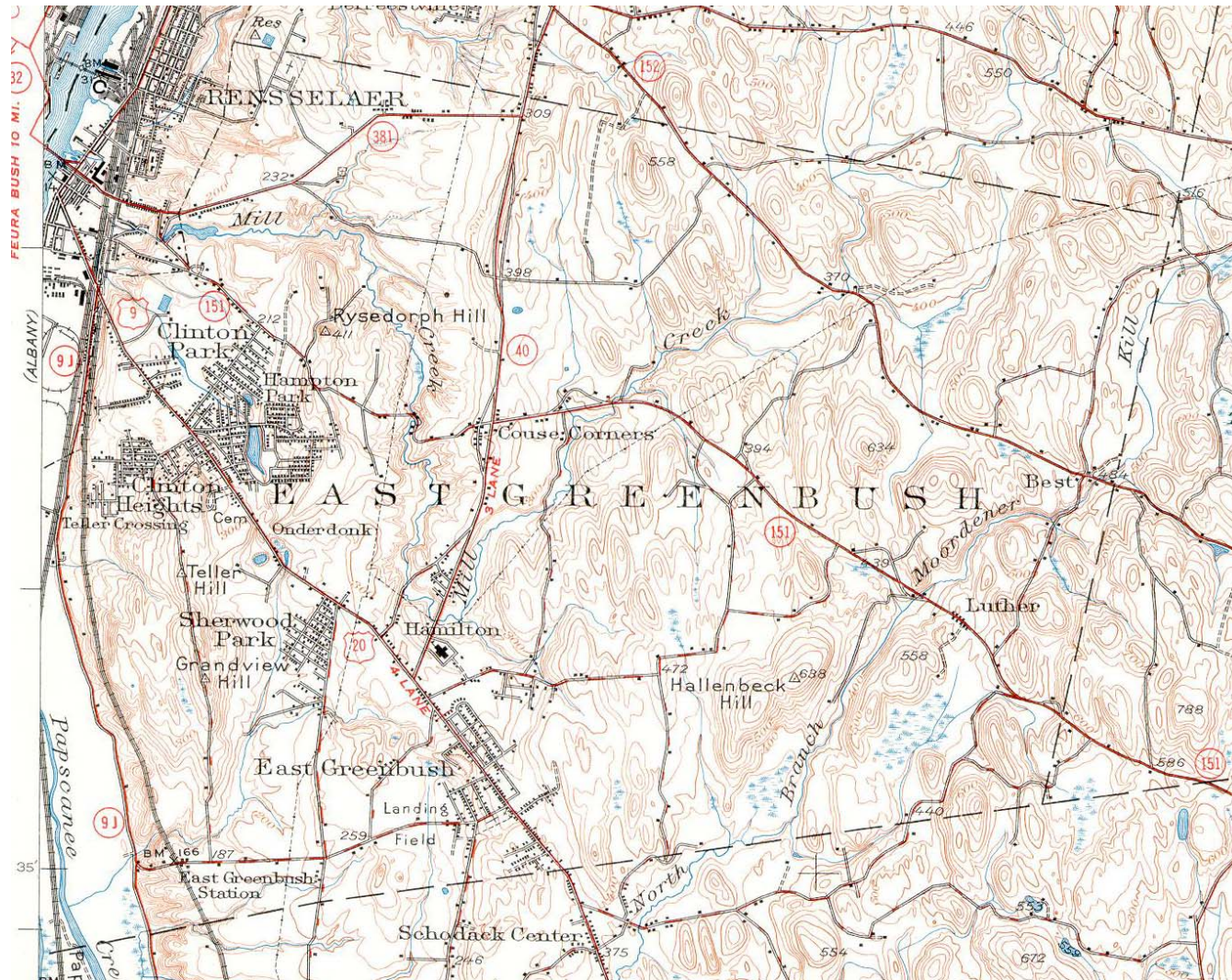
A View of East Greenbush: 1928

Map depicting the early settlement patterns of the town, at this time mostly agricultural. Columbia Turnpike was the main thoroughfare and served as a "farm-to-market" road, proving connections between the active farmlands and more urban destinations of Albany and Rensselaer. Neighborhoods formed along Columbia Turnpike, with the beginnings of suburban development at Hampton Park (Hampton Manor Lake) and Clinton Heights, and the neighborhood that would eventually become Clinton Park. Railroads ran parallel to the Hudson River as well as east of Columbia Turnpike. The eastern part of town, similar to today, was composed of rural roads and farmsteads. Best Road, Route 151, and Eliot Road were lined with sparse rural settlements. Small rural hamlets existed at roadway intersections: Couse Corners, Best and Luther Corners. The larger hamlet of East Greenbush was maturing along the southern portion of Columbia Turnpike near Schodack. Source: USGS



A View of East Greenbush: 1950

Similar view 22 years later. Most of the original patterns are retained, with the eastern portion remaining very rural and sparsely settled and the majority of development along Columbia Turnpike. The hamlets of Luther, Best and Couse Corners have become more defined, and the East Greenbush hamlet is growing in importance. Existing suburban developments (Hampton Park and Clinton Heights) along Columbia Turnpike are expanding while the new suburbs of Clinton Park and Sherwood Park are forming, as well as the Hamilton neighborhood and homes along Route 4 and Old Troy Road. Source: USGS



Existing Land Use

The Existing Land Use Map (Appendix C) depicts the current land uses as identified from land use codes in the town's tax parcel assessment data. Residential and vacant lands are the two most predominant land uses within the town. Residential land use is concentrated within clusters of neighborhoods along Route 9 & 20, Third Street Extension, Route 4, Route 9J, and in the eastern part of town along Best Road, Luther Road and the lands in-between the two roads. Agricultural land use occurs predominantly east of I-90 and also in the southwestern part of town along Route 9J. Commercial land use is concentrated along the major roadways: Route 9 & 20, Route 4, and to a lesser degree on and off of Route 9J.

Community services including schools, cemeteries and parks are located throughout the town, with three of the major public schools located along Route 9 & 20 and the remaining public school located in the vicinity of Couse Corners, north of Route 151 and east of I-90. Industrial land use mainly occurs along the northern and southern parts of Route 9 & 20, as well as in the northern portion of Route 4. Other land uses occur throughout the town in lesser quantities. Land use patterns are discussed throughout this plan in more detail.

Existing Zoning

The Existing Zoning Map (Appendix C) illustrates the town's existing zoning districts. The majority of the town is within the Residential-Open Space District (R-OS) and Residential Buffer District (R-B). The R-OS District composes most of the eastern portion of the town, including much of the lands surrounding the scenic rural Best and Luther Roads. The intent of this district is to support open space and agricultural land uses and low-density residential uses that support the rural character of the area. This district permits a density of one dwelling unit per two acres and is without public water and sewer services. The R-B district is similar in intent to the R-OS district except that it permits somewhat denser development of one dwelling unit for every



Top: The Coastal Industrial (CI) zoning allows for intensive industrial zoning along the Hudson River waterfront. **Bottom:** The A-R district supports agricultural uses while allowing for low-density residential development.

one-and-a-half acres. Development within the R-B district can occur in areas with and without water and sewer, and the area and bulk requirements differ for both. Smaller portions in the eastern and western portions of town are within the Agricultural-Residential District (A-R), which permits development on a much less dense scale of one dwelling unit per five acres.

Other residential districts within the town include Residence Districts 1, 1A, 2, and 3, currently which allow for higher densities of 4, 5, 6, and 12 dwelling units per acre respectively. These districts primarily occur within the traditional neighborhoods along Route 9 & 20, and the southern portion of Route 4, including Old Troy Road. Most of the traditional neighborhoods along Route 9 & 20, such as Hampton Manor, Sherwood Park and Clinton Heights are within the R-2 District. The Town also includes a small PDD District which is located in the southern portion of town along Route 9 & 20 near the town's border with Schodack.

Commercial/Business Districts within the town include: General Business District (B-2), Neighborhood Business District (B-1), and Personal/Professional Business District (PPB). These business districts are primarily located along Route 9 & 20, and also at the intersection of Route 4 and Route 151 (Couse Corners).

There are several corporate office zoning districts within town: Corporate Office (O), Corporate Office/Regional Commercial (OC), Corporate Office/Light Industrial (OI). These districts are focused on the northern end of Route 4 and along Mill Creek. An additional OI district is located at northernmost portion of Route 9 & 20 near the town's border with Rensselaer (SUNY Albany East Campus) and also near the intersection of Old Troy Road and Route 4.

Industrial zoning districts include the Coastal Industrial District (CI) and the Corporate Office/Light Industrial (OI) District. The CI district is located along the Hudson River waterfront and adjacent to the Port of Rensselaer. The OI district was discussed in the above paragraph.

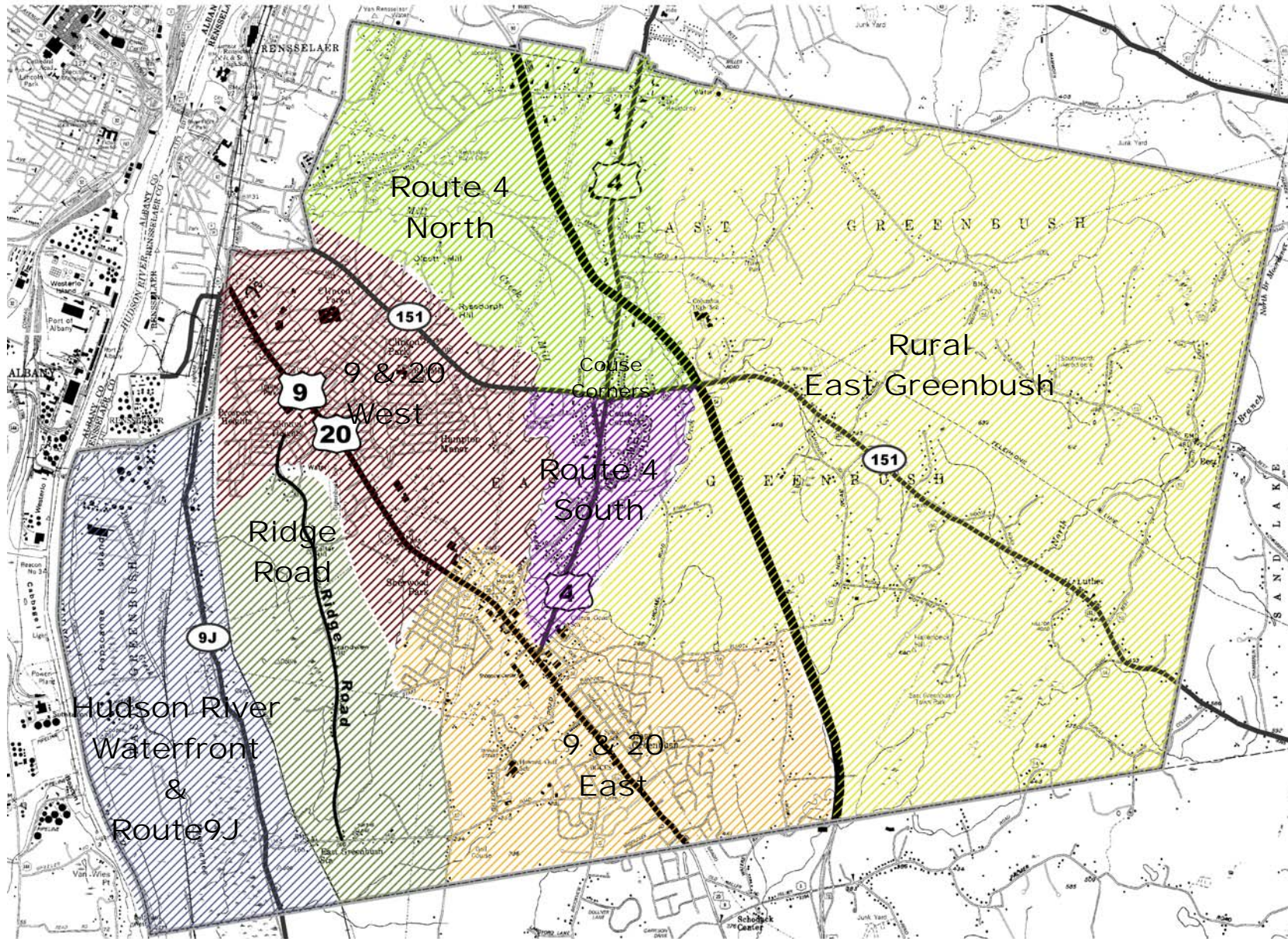
Character Areas and Recommendations



The following section presents an overview of the five major character areas within the Town of East Greenbush; a discussion of the major planning and zoning issues identified by the public; planning concepts; and land-use recommendations. These areas are conceptually depicted on the *Character Areas Map* on the following page. The character areas are as follows:

- 1. Rural East Greenbush**
- 2. Hudson River Waterfront and Route 9J**
- 3. Ridge Road vicinity**
- 4. Columbia Turnpike (9 & 20)**
- 5. Route 4 (North and South) including Couse Corners**

Map 1: Character Areas of East Greenbush



1. Rural East Greenbush

Character Area Description and Issues Identification

The eastern area of the Town of East Greenbush, primarily due east of I-90 in the south and Route 4 in the north, may best be described as primarily rural, scenic landscape character with low density of people and housing. The rural character includes active and former farm fields and agricultural heritage, older farm houses and barns, rolling hills and topography, and woodlands. The area is primarily settled with single-family houses dispersed intermittently along rural roads, yet some newer suburban-type developments have been taking shape in more recent years.

Rural East Greenbush also includes recreational amenities, such as Camp Is-Sho-Da located along Upper Mannix Road, and the Town Park. Camp Is-Sho-Da's location includes significant environmental features such as streams and hills. The East Greenbush Town Park is located east of I-90, off of Elliot Road. Its location in the vicinity of Hallenbeck Hill and along the banks of the North Branch Moordener Kill helps to protect valuable environmental resources while allowing for important recreation benefits.

Notably, Columbia High School also is located in this area, however the immediate area of Columbia High School and the Couse Corners intersection of Route 151 and Route 4 will be discussed in detail in the Route 4 section of this report.

Best Road is an example of the number of scenic roads that flow through rural East Greenbush. This area of East Greenbush includes two examples of early historic settlement at Best, located along Best Road, and Luther, located along Luther Road (Route 151). The older homes and businesses in the vicinity of these two settlement areas of Best and Luther, as well as some of the older homes, farms, barns and farmsteads offer contributing elements to the unique charac-



Avian Meadows, an example of a cluster residential subdivision that has been developed in East Greenbush.



Above: Aerial photo depicting the rural character of the rural East Greenbush character area, with Route 151 in the middleground and background. Evident beyond I-90 and Columbia High School is the predominant landscape composite of woodlands, farmlands and rural roadways.

ter of the historic rural landscape of the community. The rural character of the landscape continues into adjacent Sand Lake east of East Greenbush, and into the eastern extent of North Greenbush.

The rural East Greenbush area is interspersed with primarily intermittent, low-density, single family residences and patterns, and retains a countryside character. To date, a few cluster residential developments have been developed or proposed. Cluster subdivisions and the creation and maintenance of open space for use by the neighborhood, or by the public if so designated, is an issue that has been identified through the planning process as warranting future clarification and ease of use.

One notable exception to the dominant landscape pattern of this eastern area is the development of corporate offices along the south side of Upper Mannix Road near the intersection of Route 4 (North) and I-90. This new corporate office pattern and land use is part of a planned development known as the East Greenbush Technology Park that has been developed or is under construction/or proposed along and immediate to I-90. Residents in the vicinity of the East Greenbush Technology Park and eastern rural areas continue to be concerned about impacts to rural character, traffic, and residential character.

The current zoning for this rural landscape is primarily Residential-Open Space (R-OS) and Agricultural-Residential (A-R) in support of the keeping of this rural character and remaining active agriculture and farming heritage. At the edge of this area is the Residential Buffer (R-B) zoning district. The public input received for the rural portion of town was essentially to maintain the existing landscape patterns and try to “keep it as it is.” However, the potential density and pattern of the R-OS zoning could present a residential pattern of single-family homes that may not be capable of protecting the rural character. The R-OS zoning, which is primarily intended to support agricultural, rural and open space land uses, also allows for low-density residential development of 1 unit per 2 acres. This type

of density can lead to suburban-style development patterns, which, when repeated across the landscape, can alter the rural character of the town.

Land Use Vision

The vision for the rural East Greenbush area is to conserve the scenic, agricultural character and key natural resources and develop at a low intensity in this existing residential area of town. The historic and agricultural heritage of this area, including the settlement areas and patterns of Best and Luther, should be conserved for their contribution to the unique, rural character. Scenic views and landscapes along the area's roadways are also important to the overall character of the area.

Recommendations

Within the rural East Greenbush character area, the major recommendations are focused on obtaining a balance between growth and protection of rural character. Revisions to zoning and development controls, as well as illustrative tools such as design guidelines can help to ensure that future development is in harmony with the vision for rural East Greenbush.

- Protect/conservelandscape views and rural character along scenic roadways. Provide for vegetation buffers as part of future development.
- Improve the cluster subdivision regulations and/or create a conservation subdivision incentive zoning regulation that will be applicable for RB; R-OS; and AR zoning districts. Develop a clear conservation design and site layout process to define and achieve the important open space lands to be protected/conserved.
- Develop rural design/conservation design guidelines for development in this area of town to be protective of the rural character during site layout and design.
- Particularly within the R-OS zoning district, analyze the potential build-out and impacts to the existing character to determine whether the build-out will be able to sustain the desired vision for rural character. The current land use pattern (2-acre lots) that is supported by the zoning may not actually achieve the

2. Hudson River Waterfront & Route 9J

Character Area Description and Issues Identification

The Hudson River shoreline is the town's westernmost border and extends in the north from the town's border with the City of Rensselaer to the border with the Town of Schodack in the south. The waterfront edge is defined by two railroad corridors and Route 9J, which form the built eastern edge of the waterfront area.

Hudson River Shoreline Setting

The Town of East Greenbush enjoys approximately three linear miles of waterfront along the Hudson River, as well as the natural features of Papscanee Island; significant area within the floodplain area; extensive New York State Department of Environmental Conservation-regulated freshwater wetlands located along the river and along Route 9J; the Papscanee Creek; and other streams and drainage flowing towards the river. The northern half of the waterfront closest to the City of Rensselaer is characterized by industrial uses, farming, a farm stand on Route 9J, some existing commercial uses, river channel dredge spoils, and includes open lands. The southern half of the waterfront, closest to the Town of Schodack, includes Papscanee Island, a significant habitat for wildlife and a protected nature preserve open for public access seasonally and owned by the Open Space Institute (OSI) and Rensselaer County. Additional farmland and some residences surround the island. Due south of East Greenbush, in the Town of Schodack, is a new public park, Schodack State Park, that includes a public access boat launch area.

Route 9J Corridor and Two Rail Lines

New York State Route 9J was identified by the public as a scenic roadway with expansive views of farmland and downtown Albany. Views from along Route 9J include a primarily flat landscape toward the river, woodland views of Grandview Hill, and a continuous ridge that runs parallel to Route 9J. The visual edge of this area is Grandview Hill and the linear

ridge above this flat area that runs parallel to Route 9J.

The southern portion of the Hudson River shoreline and southern 9J is primarily composed of wetlands and farmland. Gold Krest Enterprises Farm Market is currently located along Route 9J, as well as a few residences and businesses. Route 9J is primarily a green corridor and includes scenic views of downtown Albany to the north. In addition to Route 9J, two rail lines traverse through this western part of town in a north-to-south orientation: Amtrak (passenger) and Conrail (freight). Although there are no passenger rail stations located within the Town of East Greenbush, the nearest Amtrak passenger rail station is close by in the City of Rensselaer.

Land Use Patterns

West of the northern end of Route 9J, industrial, port-related land uses in town have been situated along the Hudson River within the Port of Rensselaer industrial area for major oil tank storage to take advantage of the port and river transportation opportunities. In addition, a commercial freight rail line is located immediately adjacent to and accessible to the town's industrial port area, and continues northward into the City of Rensselaer. The town currently has a Coastal Industrial Zoning District (CI) which includes approximately half of its waterfront lands along the Hudson River and as far east as about Route 9J. However, the lands within this CI zone are not all currently used for industrial purposes. A few major oil tank facilities are located at the northern end of the CI zoning district, and one additional oil tank facility is located mid-way along the Hudson River and is surrounded by farmlands and open lands. There are currently no water or sewer services in this area of town.

Farming has had a long history as a land use in this vicinity of town due to the natural soil conditions and setting along the Hudson River. Farming continues along the river

Left: aerial view of the Hudson River waterfront, showing the industrial, port area in the north, the more open farmland and vacant lands in the middle, and the natural area of Papscanee Island and Creek in the south. Route 9 J runs parallel to the river and two rail lines run parallel to Route 9J,



primarily in the middle and southern end of this area. One farmland parcel within this area has been permanently preserved through a conservation easement.

Other land uses within the CI zone include a hazardous waste clean-up site and land used for maintenance (and dredging spoils) of the navigational channel of the Hudson River and Port areas owned by New York State Department of General Services. The concentration of industrial port land use in the vicinity of East Greenbush has been the greatest immediately north of East Greenbush in the adjacent City of Rensselaer and Port of Rensselaer, with much less industrial land use occurring in the Town of East Greenbush. The existing industrial land uses nearest the city and port are a job base and offer economic benefits that should be noted.

The major concerns raised in this area relate to natural and human-imposed development constraints along the waterfront area and the potential use of the area for more intensive industrial uses, or alternatively, for new waterfront-compatible uses. The natural features pose development constraints related to the extensive river floodplain, clay and hydric soil conditions, steep slopes in some areas along the Hudson River and east of Route 9J, streams and wetlands. There have also been significant incidents of extensive tidal river flooding along the Hudson River with the most recent episode in 2001.

Currently, there are active river-related uses with the Albany Port Authority and the New York State Office of General Services related to the port turning basin and bays that are maintained for Hudson River flooding control and navigational channel maintenance activities. Contending with the future clean-up of a hazardous waste site (former BASF/Sterling) under the regulatory purview of the New York State Department of Environmental Conservation and in concert with the landowners is also a key concern.

Both roadway and public access to the waterfront area is limited. A former at-grade railroad crossing in the vicinity of Sun Oil, known as Tellers Crossing, is now closed. The town has previously attempted to work on regaining vehicular and pedestrian access at this location. A new grade-separated, rail crossing likely would require significant funding, according to the county bureau of economic development and planning. There may be alternatives for increasing public waterfront access potentially by working with the Papscanee Island Nature Preserve which currently has informal paths/roads in existence.

Land Use Vision

The vision for the Hudson River waterfront and Route 9J character area includes a greener, natural waterfront with increased diversity of opportunities for future public access uses of this significant town, county, state and national resource. Restoring brownfields and contaminated sites for more highly productive, and public reuses is a necessary component of this vision. Future continued farming uses are desired as continuation of the town's agricultural heritage. Along Route 9J, the scenic, agricultural, and primarily green character of the road should be maintained, with intermittent existing development and potential for small-scale gateways.

Recreational, residential and potential commercial development (in lieu of industrial development) should be focused in footprint, and conservation-sensitive along the waterfront as well as along Route 9J, and should be in character with the natural setting as the focus and the idea of attracting people (in balance) back to the waterfront. Eco-tourism and agri-tourism enterprises are land uses that would be compatible and desired in the area. The scale of new development should be balanced and tempered with the resource constraints. Focus remaining existing industrial uses in their current location, and transition away from industrial uses along the waterfront over time. An enhanced public pedestrian access and trails system (and potential water trails) should be created to allow East Greenbush residents to enjoy and appreciate this waterfront natural area.

Recommendations for the Hudson River Waterfront & Route 9J:

Recommendations for the waterfront area include a mixture of current and future actions that can be taken to transition the waterfront to include more water-enhanced uses:

1. **Regulate large-scale commercial development through establishment of building caps and gateway areas for focused growth.** This will help to protect existing residential and agricultural settlement and uses. Do not allow new significant commercial nor any medium or big box growth, but allow for focused growth on River Road at one to two small-scale gateways. No additional changes should be enacted without doing an area master plan from the Route 9J corridor to the Hudson River Waterfront.
2. **Explore future creative land uses at the Hudson River shoreline** within the Coastal Industrial District. Do not allow new industrial uses without first developing a master plan for this shoreline area. Any future uses should include a significant component to enhance public access.
3. Pursue **remediation and high-level restoration of brownfields** for future re-use of this landscape. Appoint a town representative to follow and report to town board on progress and status of brownfield sites in this area, including working with the NYS Department of Environmental Conservation and landowners.
4. Strengthen **town review of any proposed development in the Coastal Industrial zoning district** as the town transitions to a less industrial vision for its Hudson River waterfront, and to a restored waterfront area with new opportunities for public access and publicly oriented uses. Require port-related uses and special permit process for any proposed new development in the Coastal Industrial zoning district. Do not allow for new coastal industrial growth unless it is directly-related to Hudson River shipping and port-related needs or other major water-dependent land uses that are essential to the area.

5. Directly involving all landowners and the public in a public planning process, **prepare a master plan of this waterfront area** for the entire length of the town's lands along the Hudson River waterfront, and include within the study area the Route 9J corridor and eastward to the Amtrak rail line and Ridge Road as a natural feature defining the waterfront viewshed boundary. This plan should evaluate long-term conservation and enjoyment of the Hudson River shoreline, including a planning-level site analysis for potential conservation resources, identification of potential areas that may be preferred for any future development footprint. Develop a plan for public access to the waterfront as part of this plan. Regional economic trends and land uses along the Hudson River warrant additional study before the town precludes its long-term vision. Conduct this master plan through a GEIS process, with funding through SEQR. The New York State Department of State's (NYS DOS) Local Waterfront Revitalization Program (LWRP) may be a potential funding source to supplement the town's work.
6. **Pursue regular communications with each of the quasi-public and public entities with interests in the waterfront.** This communication could include the following:
 - Appoint a town representative to be dedicated to maintaining an ongoing working relationship with the New York State Office of General Services (NYS OGS) on lands owned by the state, and to report regularly to the town board on changes, etc. Look for other opportunities for creative collaboration and partnership with other private landowners along the river's edge, to assess mutual interest and potential partnership. Potential partnerships may arise over time – so keep this as a long-term goal to advance.

- *Appoint a town representative to be dedicated to maintaining an ongoing working relationship with CSX and Amtrak railroad carriers to stay abreast of changing economic and physical improvements planned by these entities or future rail owners.*
- *Work with Papscanee Island Nature Preserve managers and landowners to find mutually agreeable, enhanced public access to Papscanee Island Nature Preserve that is compatible with the most recent management plan for this nature preserve.*

7. In the long-term, **pursue creative opportunities for safe, public waterfront access in addition to the Papscanee Island Nature Preserve.**
8. **Encourage the protection of additional open spaces in this area, creatively in concert with conservation organizations and other governmental support.** This includes potential expansion of protected farmlands through conservation easements and other land protection tools.

3. Ridge Road

Character Area Description and Issues Identification

Grandview Hill and Teller Hill and the narrow, continuous, north-south oriented ridge for which Ridge Road is named and located, together comprise a prominent natural feature of the town. Dramatic views are available from along this scenic town roadway. Notably, some of the town's significant views of the Hudson River are afforded from Ridge Road and environs. Further, there are scenic views of the eastern areas of East Greenbush from viewpoints along Ridge Road. The road is primarily outside of the town's municipal water and sewer areas, especially along its higher elevations and wooded areas. There is a nearby area, along Celeste Drive, that is within the town's water and sewer district.

Steep, wooded slopes with mature trees and vegetation are located on both sides of Ridge Road, along with intermittent single-family residential development. This steep sloping ridge area is sensitive, with potential for erosion if vegetation is significantly disturbed during development. The town's transfer station is located on Ridge Road and the potential for a fire training tower has been discussed by town officials and the local fire department for an area near the existing transfer station (off Ridge Road).

Concerns raised by the public for this area focus on land-use conflicts and natural/environmental constraints. For example, residents are concerned about impacts to neighborhoods as vehicles "cut through" Celeste Drive to reach the town's transfer station on Ridge Road. Recognition of the sensitive environmental features of the landscape, such as steep slopes and tree-lined hillsides, has also led to concerns about the impacts of new development on the visual/scenic and ecological quality of the area. Additionally, the steep slopes have also evoked concerns about stormwater drainage on hillsides. Some amount of infrastructure (sewer and water) may be needed in this area to support public

service functions and to ensure for quality drinking water for residents.

Public comments included a desire to minimize the visual impacts of residential units along Ridge Road and maintain the character of the area.

Land Use Vision

The vision for the Ridge Road area is to conserve the existing sensitive environmental resources and natural topography. Any future development should be carefully planned with conservation of the natural and scenic resources as the leading design factor.

Recommendations

1. Develop scenic roads/landscape buffer guidelines for applicability with site plans and subdivisions to help conserve scenic character and natural resources along Ridge Road, and other scenic roadways.
2. Strengthen the town's subdivision regulations to clarify designing for areas such as along Ridge Road with significant natural and scenic resources.



Above: The extensively-wooded Ridge Road, looking west from Route 9 & 20. Note the residential development filling in the slopes between Route 9 & 20 and Ridge Road in the right-hand side of the image.

4. Columbia Turnpike (Route 9 & 20)

Character Area Description and Issues Identification

Route 9 & 20 (or Columbia Turnpike) traverses the Town of East Greenbush in a north-west-southeast direction, connecting the town between Schodack and the City of Rensselaer (and the Hudson River). For purposes of this summary, Route 9 & 20 is discussed in two sections: 9 & 20 West and 9 & 20 East. Route 9 & 20 West is the portion of the roadway that begins at the town border with Rensselaer and continues until reaching an area near the intersection of Route 4 with Route 9 & 20. Route 9 & 20 East begins near the intersection of Route 4 with Route 9 & 20 and continues to the town's border with Scho-dack.



Above: East Greenbush assets: new technological construction, and signs exhibiting pride community achievements.

In 2003, a corridor study of Route 9 & 20 was conducted in concert with NYS Department of Transportation to identify character to be protected and transportation improvements to be conducted. Opportunities for redevelopment exist and opportunities for “infill” or new development in some unused areas. Additionally a few areas along 9 & 20 may be valuable to the community to conserve as green space.

Route 9 & 20 (West)

Route 9 & 20 west is characterized by a mixture of aging commercial establishments, as well as some newer technological investment near the SUNY Albany East Campus area. This segment of the roadway is surrounded by some of East Greenbush's older residential suburban developments, such as Hampton Manor and Clinton Heights. These neighborhoods have more of a traditional grid pattern that supports walkability. They were designed as quality places with street trees, pocket parks, connections to the roadways, and geared for families. There are few segments of sidewalk in this area that could serve as the starting framework for a pedestrian system.

Views of Columbia Turnpike (Route 9 & 20)



Becker Farms: one of the few enduring pieces of agricultural heritage along Columbia Turnpike.



Some of the remaining neighborhood-scaled commercial businesses along Columbia Turnpike.



More modern development along Columbia Turnpike. In contrast to the neighborhood-scaled businesses shown above, this type of development drastically alters the character and appearance of the roadway.



Residential styles in East Greenbush's more established neighborhoods: Top: Hampton Manor; Middle and Bottom: Prospect Heights

The SUNY Albany East Campus area presents a new opportunity for this area, and a new road connection (Discovery Drive) that will connect Red Mill Road, County Route 151 to Route 9 & 20. This offers possibilities for increased commercial connections between the two areas and environs. In addition, sidewalks are needed and are planned to be extended from the SUNY East Campus to Bruen Court.

The major public input regarding this portion of town pertains to the character of Route 9 & 20 and the impact it imparts on adjacent neighborhoods. Redeveloping and revamping the abandoned, vacant business areas is a top concern for residents. Reusing sites should be high priority for development in the town. Attracting more professional offices and businesses to support high-tech sector was also mentioned as important for the future of the area. Retaining high-quality businesses and avoiding uses such as used car lots was identified as a key goal.

Supporting a family-oriented community with improvements to the town's existing parks (neighborhood parks such as Eckman Park, Hampton Manor, etc.) is also an important goal. Creating a trail system around Hampton Manor Lake was mentioned as a possibility. Improved and regular maintenance of parks in this area, including Hampton Manor Lake and Woodland Park, as well as improvements to the cemetery (new fencing/wall) were mentioned as important contributors to the overall "charm" of the area.

Residents indicated that the existing residential zoning patterns should remain "as-is." Lots any smaller than what is currently present are not preferred. Aesthetic improvements such as landscaping and basic maintenance are also important to community character and contribute to the visual quality of the roadway. Working with Niagara Mohawk (NIMO), the utility company, to ensure adequate maintenance of their right-of-ways was identified as a potential goal, as is looking at the potential to bury the power lines along roadways.

Concerns about access and traffic safety along Route 9 & 20 were also raised. There are concerns about the impacts of increased traffic volumes if access remains the same in and out of Price Chopper and the new housing development. Additionally, there is need for better traffic control along the roadway in various locations, possibly through the installation of traffic lights or intersection improvements (potential locations that were suggested include Hoffman's on 9 & 20 and the intersection of Barber Road and 9 & 20).

Stormwater drainage and sewer capacity are also underlying concerns related to existing and new development potential in the area. In the older neighborhoods along Route 9 & 20, the capacity of the stormwater drainage system needs to be improved, according to residents' comments.

Route 9 & 20 (East)

Route 9 & 20 east extends from an area near the junction of Elliot Road, Route 4, and Route 9 & 20 south to the boundary with the Town of Scho-dack. This historic settlement of the community began with the focal point of the Dutch Reformed Church and other important buildings near Hayes Road. These hamlet-style buildings are situated closer to the edge of Route 9 & 20 than buildings in other areas along the roadway. The intersection of Hayes Road and Route 9 & 20 includes some neighborhood-scaled commercial buildings. There is also a section of homes along Route 9 & 20 that have been converted to professional offices and services, reusing the homes and keeping within the existing architectural context. There are sidewalks in this vicinity and the roadway is surrounded by residential neighborhoods, as well as Goff Middle School. This small area feels like a unique place along the linear experience of traveling along Route 9 & 20.



Above: Images of 9 & 20 today—the top image showing the need to remove or reduce visual clutter from the roadway.

Below: Aerial image of new investment at the SUNY Albany East Campus



Below: Aerial image of Route 9 & 20 (looking west towards the Hudson River in the background (far right corner). Traditional neighborhood patterns such as those of the Hampton Manor are viewed as a community asset to be preserved, and revitalized over time.



A new residential development is currently being proposed in the area behind Hannaford and connecting to Gilligan Road, as well as a senior housing development proposed on Gilligan Road near 9 & 20. These new proposals may offer future opportunities to create a pedestrian-scaled, mixed-use place with housing, shops and public spaces. Connecting the proposed residential development to the proposed senior housing and the existing framework of neighborhoods will provide a more livable community for residents and appeal to seniors. To obtain some community benefits from the proposed development, it may be beneficial for the town to ask the developer to reserve some land for recreation fields either on the site, or nearby on Phillips Road.

The public vision for this area of Route 9 & 20 is to preserve and improve the integrity and character of the historic East Greenbush hamlet area and surrounding neighborhoods and to create a more focused commercial node at/near the Hannaford Plaza. In the historic East Greenbush hamlet area, basic improvements to the existing amenities, such as sidewalks near the Country Trunk, flag shop, post office, bank, etc. should be considered to make the area more walkable. Existing patterns and styles of buildings are valued as part of the character of the area, and new construction or renovation in the historic hamlet should work to build on this historic sense of place.

Traveling north along Route 9 & 20 from the historic hamlet area to the intersection of Route 9 & 20 with Route 4, the existing style of neighborhood commercial and office conversions should be preserved. Excellent examples of adaptive reuse such as the (current) Sweater Venture, Cartwheels for Kids located in the Bates Building, and Everybody's Café, exist and serve as models for the type and scale of development that is appropriate along this stretch of road. These businesses not only have attractively restored or reused existing buildings but they also contribute to the street and community with landscape improvements and other positive amenities. This type of development that contributes to the community should be encouraged and facilitated within the town and especially along this focused corridor. Retail development along Route 9 & 20 that fits in with the existing



The Sweater Venture, an excellent example of adaptive reuse of an historic building and an attractive asset to the Route 9 & 20 streetscape.

Below: views of the hamlet of East Greenbush.



Above: Images of commercial land use in the East Greenbush hamlet.

character, and is situated along the roadway, with a relationship to the street, is preferred. Neighborhood-scaled businesses such as florists, specialty retail and restaurants were mentioned as the ideal type of businesses in the area. Shared parking was identified as a means for dealing with land/parking constraints. Larger strip-type of roadway development such as automobile lots and self-storage are not land uses preferred by the public.

Public input on the residential areas within this portion of the town also favored the preservation and retention of the existing residential character, with minor improvements to the existing infrastructure. Preserving the feel of existing “country” roads, such as Brookview Road and Waters Road, is also an important goal for areas at the edges of the Route 9 & 20 corridor. Preserving natural features, such as the pond south of Greenwood Drive Extension and allowing for public access and appreciation of important landscape features would help to enhance existing neighborhood opportunities.

Public input favors the concept of concentrated commercial growth in and around the intersection of Route 4 and Route 9 & 20. More commercial development of an appropriate scale should be focused around this area — behind the existing Hannaford Plaza, Friendly’s and between Genet Elementary School and True Value. Dealing with traffic along Route 9 & 20 in this area of town is a major concern for residents. Slowing down traffic along the roadway is a major goal, as is improving overall walkability with the use of added sidewalks, intersection improvements and pedestrian amenities. Concerns about dangerous intersection areas such as the intersection at Gilligan Road (near the school) and the intersection of Springhurst at Route 9 & 20 were raised, as well as the need to slow traffic along Route 9 & 20 near the Sweater Venture.

Below: Aerial image of Route 9 & 20 near the intersection with Route 4.



Land Use Vision: Columbia Turnpike (Route 9 & 20)

Columbia Turnpike (Route 9 & 20) is and should continue to be the “Main Street – Great Street” of East Greenbush, with focused, walkable places for work and shopping and other community activities. Attract town’s growth to this area of town (and upper Route 4) in distinctive, focused places that relate to and connect to the existing surrounding fabric of the community. Enhance and create attractive places along 9 & 20 to attract local residents and businesses, as well as regional commuters, employers and shoppers. Buffer, enhance and protect the quality of the residential neighborhoods. Provide additional, appropriate housing opportunities for seniors and for multi-family needs, in a manner comparable with surrounding residential character.

Land Use Concepts

1. **“Focus” growth in a few key places along Route 9 & 20.** Focus redevelopment of existing commercial buildings and new growth as part of identifiable, distinct, “destinations” or “places.” Define/enhance distinct destination-places that each have a mix of uses, with green buffers (as “pauses” or “relief” between the distinctive developments) in between, along 9 & 20. Four recommended nodes for focused development are illustrated on the following page.

Concept for Four Focused Nodes along Route 9 & 20

The Heights

Location: the northern end of Route 9 & 20 from University at Albany East Campus and the new GeNYsis building to the town hall.

Concept: this area is an existing residential, commercial and growing high-technological employment center. The commercial and residential growth could provide some housing for potential employees for this nearby employment center as well as cater to support businesses, shopping, restaurants to serve this area of town. A small and mid-size retail mix of stores and professional offices should be encouraged in this area, with connections to the existing surrounding neighborhoods and employment centers. Sidewalks from Bruen Court to the SUNY East Camps are needed and planned.

Farm-to-Market-Way

Location: the center of Route 9 & 20 from Barber Road to the intersection with Phillips Road

Concept: this area includes the existing Price Chopper, the old Ames Plaza and Corellis and Becker Farms. Support “green” development with more landscaping as homage to the agricultural heritage and a relation to the streams that run through this area and remaining wooded areas. Potential uses might include golf courses, residential, restaurants, services, farmers market or public market place, etc. Cross – connections are critical to connect adjacent developments such as Ames Plaza to destinations.

Central Marketplace

Location: from the NIMO ROW/bowling alley to Fuccillo car dealership south of Gilligan Road.

Concept: Potentially the most intense development could occur along this already busy corridor, with larger stores and potential multi-story buildings. Redevelopment at the Hannaford plaza could serve as the focal point.

The Historic East Greenbush Hamlet

Location: Fuccillo south to the Town of Schodack border, including the historic hamlet area

Concept: a walkable, mostly residential (but with a high variety of residential types) area with neighborhood commercial buildings and civic uses. Preservation of the heritage and history of the village area including the landmark church at Hayes Road and surrounding cemetery. Development of pedestrian linkages for residents in adjacent neighborhoods. Adaptive reuse of key older buildings and residences for small-scale commercial and offices. Opportunities for restaurants, cafes, and continued civic uses. Provision for a small park area/s for public use. Development of unique signage to help people identify with this area.

Within these four focused mixed-use places; apply the following guiding principles:

- Encourage the tradition of mixed-use buildings (with appropriate design).
- Development should create internal road systems, pedestrian paths and sidewalks and cross-connections to adjacent parcels and side streets off of Route 9 & 20.
- Allow for moderate increases in density of residential and commercial development (up to a cap) only through an incentive zoning process and the exchange for community amenities of comparable value. New development could help pay for upgrades to existing infrastructure. Some additional density in balance with amenities will help create the sense of place within the destinations.
- Locate well-designed, attractive, senior housing and attractive multi-family dwellings in and near these distinct places/destinations.
- Conserve portions of key open lands, key environmental resources as designed, meaningful parts of development of distinctive places.

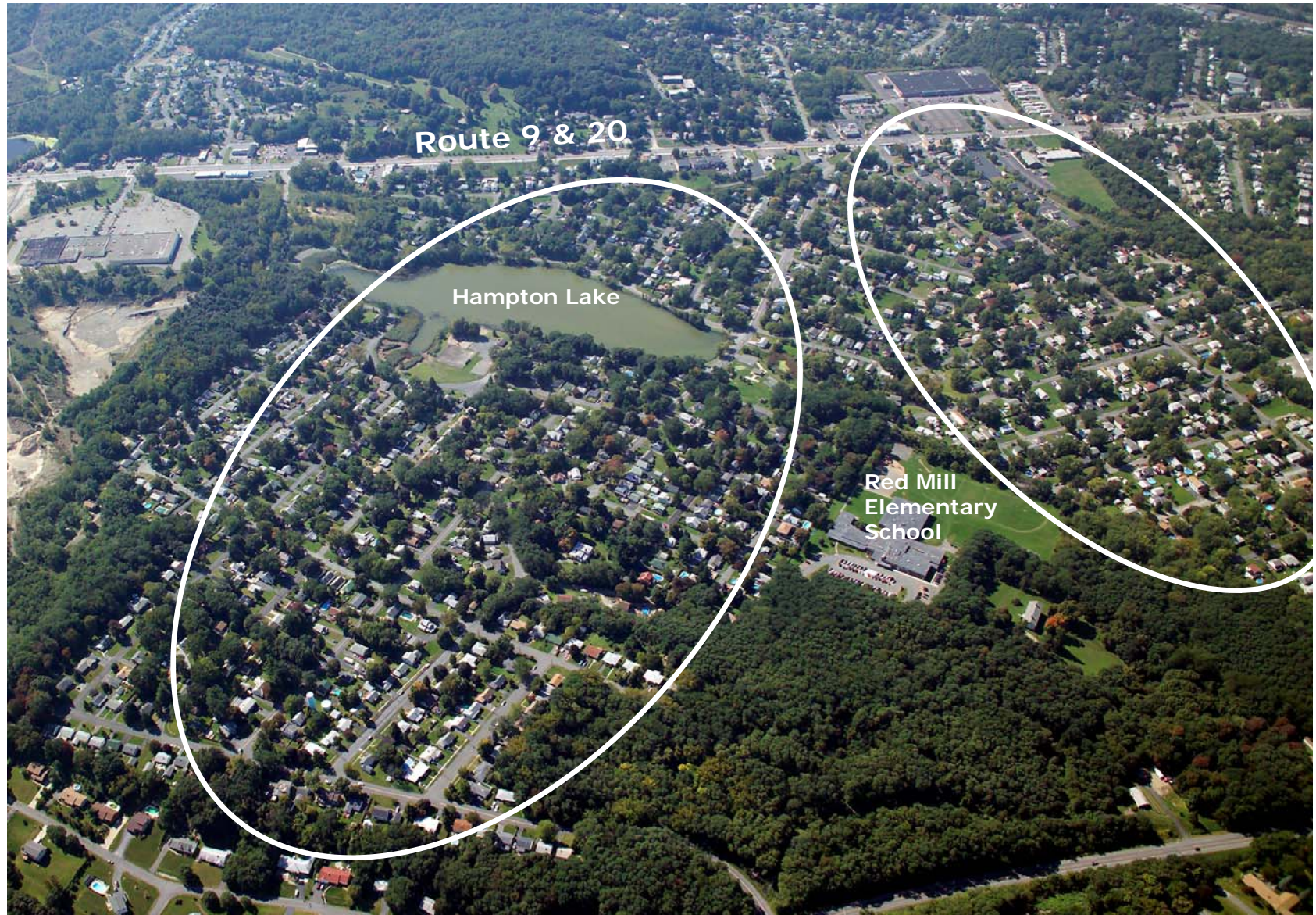


View of a traditional home in an earlier neighborhood of East Greenbush.

- 2. Build on the traditional street and development patterns or “framework” that the town has today.** Re-use already developed plaza areas, enhance existing buildings and create attractive groups of buildings that relate to each other and to the existing neighboring context. Build these places as focused, interesting developments that will serve the East Greenbush community as well as regional employers, employees and visitors.
- 3. Aesthetically enhance this central “main street – great street” of the community through quality site layout and building design, signage, landscape and streetscape features – *incrementally*.**
- 4. Pursue interconnection strategies as is feasible among adjoining commercial to commercial properties, and also to key residential areas** to coordinate future access points, share curb cuts and coordinate access management, share parking, share internal road systems.
- 5. Enhance existing and reinforce green and landscaped buffers between these distinctive destination-places** (to protect the existing residential neighborhoods, for visual relief and to define the edges of the distinct places).

6. **Continue to enhance the existing residential neighborhoods with progress in maintaining and upgrading infrastructure steadily over time.**

7. **Extend the traditional pattern of existing residential neighborhoods in adjoining new residential neighborhoods.** Use similar traditional grid patterns to maintain neighborhood connections.



Above: The neighborhoods off of Route 9 & 20 are circled above. These neighborhoods are examples of traditional neighborhood patterns with a grid of local streets that offer many interconnections and a walkable neighborhood. The Hampton Lake and park are nearby amenities, as well as the local elementary school.

- 8. Encourage the redevelopment and restoration of formerly mined or cleared lands or other disturbed lands on an accelerated basis.** The lands along Route 9 & 20 are a good example. Incentive zoning could be a tool to foster restoration of formerly mined and disturbed lands provided that new design guidelines are met and neighbors are buffered.
- 9. Utilizing a public planning process, and involving key landowners, conduct a feasibility study to examine the potential to use the old trolley right-of-way that runs roughly parallel to Route 9 & 20 as a greenway and pathway connection for pedestrians and bicyclists.**
- 10. Plan to achieve this vision in phases, improving incrementally to fulfill plan recommendations step-by-step.**

Recommendations

1. Develop commercial design guidelines and tie them into the four different identifiable places (or nodes) along Route 9 & 20, using settlement and building patterns and architectural elements to unify new designs.
2. Reutilize and ramp-up the marketing of previously developed areas and opportunities on Route 9 & 20.
3. Conduct site-specific cooperative planning with landowners to redevelop key parcels that can act as catalysts for future redevelopment.
4. Revisit parking requirements for commercial uses within the zoning code and allow for reduced parking and shared parking options.
5. Revise greenspace requirements to create useable, formal park space and to allow for better site design.

5. Route 4: North and South *including Couse Corners*

Character Area Description and Issues Identification

Beginning at the northern town border with North Greenbush (DeFreestville), Route 4 travels past commercial and professional offices, past the intersection of Route 4 and Route 151 is the hamlet of Couse Corners, and south to its intersection with Route 9 & 20. This area extends outward to Michaels Road and west toward the neighborhoods off Route 151, to Mill Creek and south along Route 4 to the Genet School area.



Above: Commercial development along Route 4 (North) near the town's border with North Greenbush.

Historically, Route 4 was a rural road with sparse settlement and farm fields. At the turn of the 20th century, settlement along Route 4 was centered along Couse Corners, at the intersection of Route 4 and Route 151. Toward the mid-part of the century, development expanded southward between Route 4 and Old Troy Road.

Significantly, the construction of I-90 also changed the traditional neighborhood settlement patterns along Route 4 and created a physical separation between the east and west parts of town. Today, amidst the increasingly busy intersection at Couse Corners including some new commercial franchises, there is still a strong sense of nearby residential neighborhoods and traditional residential settlement patterns, with nearby neighborhood-scaled commercial developments. A focused Access Management study for the Route 4 Corridor, sponsored by the town and CDTC, is currently underway and should be complete by Fall 2006.

For purposes of this discussion, the Route 4 area is separated into two sections: Route 4

north and Route 4 south. Route 4 north extends from the town's northern border with North Greenbush south to the intersection of Route 4 with Route 151. It includes the area of land adjacent to Route 4 on the eastern side and expands west past I-90 and Temple Lane into the future Mill Creek Corporate Park area. Route 4 South includes the hamlet of Couse Corners and continues south to the intersection of Route 4 and Route 9 & 20. This area extends east and west along the Route 4 corridor between Mill Creek and I-90.

Route 4 North

The northern segment of Route 4 is characterized by larger-scaled “big-box” style commercial development and offices and industrial development, as well as smaller strip malls with a combination of retail and restaurants. Along the western flanks of the roadway, following the ridgelines and views of Albany, are several large-scale types of commercial and office development. Remnants of residential settlement appear throughout the corridor. The southern portion of this area, closer to Exit 9 of I-90, includes a prominent ridgeline with spectacular views west to the Albany skyline and beyond.

Within the vicinity of existing commercial areas, there are concerns about traffic and safety along Route 4, especially between Wal-Mart and Albany International, where two traffic lanes merge into one lane. There is also a general desire to see this area of Route 4 become more walkable and bikeable for the residents who live nearby.

Route 4 South (including Couse Corners)

The Route 4 south area is predominantly characterized by residential settlement on both sides of Route 4 between Mill Creek and its tributary. Major community features include the hamlet of Couse Corners at the intersection of Route 4 and Route



Above: The Holiday Inn Express, part of newer development resulting along Exit 9 of I-90.



Above: Aerial image of Route 4 North, showing the extensively commercial and industrial west side of the road (bottom) in contrast to the open lands and natural setting of the east (top) side of the road.

151 and the Genet Elementary School close to the intersection of Route 4 and Route 9 & 20. Couse Corners includes residential and commercial uses. The area of Route 4 that connects Couse Corners south with Route 9 & 20 contains some of the town's more established residential neighborhoods and local, neighborhood-scale commercial businesses, as well as Genet School.

Community input on the character of this area focuses on the need to improve traffic congestion on Route 4 and concerns about growth pressures and impacts as this area continues to build out, especially in the area between Route 4 and Michaels Road. Specifically, there are concerns that the density allowed under current zoning may be too intense for the character of the area. There are also concerns about the traffic pressures on Michaels Road, which is now being used as a short-cut to reach the public facilities such as the library and YMCA off of Route 151. There is a general desire to see residential and commercial growth pressures from Route 4 to be transferred to infill and redevelop the 9 & 20 corridor, where the infrastructure already exists.

In 2004, the Town of East Greenbush with its consultant, and the Capital District Transportation Committee, the region's designated Metropolitan Planning Organization (MPO) completed a Town of East Greenbush NYS Route 151 Corridor Plan to assess the transportation system along Route 151 from Route 4 to Columbia High School (the Luther Road corridor.) This study included the following relevant planning recommendations: residential and commercial development should include connectivity to adjacent establishments; provide secondary access points to major traffic generators such as Columbia High School and Community Way (to reach the Library and YMCA); provide pedestrian and bicycle facilities, off-road along major corridors; and ensure safe passage for pedestrians.



Above: aerial image of the southern portion of the Route 4 north area showing I-90 cutting diagonally across the image. In the foreground are the natural lands proposed for the Mill Creek Commerce Park (Temple Lane Area).



*Temple Lane area
— future area of
corporate offices*

- Existing farm land, fields, woodlands
- Work with landowners and neighbors to refine any future proposed projects at this site.
- For any future projects here, design an attractive, pedestrian-scaled place and design with the natural features. Useable open space and/or a park would offer a tremendous public amenity as a sole conservation project or as a compliment to a development project.
- Opportunity for a mixed-use place of a scale and compatibility that is acceptable and is attractive to the neighborhoods.

Land Use Vision—Route 4 North

Protect existing residential uses, enhance existing commercial and office development and create new development that is an asset to the community. Concentrate attractively-designed new office and commercial centers in groups of buildings as a mixed-use focus rather than islands of individual buildings spread out across the setting. Connect the groups of buildings.

Design with the creeks, wetlands, natural and cultural/historical resources as an important features of the town and highlight them within new development. As growth may be proposed, create new, great neighborhoods that connect to surrounding neighborhoods for pedestrians, bicyclists and local traffic.

Land Use Vision—Route 4 South

Enhance and strengthen this core residential area as a walkable place with a unique, identifiable character. The overall emphasis of new growth in this area should be to retain the existing residential character and strengthen it as a walkable area featuring civic buildings (town library, YMCA, firehouse, rescue squad) and institutions (Columbia High School, Genet School). These buildings should serve as key focal sites that are integrated into the residential fabric of well-designed, quality neighborhoods. This area enjoys scenic, natural features that should be conserved to extent practicable, and designed with as a programmatic feature -- as part of future growth patterns.

Recognizing the locational attraction of the intersection of Route 4 and Route 151, some level of commercial growth is a likely desired use in the Couse Corners to Old Troy Road – Route 4 South character area vicinity. However, commercial, retail and professional mixed uses within this vicinity should complement and serve the residential

neighborhood in terms of scale and bulk massing of building forms, and not dominate or overwhelm the residential neighborhoods, since there are other great opportunities and existing commercial areas on 9 & 20 and upper Route 4 at Third Avenue. In addition, there are commercial and corporate offices nearby within the Temple Lane area (a proposed corporate office park area), so larger scale commercial and office development may be more appropriate with a buffer for this existing neighborhood area.

The open lands at Couse Corners intersection of Route 4 and Route 151 offer opportunities for a variety of scenarios – from full conservation of existing rural character – to an opportunity to create a development that conserves some of the woodlands and other scenic natural features. Opportunities for protecting open lands and woodlands as a private or public park could be explored. This area could also potentially accommodate a mixed-use development (including potentially senior housing) with an attractive pedestrian design for internal uses of the site. For the benefit of landowners, immediate neighbors, and the greater neighborhood and town, a site-specific master plan should be conducted prior to or as the early step in any proposals for change at this critical intersection location.

Guiding Principles for this Focused Place and Adjoining Neighborhoods:

- Maintain and connect to the traditional settlement patterns of neighborhoods as a model for new residential street patterns.
- Enhance walkability to the Columbia High School, Library, YMCA, and existing commercial buildings and properties, uses of the Fire Station and Rescue Squad.
- Enhance and buffer the adjoining residential neighborhood from new growth and changes to the landscape.

- Conserve and feature the scenic, natural character of this area in existing and new development. Providing for useable open space or park lands as part of any new development in this area would be a desirable community amenity.

Recommendations- Route 4 North and South

1. Mitigate traffic impacts of future development in the OC zone (Mill Creek Commerce Park), to minimize additional impacts to existing neighborhoods and community character of Couse Corners and Third Avenue Extension (Route 43) neighborhoods.
2. Create development design guidelines for commercial development uses.
3. Create an interconnected path system for safe biking and walking along Route 4 and Michael Road leading to the YMCA, library and other key places.
4. Update the existing cluster regulations and/or develop a conservation subdivision ordinance that helps to create well-designed development that protects sensitive environmental features.
5. Conserve a natural, greenway corridor along the Mill Creek and tributaries.
6. Develop a master plan the open lands at Couse Corners and ensure an adequate mix of development (if desired) and conservation is achieved.

Town-wide Land Use Vision



This section includes a discussion of the following:

- Town-wide principles guiding growth and change in East Greenbush
- Town-wide land use vision and vision map

Town-wide Principles Guiding Growth and Change in East Greenbush

Following are the major principles for future land use in the Town of East Greenbush. These principles can be used as the basis for future design guidelines.

1. *High quality design and layout of all new and re-used places and structures in town.*



Above: New mixed-use areas should integrate uses to create a place that community members and visitors alike would want to visit. Note the attractively-designed sign that matches the built and landscaped setting and scale.



Right: New commercial buildings in East Greenbush should fit into the surrounding context, with high-quality design and an attractive public face: **Top:** A mixed-use commercial building that provides an appealing and comfortable public/street experience. This type of building style may fit in the focused growth areas of East Greenbush. **Center:** A small office building that fits in the rural setting.

Bottom: An example of a smaller, professional office building, that may work in close proximity to a residential neighborhood, in terms of scale of the building, and in its architectural design. Note the porch, roof, and window details.

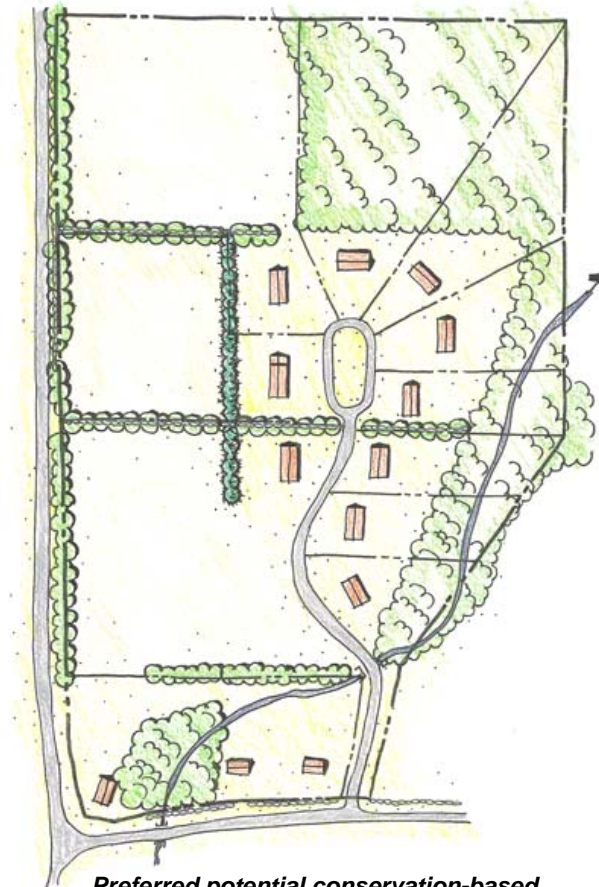


2. Protect the town's sensitive natural and cultural features potentially through an outright protection option, or if development is the option, through a conservation design process.

*Below: Example of a potential conservation-design alternative for a residential subdivision on a former farm field parcel. * This principle is especially applicable for lands in "Rural East Greenbush" character area which is some of the lands west of I-90 outside of sewer districts, and primarily lands east of I-90, in the Ridge Road area, and in rural residential areas.*

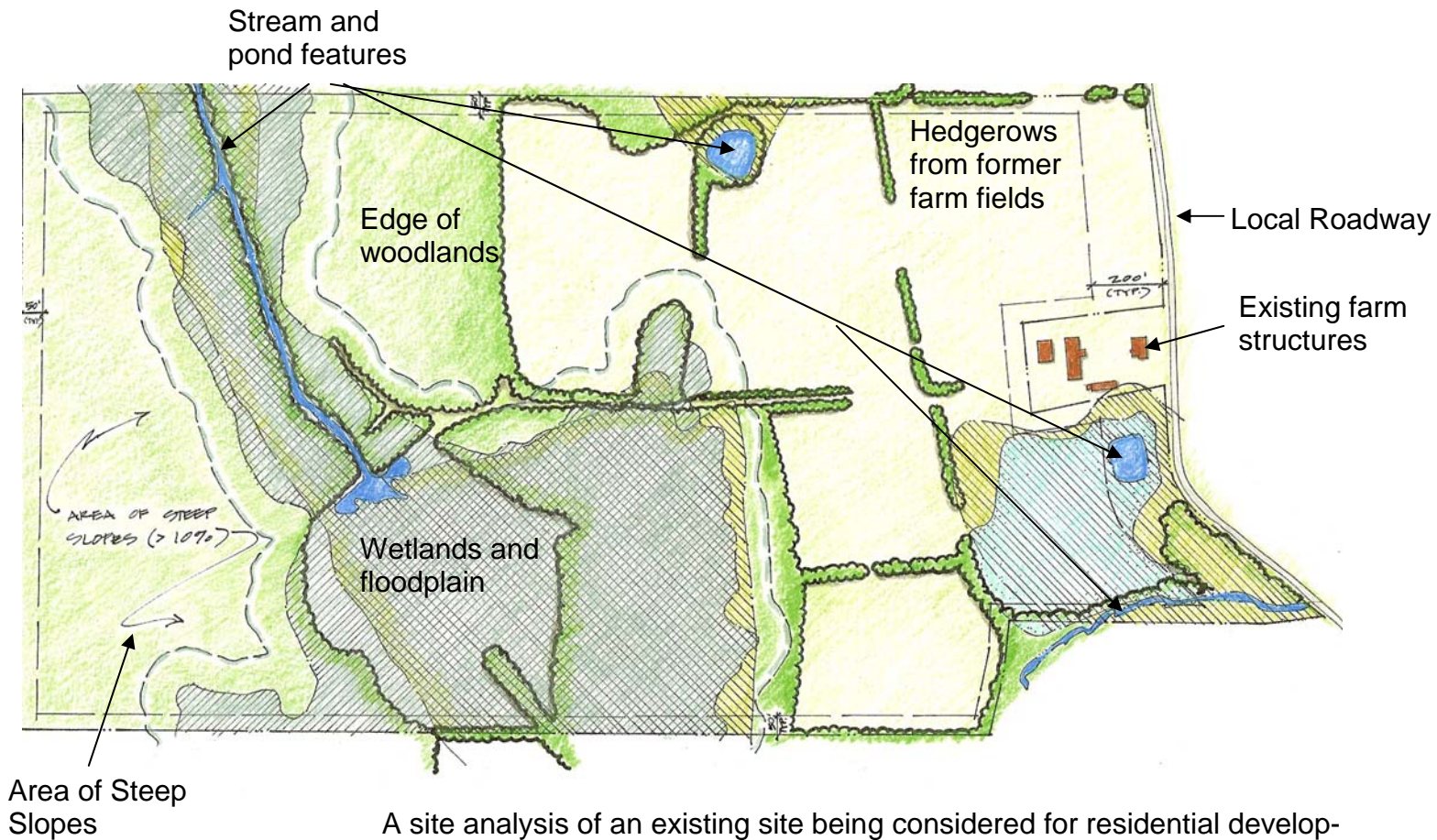


Existing conditions: former farm field parcel with existing rural homes and buildings.



Preferred potential conservation-based design: conserves some open space, woodlands and unique landscape character.

Conservation Site Analysis of a Proposed Development Site



A site analysis of an existing site being considered for residential development from another community. A site analysis conducted using the principles and approach of conservation design for example, would include identifying steep slopes, wetlands, forested areas, farmfield hedgerows, scenic views, and historic features, on the property as well as in surrounding areas, as applicable.

A proposed layout using a conventional subdivision approach.



A proposed layout using applying the conservation design, where more land area is conserved, as well as the roadway buffered for scenic views (on the right).



3. Re-use existing buildings with creative, new uses and/or re-utilize/re-develop areas that have previously been developed or disturbed.



Above: Renovation and re-use of a former auto dealership showroom and auto body repair service into a mixed-use facility with a restaurant, clothing store, home furnishings store and bookstore (on the side not visible).



Above: Re-use and renovation of a small, former neighborhood-scale grocery store into a new chain pharmacy store, with additional landscaping, a public streetscape, and parking on the side.



Above: Examples of successful re-use of buildings on Route 9 & 20: Everbody's Café, exterior and interior view (top) and The Sweater Venture (formerly Appleland) (bottom).

4. **Support mixed-use buildings and places, and develop form based design standards to help ensure high-quality places for the community.**
5. **Create new corporate offices and commercial centers that provide a mix of interconnected and complementary uses.**



Above: Details matter—landscaping, pedestrian pavement and windows on a “rear” wall of a building that will be highly visible are important elements that make this building a community asset. Design standards can help to ensure that buildings contribute visually and functionally to the community.



Top right: Commercial shopping center and offices with a mix of complimentary uses and types of activities are attractive destinations for local and regional visitors. **Bottom right:** Mixed-use pedestrian scaled shopping area attracts a diversity of people and provides a place for socializing and shopping.

4. Build a diverse and functional traffic and circulation system:

- Identify and develop new town-wide connections to help alleviate traffic pressures along Route 4 and connect the town's major nodes and destinations.
- Develop public transit options to help alleviate traffic and offer transportation alternatives for residents.
- Provide alternatives for pedestrians including trail, sidewalks, and appropriate road crossings at intersections.



5. Design new neighborhoods at the highest of standards:

- Create a mix of high-quality residential development in town, with diverse offerings for families of all sizes, ages and abilities.
- Model new neighborhoods upon pedestrian-friendly, traditional neighborhood patterns that include appropriate public amenities
- Build neighborhoods with traditional settlement patterns within water and sewer service areas. Within new development, design connected streets and cross-connections to ensure adequate circulation.



Above: a residential development with a meaningful layout of public and private spaces. Sidewalks and street trees line the roadways (which connect through) and the homes feature porches and unique front landscape treatment. Note also the treatment of the sidewalk in concrete (in contrast with the asphalt driveways and curb cuts) to help define it as a public space.



Examples of some new types of development that may be appropriate in East Greenbush:

Above: A unique, agriculturally-styled residential development and apartments. Buildings are close to the street and sidewalks and surrounding open space help to create a pedestrian environment. Not visible in this photos is the parking, which is located behind the buildings.

Below: In this residential development, homes are grouped together and the surrounding open space is preserved as a public common.



6. Protect and enhance existing residential neighborhoods:

- Protect residential neighborhood character in existing settlement areas.
- Actively pursue enhancement, revitalization and reinvestment in existing neighborhoods, particularly the older, more established neighborhoods of town, such as those located along Route 9 & 20.
- Upgrade housing stock and neighborhood infrastructure as needed. Conduct upgrades in do-able phases and seek outside assistance to help the community.
- Within Water & Sewer Range: Incentivize needed public amenities with minor, capped density allowances in proportion to amenity values.



- 7. Enhance and strengthen public access to the significant natural resources in town, including the Hudson River.**
- 8. Conserve the rural landscape character, especially in the eastern, rural portion of town and along rural roadways and farmsteads.**
- 9. Build rural neighborhoods which include permanently protected conserved lands, at a intensity scaled to the rural parts of town.**



Rural character with large, roadside trees along Elliott Road.

Town-wide Land Use Vision and Concepts

Following is a draft **East Greenbush Town-wide Land Use Vision Map** that is meant to illustrate the big ideas about the town-wide future land use for the next five to 10 years. This land use concept map expresses ideas about the patterns, scale and types of land uses that the community envisions as appropriate for its unique landscape, heritage and future. This map should be viewed as important groundwork and a community-driven policy basis for guiding any future zoning amendments, including those recommended in this study. This map should be the blueprint for the community and serve as a basis for decisions about future community investment. It should also help to guide the private development and conservation community in making future investments.

1. Provide for and Focus New Growth and Redevelopment where infrastructure exists and within infrastructure means. *(In general, focus new growth and redevelopment within the thick brown line where access to significant infrastructure exists.)* Route 9 & 20 should be the focal “Main Street” for town.

2. Conserve and Enhance the Town’s Unique and Quality Assets and Places:

- Natural features and scenic qualities
- Unique historic features
- Residential neighborhoods
- Town’s public amenities



Natural features of hills, forests, hedgerows along former fields, and scenic qualities of countryside views are all assets to conserve and enhance during development for their contributions as unique assets of the town.



A scenic view along Best Road.

3. Conserve Rural Character and Key Natural Resources and Develop at Low Intensity:

- Ridge Road and River Road and vicinity
- East of I-90 and east of infrastructure

4. Enhance and Create Walkable Places with Unique, Identifiable Character.

Enhance existing identifiable places within town and create new, great places within town. Connect People to Key Places they want to reach: to the East Greenbush Town Park on Town Park Road off of Elliot Road, and to each of the smaller pocket parks and school playgrounds, to and from Columbia High School, the East Greenbush Public Library, the East Greenbush YMCA, to shopping and jobs on Route 9 and 20, from adjacent neighborhoods to the next, across town following the former Trolley Line as a concept for a pathway.

(Major Asterisks and Stars indicate the idea to focus growth to strengthen, or create distinctive places. These places may have a mix of uses that attract pedestrians.)



The intersection across from Hayes Road along Route 4 was an early settlement area that offers contest for a walkable, focused place for the future.

5. Strengthen Route 9 & 20 as the historic Main Street – Great Street for East Greenbush.

Promote this corridor as the hub of commercial shopping and convenience for the community and regional visitors. Build on the unique flavor of the special “places” along the corridor. Incentivize commercial and residential development and redevelopment at distinct places within this corridor, and take pressure off Route 4 and 151. **Focus growth and redevelopment within the Route 9 & 20 corridor into distinctive places or nodes along the corridor that have their own unique character (see map following page).** Create a mix of uses at the centerpiece of each of these four distinctive “places” along 9 & 20 :

- **The Heights**
- **Farm-to-Market Way**
- **Central Marketplace**
- **Historic Village**

6. Focus high-quality commercial development along the northern portion of Route 4 within a framework of mixed corporate and high tech workplaces, professional offices and complementary retail.

7. Develop Attractive Corporate Places that are Connected and Relate to the Rest of Town (both at University at Albany East Campus; and in the central area of town proposed for corporate growth along Route 4 and I-90 and Upper Mannix Road). **Avoid developing Islands of Boxes—create meaningful, attractive site designs of buildings that relate to each other – and acknowledge the context of surrounding neighborhood and landscape context.**



An image of an old, active barn may be considered to contribute to the scenic landscape character of the remaining rural parts of East Greenbush.

8. **Within corporate, office, and institutional growth areas, design with sensitivity to the natural setting** (for example, leave room for appreciation of the Mill Creek, Mill Creek waterfalls and a pedestrian pathway and bicycle path). Also, **create attractive places** of groups of buildings, not islands of individual buildings spread out across the setting. Create buildings that are part of groups of offices and commercial spaces. Connect the groups of buildings.
9. **Protect neighborhoods and connect to places of activities and community assets.**
10. **Conserve the unique East Greenbush character along scenic landscape corridors.**
11. **Conserve the character of town's historic settlements and hamlets.** Early settlement places such as the hamlets of East Greenbush, Couse Corners, Luther, and Best, all offer unique patterns and community character. These existing places can form the basis for future restoration or adaptive re-use, and focus for pedestrian activities and connections.
12. **Encourage and support landowners that are interested in conserving all or some of their lands. Provide landowners options for conservation such as conservation easements with local, regional, and national land trusts and other conservation organizations.**

13. Look to the future of Route 9J (River Road) and the Hudson River waterfront.

14. Encourage the redevelopment and restoration of formerly mined or cleared lands or other disturbed lands on an accelerated basis. The lands along Route 9 & 20 are a good example. Incentive zoning could be a tool to foster restoration of formerly mined and disturbed lands provided that new design guidelines are met and neighbors are buffered.

15. Maintain the current scale of Route 4 and Route 9 & 20.

The town should foster additional local road connections between and among neighborhoods **and new neighborhoods – and a richer network of a diversity of roads – not just widening of the existing roads.**

General —Town-Wide

Applicable Recommended Actions

1. Develop town-wide design guidelines for commercial and residential development, and with specific guidance per character area. Include guidance on green space design and open space conservation area design as well.
2. Evaluate the future build-out potential of open lands in town. Conduct a build-out study of lands not currently developed to ascertain the potential impacts of build-out. Based upon a build-out analysis, assess the currency and viability of the zoning that is allowed for R-OS and A-R throughout town.

Transportation and Circulation Vision:

Vision for Transportation in the Town of East Greenbush

An integrated transportation system, including walkable, pedestrian-friendly neighborhoods and commercial areas; an efficient, interconnected roadway network, public transportation options that are linked to a walkable, pedestrian-scaled environment; and bicycle and trail options. To achieve this goal, land use and transportation options should be planned for concurrently.



Transportation and Circulation Planning Concepts:

- 1. Create a diversity of transportation options (pedestrian, automobile, public transit, bicycle and trails) within the town and link these options with each other.**
- 2. Create walkable, focused places in existing concentrated commercial and residential areas as follows: at the four focused mixed-use activity areas on Route 9 & 20 (as described earlier), at the Couse Corner area, within the northern section of Route 4 regional shopping area.** This includes pedestrian-scaled sidewalks and amenities, crosswalks and other safety improvements along roadways, and other alternatives. Options for traditional-style traffic calming, such as landscaped medians/islands, bulb-outs, raised crosswalks, narrow streets with street trees, on-street parking, etc. should be considered and integrated as appropriate to increase walkability and safety for pedestrians.
- 3. Create safe facilities for bicycle travel for both transportation/commuting, and for recreation and health.** This includes a mix of recreation bicycle trails, bike lanes and routes on roadways (where appropriate) and necessary safety measures including intersection improvements.
- 4. Within new residential development, support traditional streetscape patterns similar to those in East Greenbush's older neighborhoods.** These patterns include an underlying grid-like pattern (as opposed to dendritic and unconnected streets) narrow streets lined with trees, sidewalks, on-street parking, limited building setbacks, etc. Facilitate connections within and between developments and ensure that they are connected to existing road networks. Support the future creation of a potential new exit / interchange off of I-90, or more realistically, one or more slip ramps to serve the corporate offices area, Mill Creek vicinity, and Temple Lane.
- 5. Increase local and regional street and road connections to alleviate volume pressures on existing roads.** Some examples discussed include creating connections between Route 4 to Route 9 & 20, and between I-51 and Route 9 & 20. Any specific concept for such a connection would require a public planning process, detailed planning and design, and separate environmental review and analysis.

Transportation and Circulation Planning

Recommendations

- 1. Develop a town-wide, transportation concepts / pedestrian and bicyclist circulation map as an implementation action, including identifying public transit routes and facilities.**
- 2. Create design guidelines for pedestrian sidewalks (for more urban character patterns/options) and off-road pathways (rural character patterns/options), and bicyclist paths and lanes.**
- 3. Develop a town trails network master plan to advance this initiative in phases.** Use the Town Recreation Plan 2002; and the Rensselaer County Bicycle and Pedestrian Priority Network (Route 4; Route 151 entire; Route 9 & 20 entire; Route 43 (Third Avenue Extension); Route 9J entire), as starting points. Develop a master plan for a phased, town-wide trails and pathways network using old Trolley line and other pathways alongside and interconnecting neighborhoods to each other and to recreation areas, and town activities. Opportunities may arise first in the Route 151 corridor study area, but these initiatives should connect to the concepts for the old Trolley Line parallel to Route 9 & 20, and the idea of connecting neighborhoods by foot and bike to the town recreation park located off of Elliot Road in southern part of town. Additional Michael Road has also been identified through the public process as potentially desirable for sidewalks or off-road paths (as appropriate for context), to serve and connect neighborhoods to the YMCA, library, and Columbia High School.



Zoning Recommendations

for the Town of East Greenbush:

A. Recommended Immediate Actions:

A.1. Amend the R-B Zoning District to Match the Land Use Vision.

To achieve the desired vision of the RB zone and the character of this large zoning district that is located in both areas with sufficient infrastructure, and areas without municipal sewer infrastructure, amend the R-B zoning district law so that it is in sync with the community's land use vision; and so that it is clear for landowners, developers, and town officials to follow.

Clarify the R-B zoning district for areas that have access to water and sewer, and areas that do not. The R-B zoning district realistically should be two districts: one which can support existing density or slightly higher potential density because of access to municipal or community water and sewer services; and a second district for the R-B area which does not have water and sewer and can not likely support the density potentially allowed for under current zoning.

RB (without water and sewer).

Land use concepts: Keep as is: primarily residential subdivisions, but add the new concept of conservation-based design subdivisions (a refinement of the town's existing cluster subdivision). Maximize protection of sensitive environmental features. Create habitat corridors. **Density without water and sewer:** maintain existing average density of one (1) unit per two (2) acres; with individual lots a minimum of one acre in size or per health department.

RB with Water and Sewer = RB-WS.

Land use concepts: Near traditional neighborhood patterns (grid streets) continue this layout for connectivity and walkable neighborhoods. Mirror block sizes of adjacent neighborhoods. New development should interconnect with adjacent development. Master planning of RB sub-areas would help in laying out interconnections. **Density with water and sewer:** maintain density at two (2) units per acre, but require mandatory buffer and allow for units to be built on minimum lot sizes of $\pm 10,000$ s.f.

A.2. To implement the desired land use vision for the Great Street or Main Street of the whole of Columbia Turnpike (Route 9 & 20,) address the following immediate needs for amendments and refinements:

Recommended Step One to Enhance Route 9 & 20:

- **Refine the allowed uses in the zoning code within B-2 (limit new auto-related businesses and storage businesses; and/or,**
- **Implement a stronger measure to ensure that auto-related businesses are allowable currently where they exist, but do not continue and become any more predominant as a land use along 9 & 20, the town could** focus and mitigate highway commercial auto-oriented land use character, by establishing a B-2A Zoning District for focusing auto-oriented businesses where there is existing critical mass. Such a B-2A Zoning District would be outside of the focus activity centers where mixed-use developments as focal places is desired. Allow non-conforming auto-oriented uses in the B-2A zoning district only.
- **Within B-2, develop a maximum area size for outdoor storage and display of products.**

- **Refine the existing parking regulations for B-2 Commercial Zoning District to consider decreasing parking space requirements.**
- **Foster shared parking arrangements even among neighboring separate parcels, and require increased future shared access management planning and designing for existing and new development projects to mitigate traffic impacts.**
- **Create commercial and greenspace design guidelines.**

Recommended Step Two to Enhance Route 9 & 20:

Further, to foster the vision for a series of focused mixed-use, commercial developments as desirable places with unique character, to be located on Columbia Turnpike (Route 9 & 20) to visit by car and to experience as a pedestrian (to minimize new highway-commercial type auto uses), and to foster potential opportunities for desired additional locations for high-quality housing, as part of well-designed mixed-use development, the town could opt for one of the following approaches to foster the vision for the four unique places along Route 9 & 20:

1. Create a new mixed-use zoning overlay map (starting with the concept map within this report) that shows where the four focused areas are proposed for 9 & 20; and/or,

2. Create new zoning overlay district and design guidelines applicable for these special places (and laying out careful special criteria, and controls and conditions for proposals for such mixed-use places).

A.3. Address landowner issues with the existing PPB district related to parking and shared access. Conduct a study/additional analysis to evaluate and consider the expansion of the PPB district along Route 9 & 20 ONLY if linked to the desired “focused places” along Route 9 & 20, and only through a public planning and evaluation process. Such analysis should consider the impact to remaining residential properties with the goal of maintaining the integrity of the existing neighborhoods along and off of Route 9 & 20.

A.4 To achieve the desired vision for the O and OC zones, amend the allowed uses to ensure that development within these districts minimizes impacts to residential neighborhoods, and minimizes traffic and other significant environmental impacts to the town. The O and OC zones are not envisioned for extensive outdoor display or storage of products, but rather as high quality corporate workplaces. Keeping in mind that the overall town priority should be to support the Route 9 & 20 “Main Street” commercial retail re-development, and to avoid shifting this to the OC zone. The OC zone is envisioned as corporate offices and potential for high-quality regional commercial uses that would not be sited otherwise along Route 9 & 20. The O zone is more strictly limited to predominantly corporate offices and connected accessory uses that support the offices, and as part of the office buildings. For example an eating establishment developed as part of the design for an office building, such as a company cafeteria, or internal food court would make sense to serve the office employees, but a regional restaurant attraction that would generate traffic from the region would not support the O zone vision for Mannix Road and the East Greenbush Technology Park.

A.5. To address the desired vision for the Hudson River and Route 9J area, begin exploring the land reserve concept — and the idea of creating a master plan to identify the future desired land uses for this special area of town. Start with amending the Coastal Industrial Zoning District code to remove special permit uses, and make proposed coastal industrial land uses allowable through a floating zone that would require approval through the Town of East Greenbush Town Board. This is an interim policy recommendation for execution, to be enacted immediately.

A.6. Additional Option for potential town wide or specific character areas applicability — for consideration:

Create a town Incentive / Amenity Zoning Law *for specific purposes to help achieve specific land use vision, goals and results* as outlined in this town land use plan. This tool offers an approach for creative, flexible planning and design for projects.

An incentive zoning law may also be a preferred alternative to requests for planned development districts (PDDs) and to requests for re-zonings. In the case of amenity zoning, the town would exchange incentives in the form of density bonuses or waivers in area/bulk regulations for community amenities such as open space, sidewalks, affordable housing or other desired resources. More analysis should be conducted to determine applicability — whether to apply town-wide or for specific districts only. Specific opportunities include: a limited percentage housing component in B-2 commercial districts, as part of planned commercial developments under incentive zoning; RB-WS and R-2 for incentive zoning: to achieve mixed use developments that are primarily residential, but allow for small percentage commercial or other type of use that fits with residential. The concept for any application of incentive zoning is to carefully determine the relationship between the incentive (e.g., density bonus) and amenity being provided (e.g., open space). A feature of incentive zoning is that it provides an opportunity for desired types of innovative development in targeted locations. The law can offer both the town and landowners flexibility within a pre-determined structure/framework of criteria and controls.

The beneficial use for the Town of East Greenbush is that incentive zoning focuses on, and is based on achieving specified community-desired amenities as a qualification and reason for any requested incentive. Incentive zoning can also be applied utilizing sliding scale criteria, as may be applicable or not. The potential benefits include obtaining community amenities that would not otherwise be provided or be required through development, for the incentive of allowing some additional flexibility in a project. A request for applying the incentive zoning would require a zoning change through the town board. A developer would be required to apply through the town board for approval for the incentive zoning option, before proceeding with any site plan or subdivision approval.

A potential East Greenbush incentive zoning law is envisioned as being applicable for targeted development within specified zoning districts and areas of town (such as along Route 9 & 20); and for specified community benefits and purposes such as indicated below. Notably, any incentive for density would require adequate water and sewer; and also should include access to state highways; access to other services; and acceptable location among compatible, existing, adjacent land uses so as to not significantly impact the community character.

Use incentive zoning for the following purposes, for example:

- to incentivize redevelopment along Route 9 & 20 in desired locations;
- to achieve dedicated senior housing opportunities as part of developments;
- to achieve a diversity of housing opportunities (condos, apartments, townhouses, etc.) as part of developments;
- to incentivize the revitalization of traditional neighborhoods while maintaining their character;

- to achieve cross-connections to adjacent parcels;
- to achieve roads and public trails and pathways to meet town's land use goals;
- to achieve open space conservation in addition to the town's existing requirements.

At this time, **an open space incentive zoning option** is recommended for immediate adoption and use. applicable for A-R and R-OS to address rural character and conservation development. Other applications of incentive zoning may be amenable for the town to adopt in the future.

B.Additional Short-Term, Recommended Actions:

B.1. Update the zoning code with comprehensive clean up, and implement strategies for community character and land use vision — for specific site design and layout standards and guidance

- Update the town zoning code's definitions, and conduct basic re-organization of the code for ease and clarity of use.
- Complete zoning district language for those districts that do not have a complete description, such as a missing A-R district purpose statement, for example.

- Revise the town’s comprehensive zoning code use tables to ensure that the uses are compatible with the desired land use vision and character as set forth in the town’s updated land use plan (this report). To address: auto-oriented uses; self-storage units; junkyards; closer look at non-conformance uses. Expand list of allowed uses within corporate zones to ensure a creative mix, and practical mix such as day care centers, etc.
- Clarify standards on parking requirements, including establishing maximum parking requirement standards. Consolidate parking requirements into one location in the zoning code. Amend parking requirements to allow shared parking; explore allowing reduced parking requirements for commercial area parking plans.
- Refine the standards for greenspace and landscaping requirements including for tree canopy and tree coverage for parking areas. Amend greenspace requirements to facilitate better landscape designed greenspace. Provide guidance on natural landscape conservation and utilization for greenspace requirement.
- Allow and incentivize cross-connections among lots and adjacent developments and settlements for commercial and residential areas.
- Amend the area and bulk regulations to ensure consistency with this land use plan, working in close consultation with the town director of planning and other town staff.

B.2. Create Design Guidelines for both Development and Greenspace / Open Space, that are appropriate per building and land use types, and per character areas of town

Design guidelines should be created to help the town achieves the desired land use vision for a high-quality built environment that complements the natural and community character of East Greenbush. Ideally, the town would develop design guidelines per each types of development, and with specific consideration of the nuances per the different character areas identified in the plan. Design guidelines would be designed for inclusion and as a requirement in the site development process.

Design guidelines should be specified for commercial development including for commercial, retail, corporate office development and the town's Personal Professional Business (PPB) district, and for traditional neighborhood residential design. In addition, the town should include guidelines on mixed-use developments, especially as an integral part of any potential Route 9 & 20 mixed use overlay district to achieve the desired four focused places along Route 9 & 20. In addition, special design guidelines topics would include guidance on the green space, vegetative and landscape visual buffer requirements, landscaping and open space areas to be conserved during development depending on the character and setting.

- **Traditional neighborhood design guidelines** for applicability for new infill, new subdivisions, major renovations or expansions within the remaining residential districts (R-1; R-1A; R-2; RB-WS (with water and sewer); and R-3)

- **Commercial / Corporate Offices Design Guidelines**
 - Specific for focused, walkable places for Route 9 & 20 envisioned in the Town of East Greenbush Land Use Vision
 - For corporate zoning districts (O, OC, OI)
 - For Couse Corners/Route 4
 - For the northern Route 4 area
 - For Personal Professional Business District (PPB)

- **For “focused, mixed-use developments” (desired along Route 9 & 20) - and if this is a special overlay zoning district.**

B.3 Amend and organize the body of signage standards for ease of use by town officials and the public.

Develop signage amendments to match the land use vision for a high quality built environment, and to ensure the signs achieve visual objectives. Allow co-locating signs with detailed guidance. Address sandwich boards. Address allowances for yard sales.

B.4. Implement additional strategies to address conservation of rural character.

- i. Develop and adopt an erosion control law for East Greenbush, building on the county's draft law that is currently under development as a model for the town to refine for its own use.
- ii. Amend/replace the town's cluster residential subdivision law to be conservation-based subdivision design for the following zoning districts: R-OS, A-R, and R-B (without water and sewer).

- iii. Through amendment to the subdivision code, address issues about minor subdivisions (2—4 lots)/mini-conservation subdivisions that may need controlled flexibility in siting driveways under special circumstances and that achieves the land use vision and is compatible with the surrounding character. Address and develop standards for common driveways/shared driveways and criteria for special conditions driveways to avoid unwanted flag lot requests, but allow for some flexibility for usability of lots.
- iv. Develop complementary conservation subdivision design guidelines. Conservation Subdivision Design Guidelines and Rural Design Guidelines for all development in the clarified R-B district (R-B without water and sewer), R-OS and A-R districts (rural character districts) would address conservation design layout of the proposed development, and roadside buffers.
- v. Specify/clarify standards on the vegetative / landscape buffers as is applicable for the development project per the applicable character area. In other words landscape buffer for the rural East Greenbush area of town may look different and

more green and more extensive than landscape buffer along Route 9 & 20 to reflect a totally different setting. The town should consider utilizing a roadside landscape buffer for particularly the rural areas of town to reduce the visual impact of development.



Bungalows at sunset along Columbia Turnpike (Route 9 & 20) remind the viewer of the unique built environment and character along what used to be known as the Albany—Boston Post Road. East Greenbush enjoys many unique assets to draw upon as it looks to its future.



APPENDICES

Appendix A: Land Use Vision Map

Town of East Greenbush LAND USE VISION MAP

Provide for Growth Within Infrastructure Means

Enhance and Create Walkable Places with Unique, Identifiable Character:

 Civic Center and Community Activities Historic Village Character Commercial Center Mixed-use "Mid-way" area "The Heights" Commercial Center

**Protect Neighborhoods and
Connect to Activity Centers
and Community Assets**

 Hudson River and Streams

Conserve Character Along Key Scenic Landscape Corridors:

• • Scenic Roadways

• • Hudson River Scenic Byway



**Conserve
Historic Hamlets**

Focus River Road Growth on Small- Scale Gateways



***Maintain Existing Active
Port-related Industry***

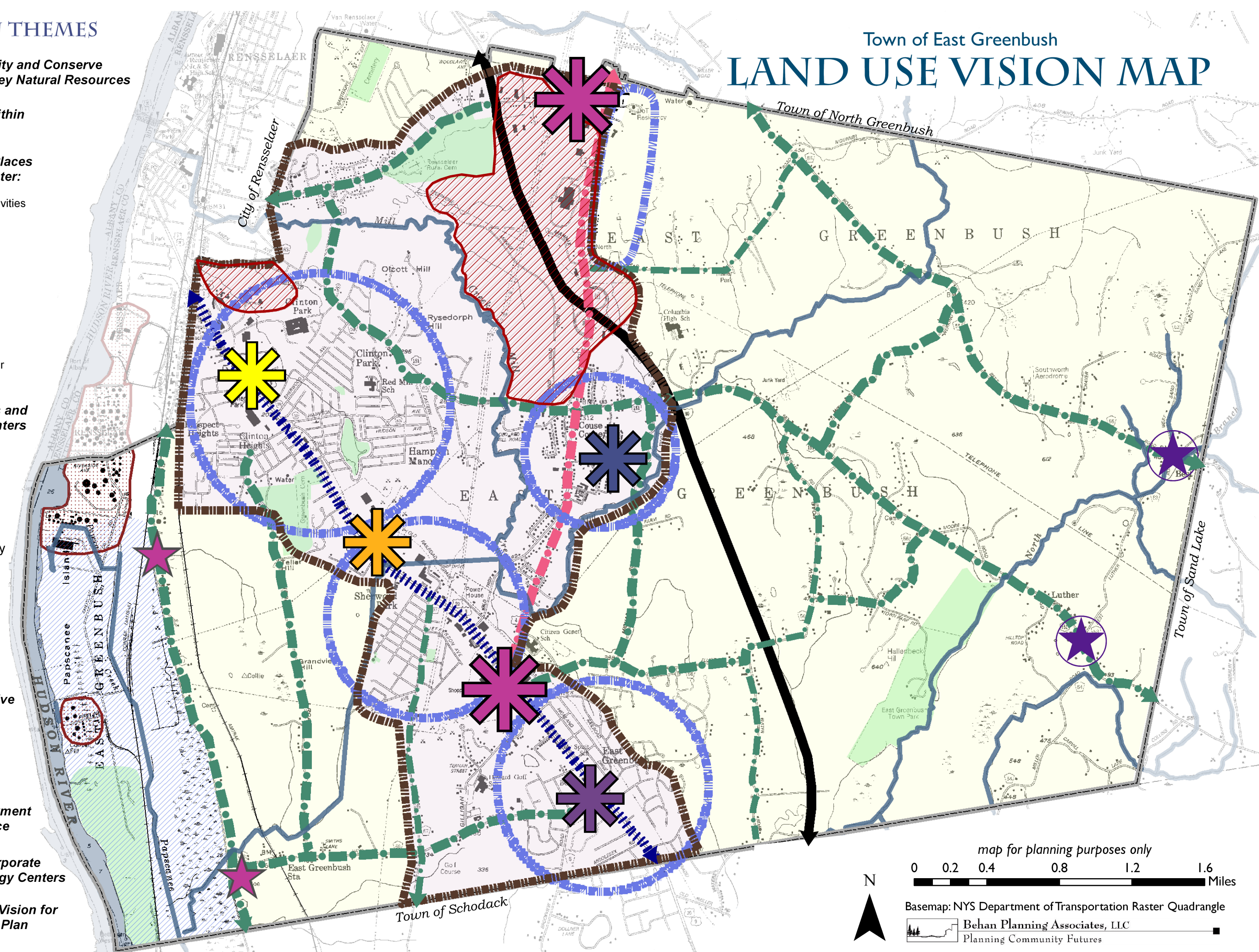
Strengthen Routes |||||

Enhance Public Enjoyment of Existing Open Space

 **Develop Attractive Corporate Workplaces, Technology Centers**

Conduct a Long-term Vision for the Waterfront Master Plan

Town of East Greenbush



map for planning purposes only

0 0.2 0.4 0.8 1.2 1.6 Miles

Basemap: NYS Department of Transportation Raster Quadrangle

 Behan Planning Associates, LLC
Planning Community Futures

Appendix B: Community Survey and Results



Town of East Greenbush, NY Land Use & Zoning Study

Community Survey 2005

Summary

The town's land use and zoning study committee, in consultation with its planning consultant team of Erdman, Anthony & Associates, Inc. and Behan Planning Associates, LLC, drafted the community survey that was conducted in 2005 on behalf of the Town of East Greenbush. The town mailed out about 5,000 surveys in January 2005 to all property owners. About 1,184 survey responses were received by the Town of East Greenbush from its residents. Approximately half of the respondents indicated that they live near Route 9 & 20, and over $\frac{3}{4}$ have lived in town for 10 or more years.

Response highlights

A number of consistent themes were echoed in the 1,184 survey responses received. Residents generally felt positive about the convenience and options the town has to offer, including the YMCA and library area of town, and the road improvements that have been made on Route 9 & 20. The top concerns that residents identified through the survey were traffic, taxes, the build-out of Route 4 and Route 9 & 20, the amount of vacant commercial buildings, and the rates of both residential and commercial growth. About 65% of respondents indicated that it is very important that natural resources be protected during development, and 72% of respondents affirmed that commercial design guidelines should be used to protect the aesthetics of the town. Nearly 76% of respondents believe pedestrian and bike trails and sidewalks need to be enhanced, specifically along the major corridors in town (including for example: Route 4, Route 9&20, and Third Avenue Extension).

Many people expressed appreciation in the Town of East Greenbush for conducting the survey.

Survey questions with graphic results

Below are the survey questions with a summary of the results presented in graphic format.

Question #1

In your opinion, over the next 10 years what will be the biggest challenges facing East Greenbush?

Results - Ranked by Priority

Maintaining low tax rates

Managing growth and development

Managing transportation and traffic

Conserving open lands, forests, and farmland

Maintaining high quality schools

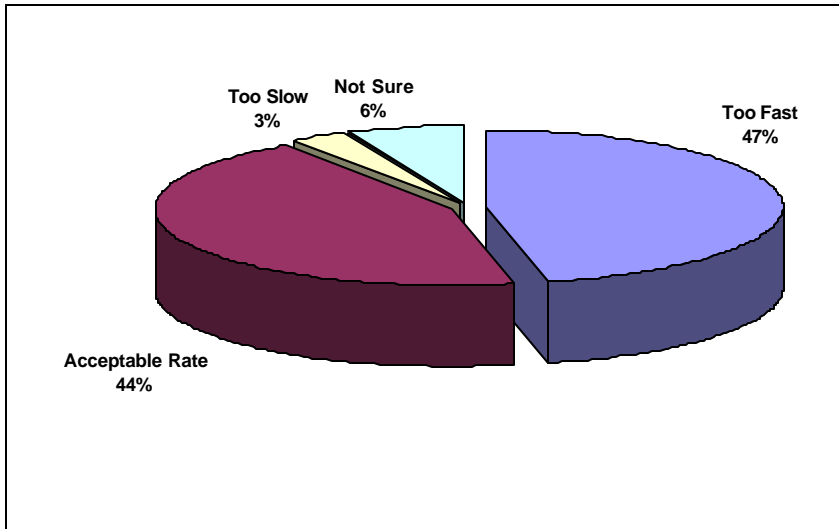
Encouraging economic opportunity & job growth

Protecting environmental resources (wetlands, streams, etc.)

Providing adequate housing

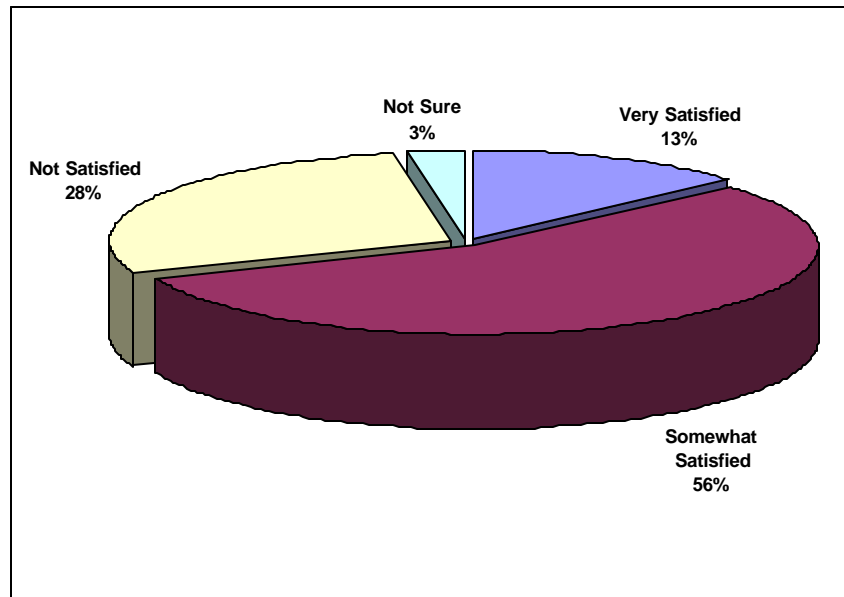
Question #2

In your opinion, are the town's residential areas growing:



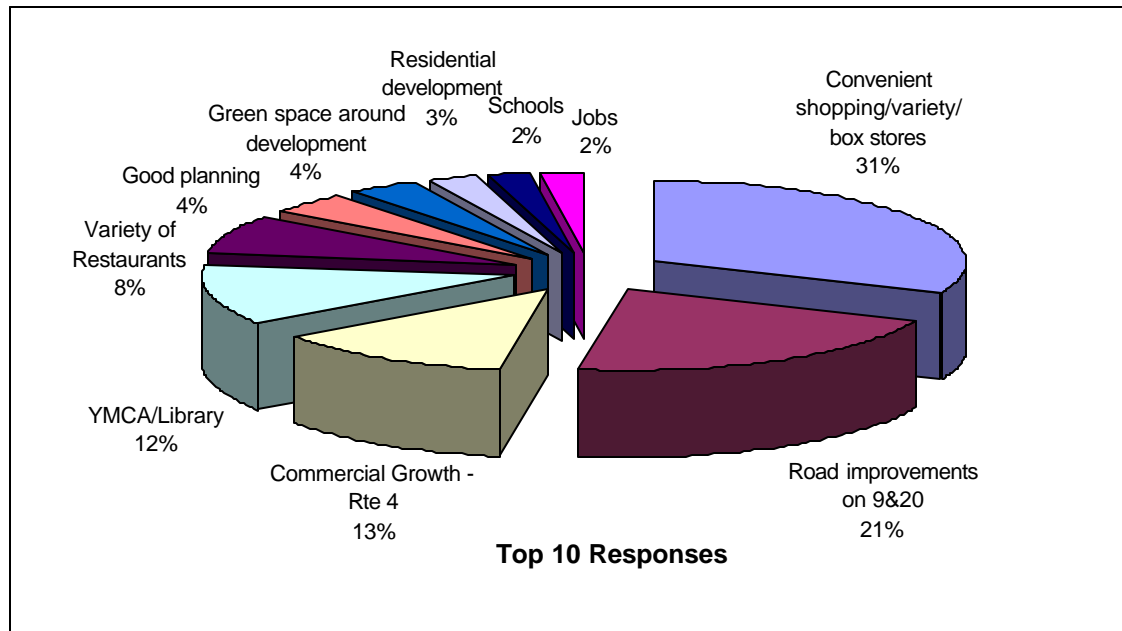
Question #3

How satisfied are you with the commercial types of growth and development in East Greenbush?



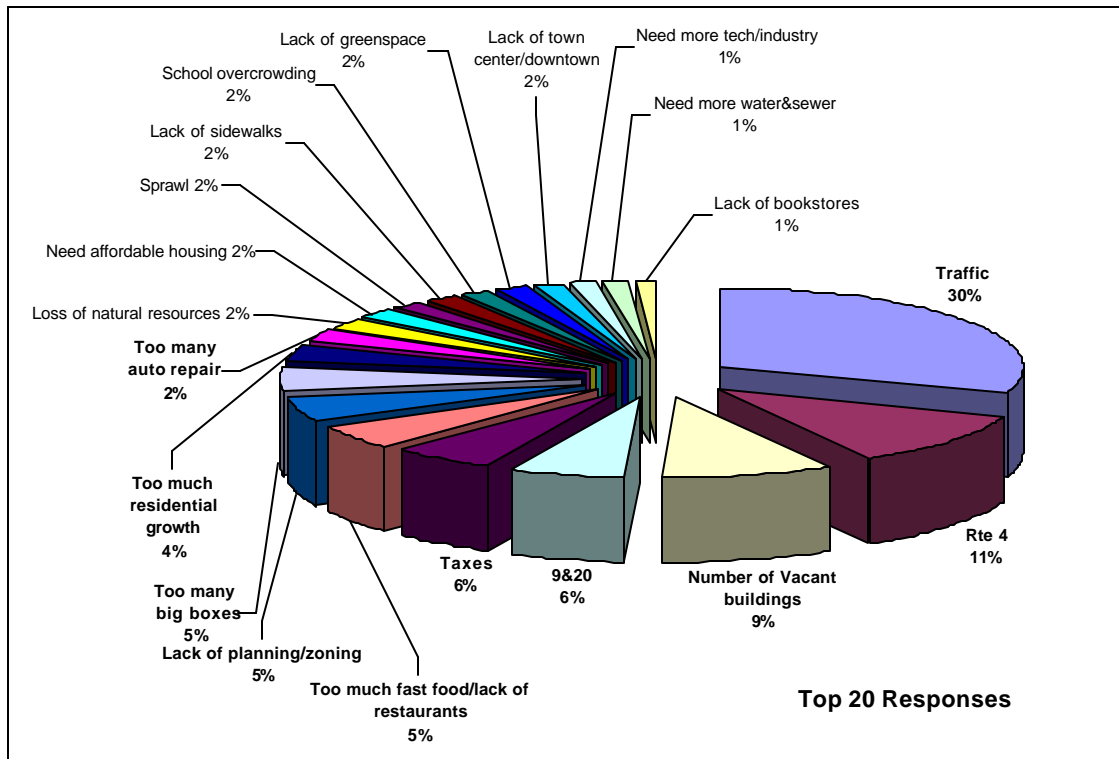
Question #4

Please list what features you like about the town's growth and development patterns?



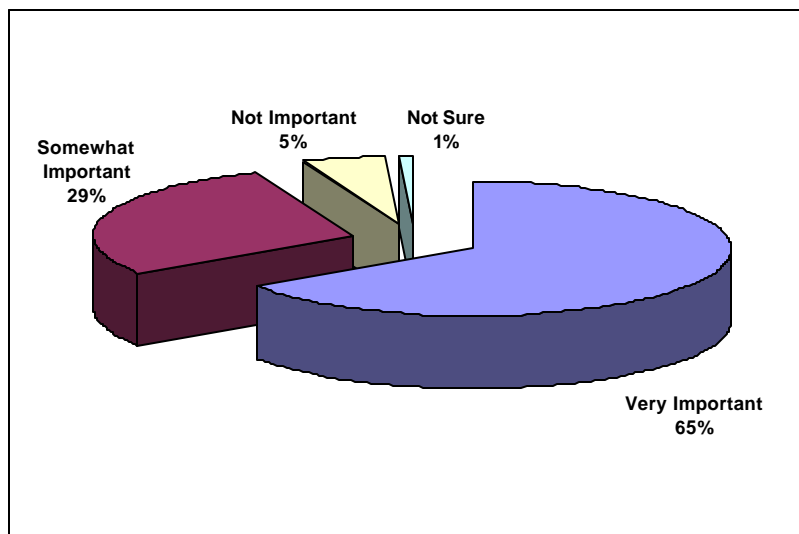
Question #5

Please list what features you dislike about the town's growth and development patterns?



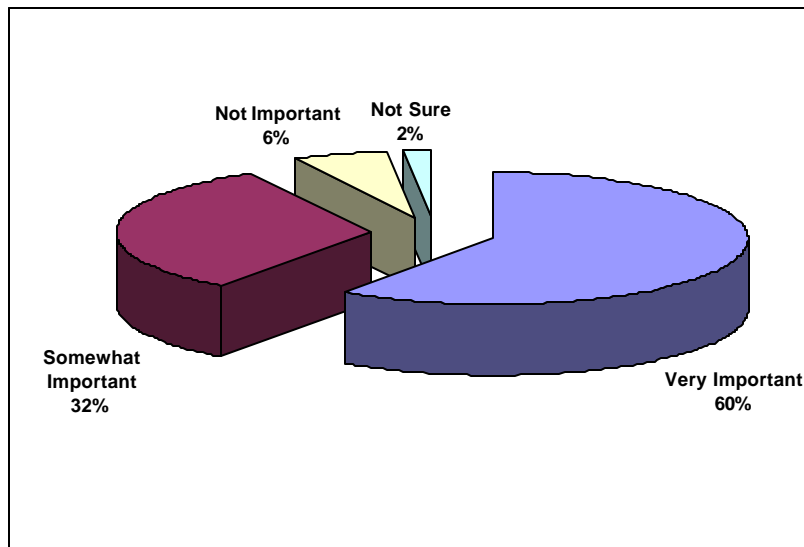
Question #6

When land is developed for buildings, parking, driveways, roads, etc., how important is it to you that key natural resources such as woodlands, steep slopes, streams, wetlands, and scenic views be protected from development?



Question #7

How important is it to you, that the town support and/or take steps towards the conservation of East Greenbush's natural, scenic resources, and historic places & buildings?



Question #8

What are the most important resources to conserve in East Greenbush, if any, in your opinion?

Results - Ranked by Priority

Water Resources, Wetlands, Streams

Woodlands

Scenic views

Hudson River waterfront

Farmland

Historic resources: buildings, sites

Others

Question #9

Which types of land uses do you think the town should promote and encourage within East Greenbush?

Results - Ranked by Priority

One-family residence

High tech/bio tech/research and development

Senior housing

Retail shops and service-oriented operations

Professional offices

Eating and drinking establishments

Affordable housing

Large scale retail (e.g., department store)

Light industry (e.g., assembly and fabrication)

Nurseries

Horse farms

Agri-tourism operations

Two-family residence (twin home/duplex)

Other (Parks were primary response)

Heavy industry (e.g., manufacturing)

Warehouse and distribution

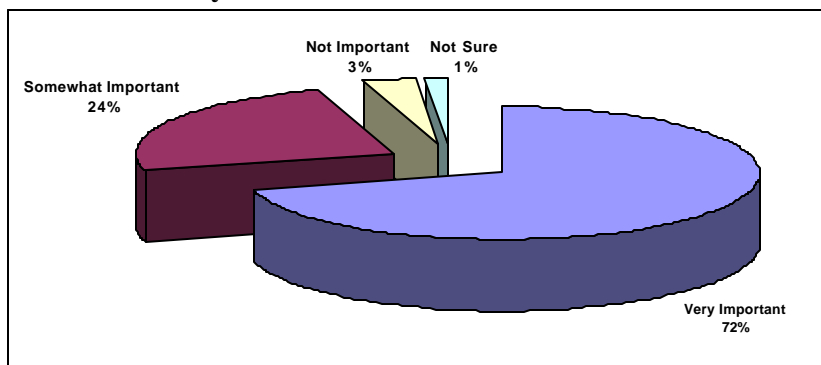
Multi-family residence

Motels and hotels

Auto related (gas stations, auto service facilities, etc)

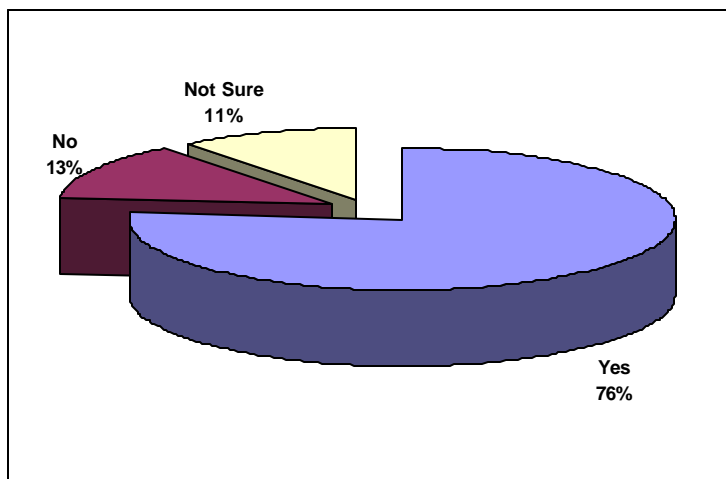
Question #10

How important is it to you for the town to use building and site design guidelines to help make new commercial development more visually attractive?



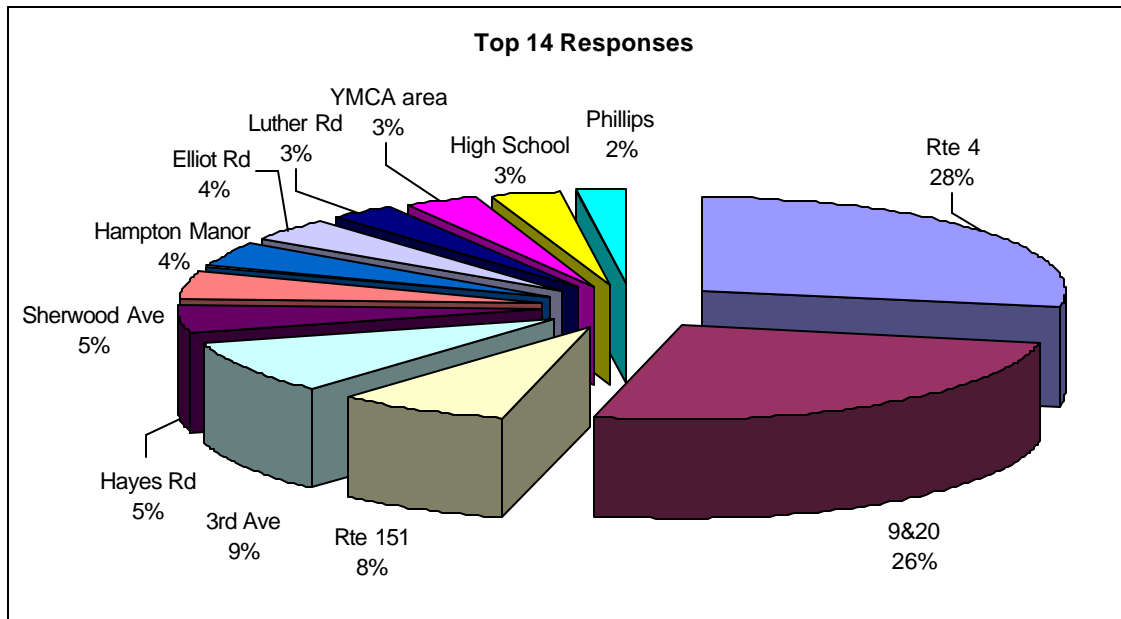
Question #11

Do you feel that the town should enhance the ability for bicyclists and pedestrians to safely and easily get around town through multi-purpose connections such as trails, sidewalks, and bike paths?



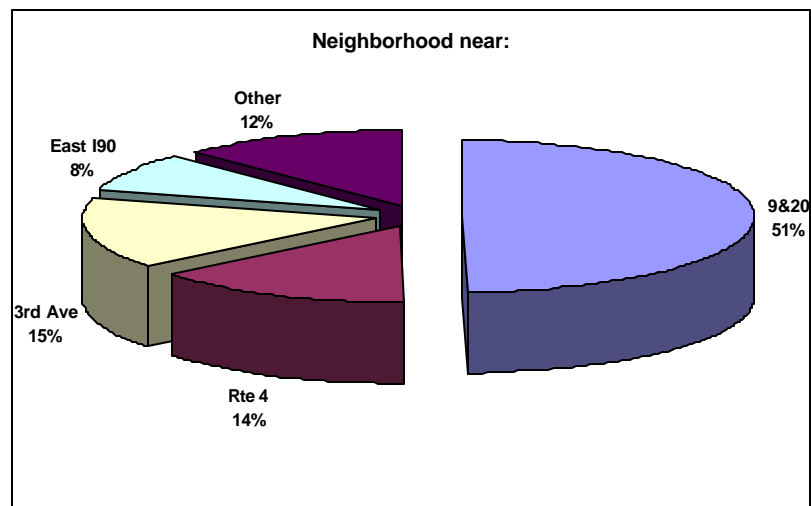
Question #12

If you answered yes to question 11, please list any specific areas of town that would benefit from bike and pedestrian improvements.



Question #13

What part of town do you live in?



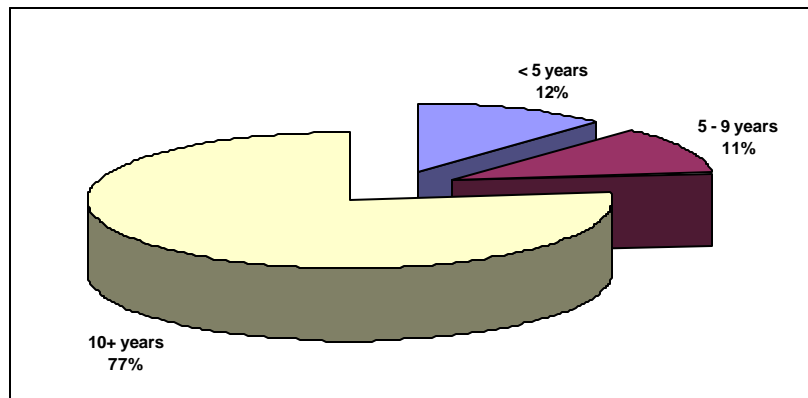
Question #14

How many people are in your household, including yourself?

Average 2.6 people per household

Question #15

How long have you lived in East Greenbush?



Question #16

Please write any additional comments here:

Most comments were repetition of earlier comments. Generally greatest number of comments focused on traffic problems, taxes too high, a need for more green space and/or parks, and need to fill vacant buildings. Several people expressed appreciation in having a survey and hope it will be useful.

Appendix C: Maps

- Environmental Features
- Existing Land Use
- Existing Zoning
- Water District Boundaries
- Sewer District Boundaries
- Slope and Topography

LEGEND

- TOWN BOUNDARY
- INTERSTATE HIGHWAY
- U.S. HIGHWAY
- STATE HIGHWAY
- COUNTY ROAD
- TOWN STREET OR ROAD
- PRIVATE ROAD
- WATERWAY
- RAILROAD
- PUBLIC UTILITIES
- SCHOOL
- FIRE HOUSE

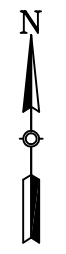
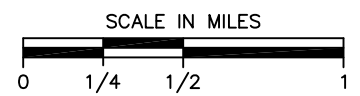
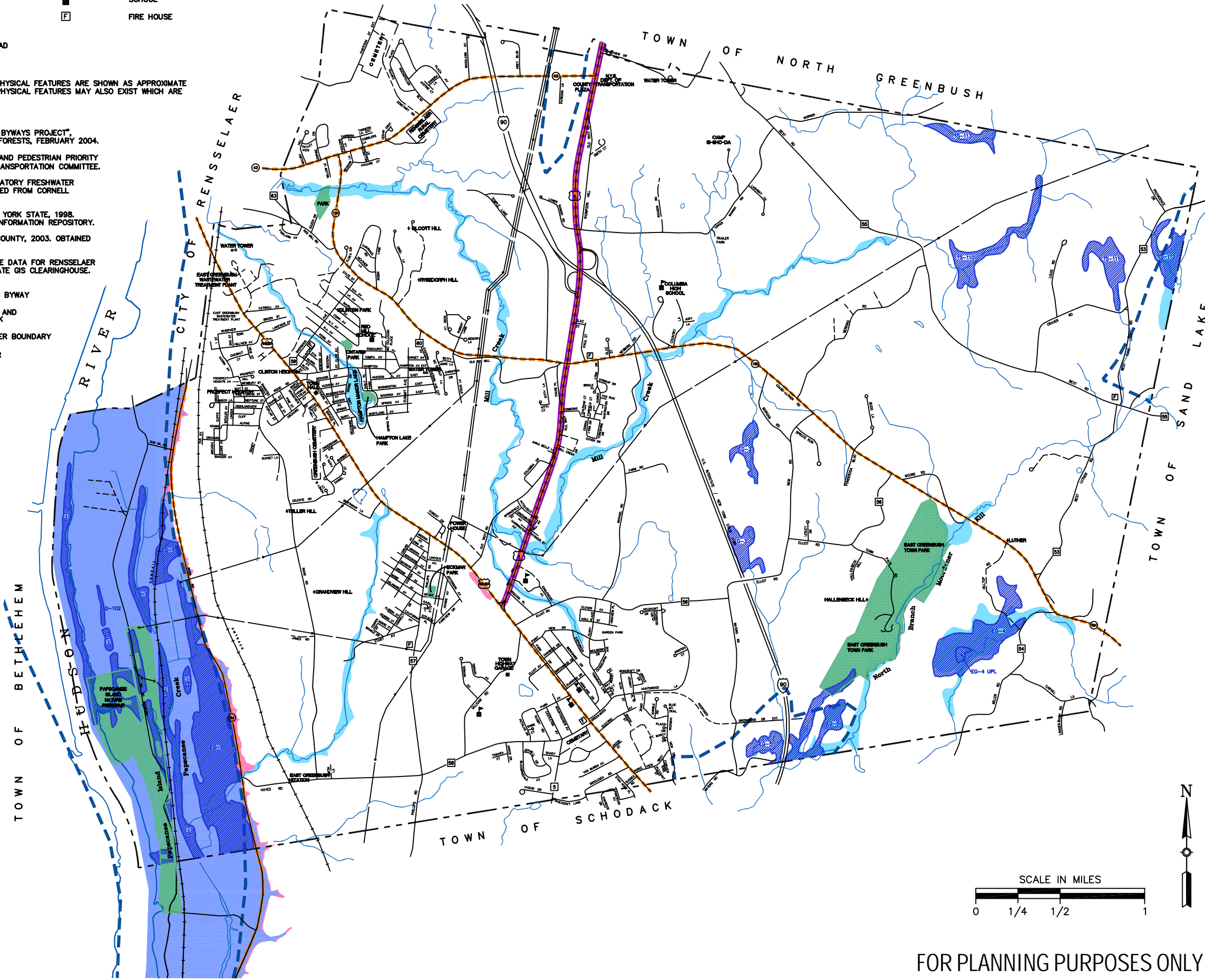
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- SOURCES:
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 - A MAP ENTITLED, "RENSSELAER COUNTY BICYCLE AND PEDESTRIAN PRIORITY NETWORK", PREPARED BY THE CAPITAL DISTRICT TRANSPORTATION COMMITTEE.
 - A POLYGON FILE OF THE NEW YORK STATE REGULATORY FRESHWATER WETLANDS FOR RENSSELAER COUNTY, 1999. OBTAINED FROM CORNELL UNIVERSITY GEOSPATIAL INFORMATION REPOSITORY.
 - A POLYGON FILE OF PRINCIPAL AQUIFERS OF NEW YORK STATE, 1998. OBTAINED FROM CORNELL UNIVERSITY GEOSPATIAL INFORMATION REPOSITORY.
 - A POLYGON FILE OF PARKS WITHIN RENSSELAER COUNTY, 2003. OBTAINED FROM THE NEW YORK STATE GIS CLEARINGHOUSE.
 - A POLYGON FILE OF FEMA DIGITAL Q3 FLOOD ZONE DATA FOR RENSSELAER COUNTY, 1996. OBTAINED FROM THE NEW YORK STATE GIS CLEARINGHOUSE.

- HUDSON RIVER VALLEY SCENIC BYWAY
- RENSSELAER COUNTY BICYCLE AND PEDESTRIAN PRIORITY NETWORK
- PRINCIPAL UNCONFINED AQUIFER BOUNDARY
- NYS REGULATORY FRESHWATER WETLAND BOUNDARY
- TOWN, COUNTY, STATE AND FEDERAL PARKS

FEMA Q3 FLOOD ZONES

- ZONE A
- ZONE AE
- ZONE X500



DRAWING TITLE:

ENVIRONMENTAL FEATURES

PROJECT NAME:

LAND USE AND ZONING STUDY

CLIENT:

TOWN OF EAST GREENBUSH

ERDMAN ANTHONY

Rochester, NY - Harrisburg, PA - Buffalo, NY
Albany, NY - West Palm Beach, FL

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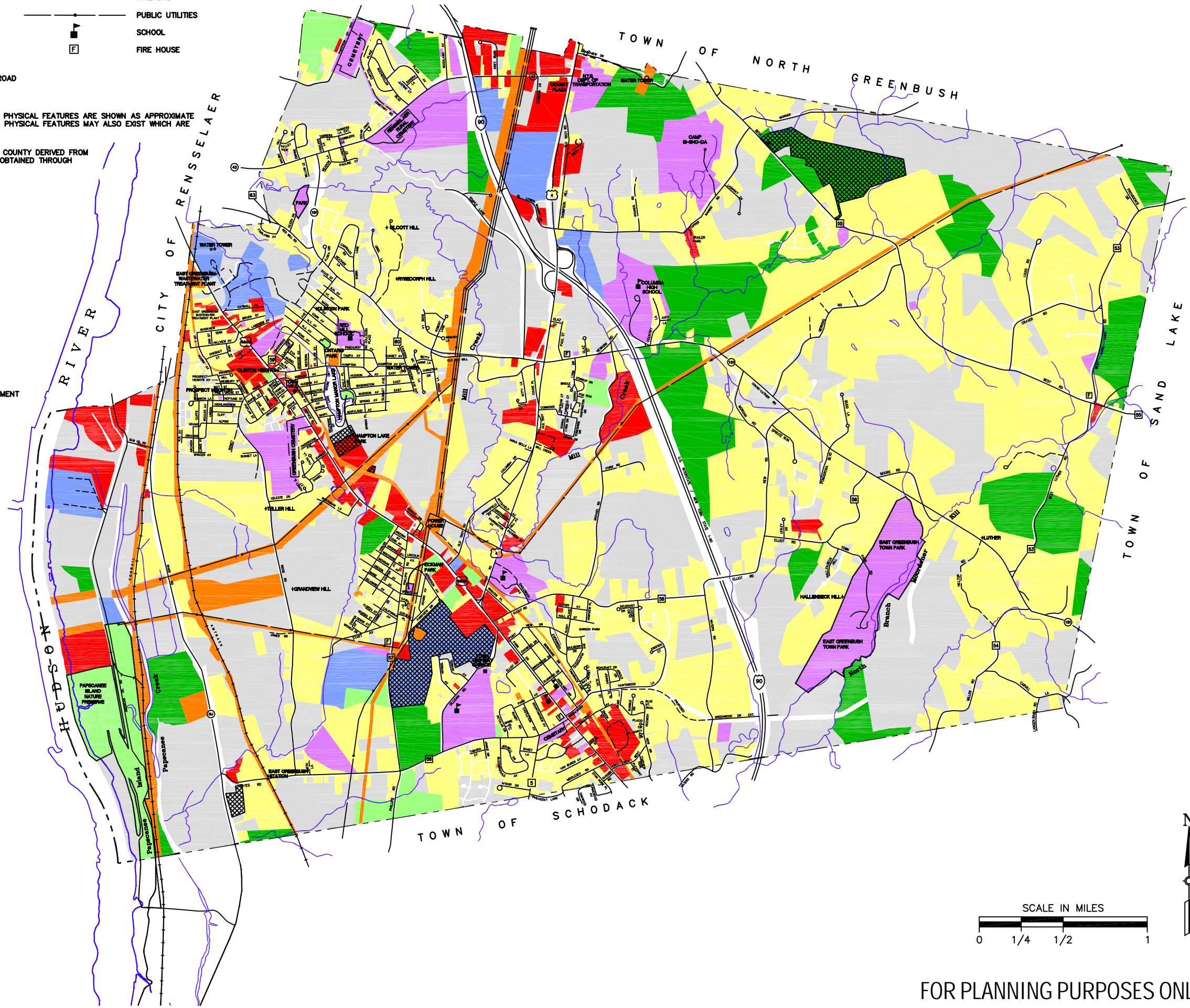
LEGEND

	TOWN BOUNDARY		WATERWAY
	INTERSTATE HIGHWAY		RAILROAD
	U.S. HIGHWAY		PUBLIC UTILITIES
	STATE HIGHWAY		SCHOOL
	COUNTY ROAD		FIRE HOUSE
	TOWN STREET OR ROAD		
	PRIVATE ROAD		

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	AGRICULTURAL
	COMMERCIAL
	COMMUNITY SERVICES
	INDUSTRIAL
	PUBLIC SERVICES
	RECREATION AND ENTERTAINMENT
	RESIDENTIAL
	VACANT LAND
	WATER
	MINING



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EXISTING LAND USE MAP

PROJECT NAME:

LAND USE AND
ZONING STUDY

CLIENT:



TOWN OF
EAST GREENBUSH

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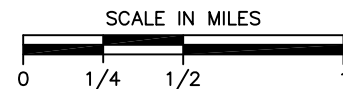
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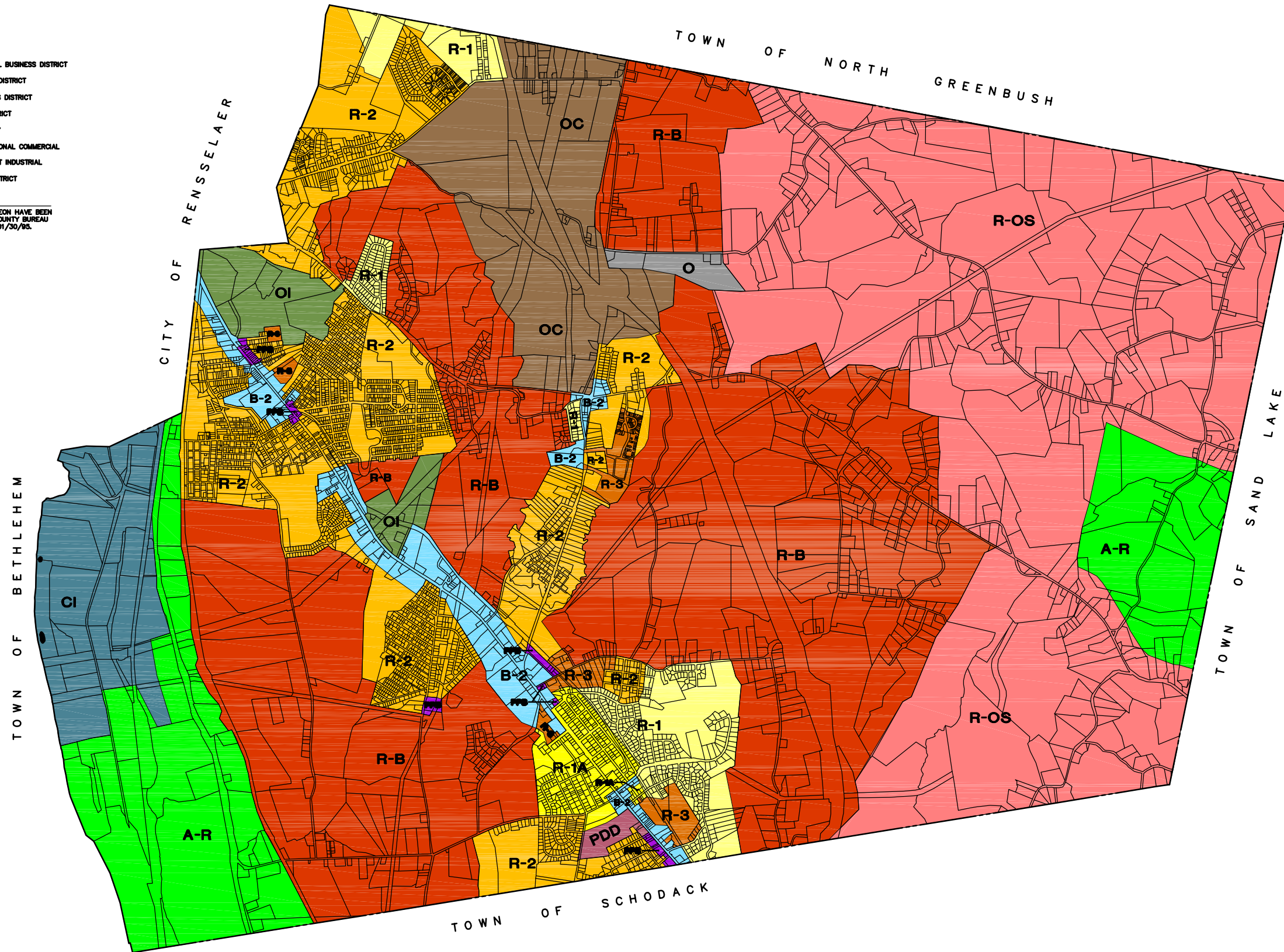
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- Zoning Districts**
- A-R AGRICULTURAL-RESIDENTIAL DISTRICT
 - R-OS RESIDENTIAL-OPEN SPACE DISTRICT
 - R-B RESIDENTIAL BUFFER DISTRICT
 - R-1 RESIDENCE DISTRICT
 - R-1A RESIDENCE DISTRICT
 - R-2 RESIDENCE DISTRICT
 - R-3 RESIDENCE DISTRICT
 - PPB PERSONAL/PROFESSIONAL BUSINESS DISTRICT
 - PDD PLANNED DEVELOPMENT DISTRICT
 - B-1 NEIGHBORHOOD BUSINESS DISTRICT
 - B-2 GENERAL BUSINESS DISTRICT
 - O CORPORATE OFFICE ONLY
 - OC CORPORATE OFFICE/REGIONAL COMMERCIAL
 - OI CORPORATE OFFICE/LIGHT INDUSTRIAL
 - CI COASTAL INDUSTRIAL DISTRICT

Map Reference
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EXISTING ZONING MAP

PROJECT NAME:

LAND USE AND ZONING STUDY

CLIENT:



TOWN OF EAST GREENBUSH

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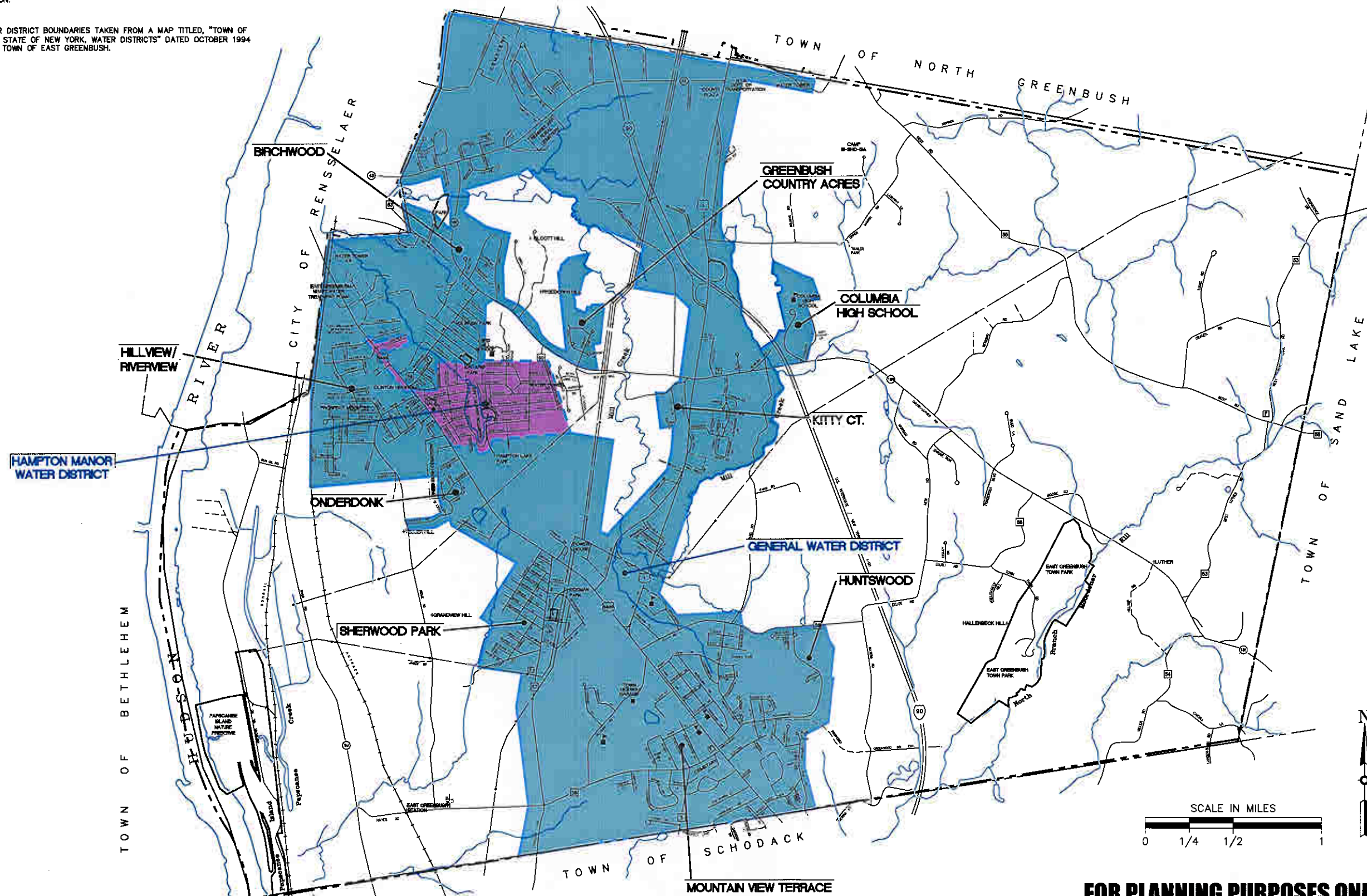
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LEGEND

	TOWN BOUNDARY		WATERWAY
	INTERSTATE HIGHWAY		RAILROAD
	U.S. HIGHWAY		PUBLIC UTILITIES
	STATE HIGHWAY		SCHOOL
	COUNTY ROAD		FIRE HOUSE
	TOWN STREET OR ROAD		WATER DISTRICT BOUNDARY
	PRIVATE ROAD		

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WATER DISTRICT BOUNDARIES

PROJECT NAME:

LAND USE AND ZONING STUDY

CLIENT:



TOWN OF EAST GREENBUSH

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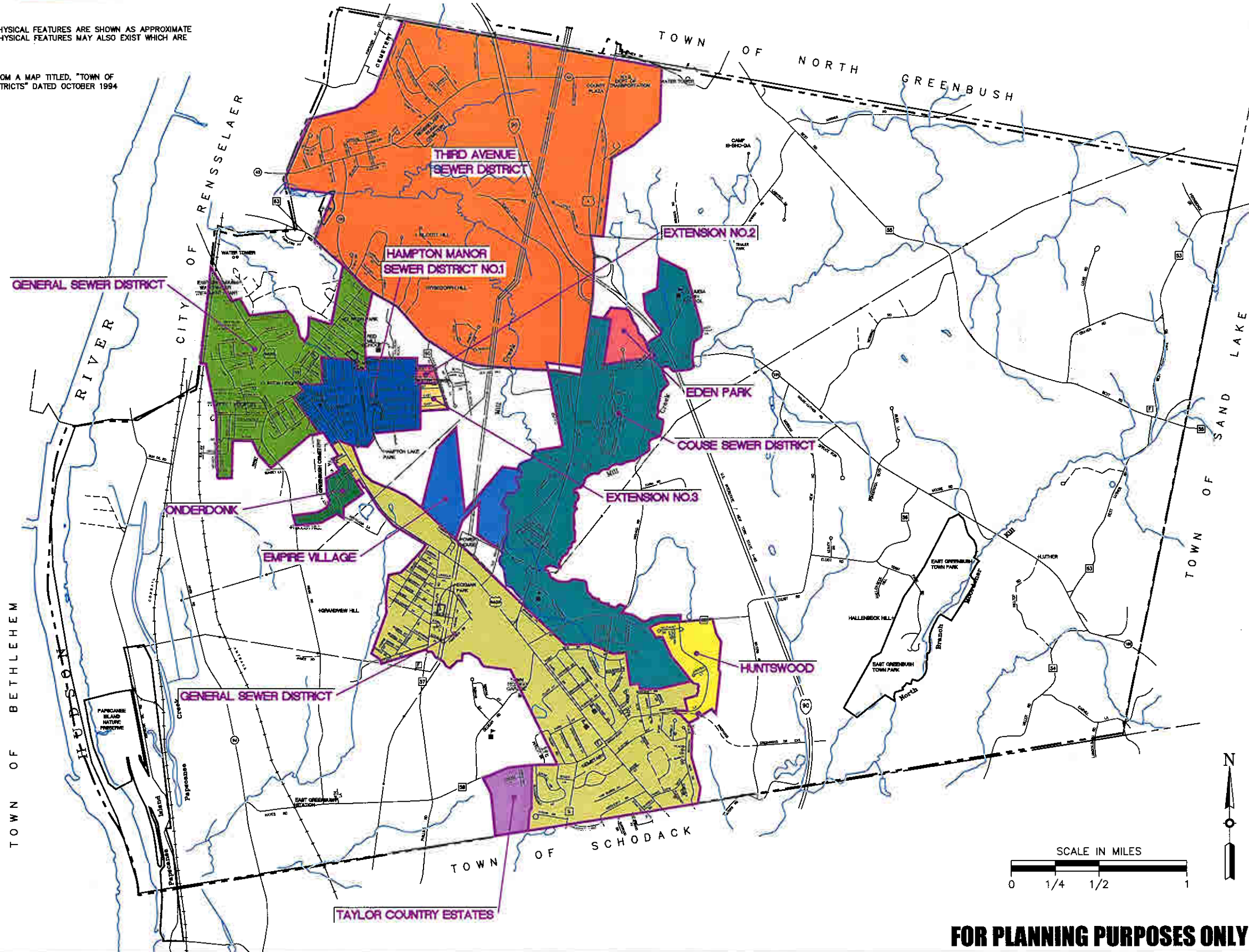
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LEGEND

	TOWN BOUNDARY		WATERWAY
	INTERSTATE HIGHWAY		RAILROAD
	U.S. HIGHWAY		PUBLIC UTILITIES
	STATE HIGHWAY		SCHOOL
	COUNTY ROAD		FIRE HOUSE
	TOWN STREET OR ROAD		SEWER DISTRICT BOUNDARY
	PRIVATE ROAD		

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SEWER DISTRICT BOUNDARIES

PROJECT NAME:

LAND USE AND ZONING STUDY

CLIENT:



TOWN OF EAST GREENBUSH

ERDMAN ANTHONY
Rochester, NY - Harrisburg, PA - Buffalo, NY
Albany, NY - West Palm Beach, FL

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REVISIONS

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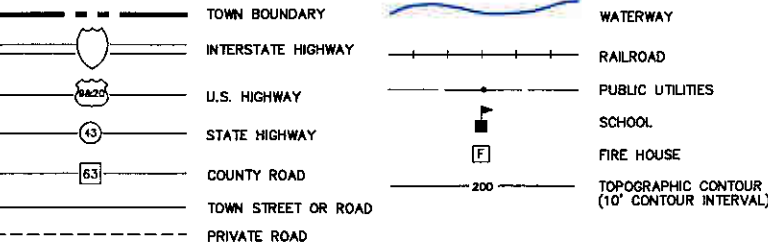
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SCALE: 1"=1500'	DATE: OCTOBER 2004
DES. BY: LTS	DR. BY: SMH
CK'D BY: WEB	EAA PROJECT NO. 1700A.82
SHEET NO. 1 OF 1	DRAWING NO. —

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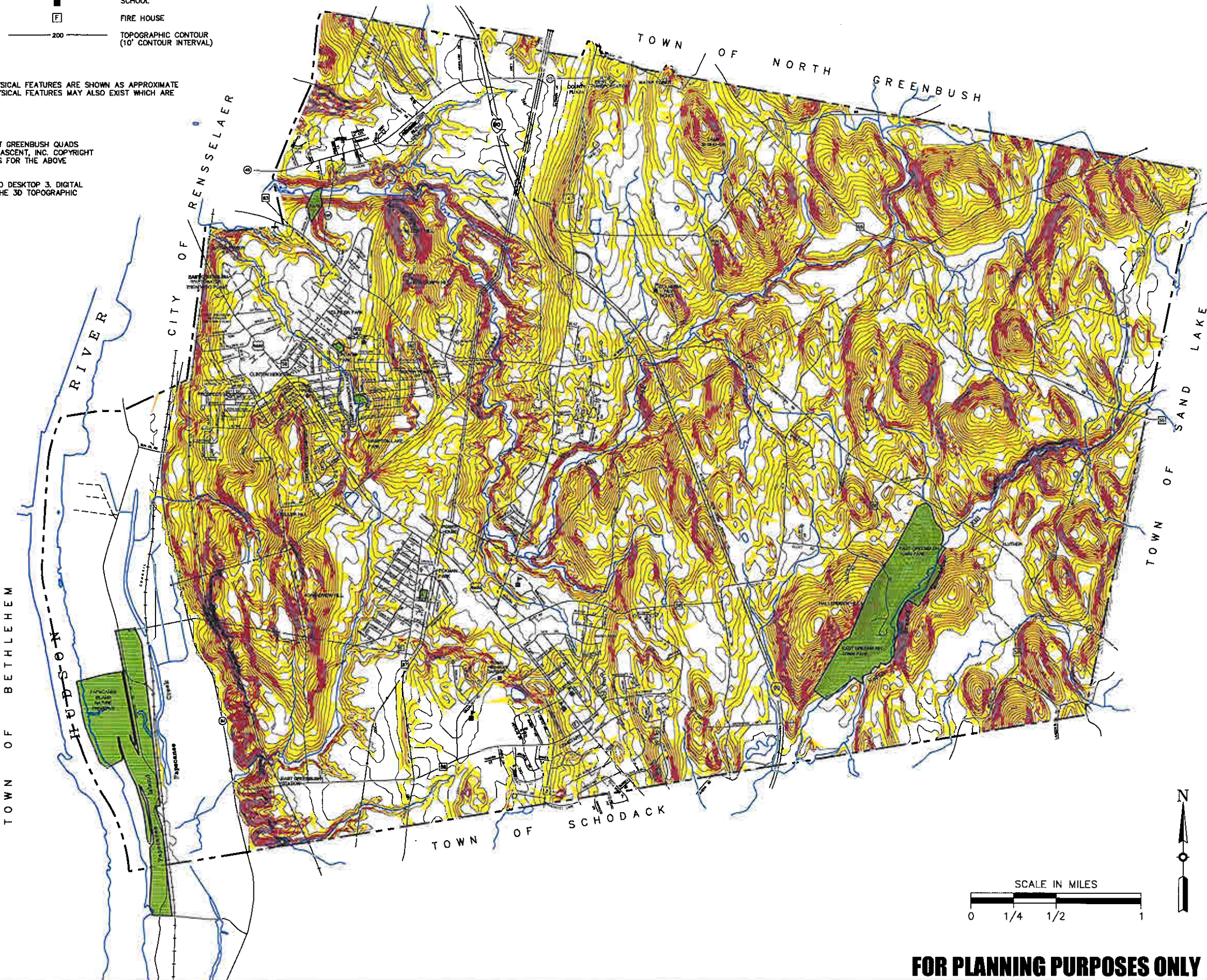
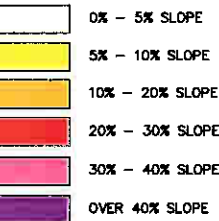
LEGEND



NOTE:
ALL BOUNDARY LINES, ROADS, WATERWAYS AND PHYSICAL FEATURES ARE SHOWN AS APPROXIMATE LOCATION ONLY. OTHER ROADS, WATERWAYS AND PHYSICAL FEATURES MAY ALSO EXIST WHICH ARE NOT SHOWN HEREON.

SOURCES:
- TOPOGRAPHY COVERING THE TROY SOUTH AND EAST GREENBUSH QUADS CREATED BY TOPO DEPOT VERSION 1.1.7 BY SYLVAN ASCENT, INC. COPYRIGHT 2000, UTILIZING DEM SURFACE DATA FROM THE USGS FOR THE ABOVE MENTIONED QUADS.
- SLOPE ANALYSIS PERFORMED USING AUTOCAD LAND DESKTOP 3. DIGITAL SURFACE USED FOR ANALYSIS WAS CREATED FROM THE 3D TOPOGRAPHIC CONTOURS MENTIONED ABOVE.

SLOPE RANGE



DRAWING TITLE:

TOPOGRAPHY & SLOPE RANGES

PROJECT NAME:

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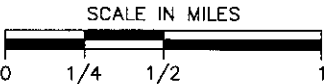
REVISIONS

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